

# MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE:

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Public Officers <sup>and</sup> Institutions

FOR THE YEAR

1894.

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VOLUME II.

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AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE.

1894.

THIRTY-FIFTH 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, 1893, INCLUDING  
PETITIONS,

DECISIONS AND RULES  BOARD

MADE DURING THE YEAR

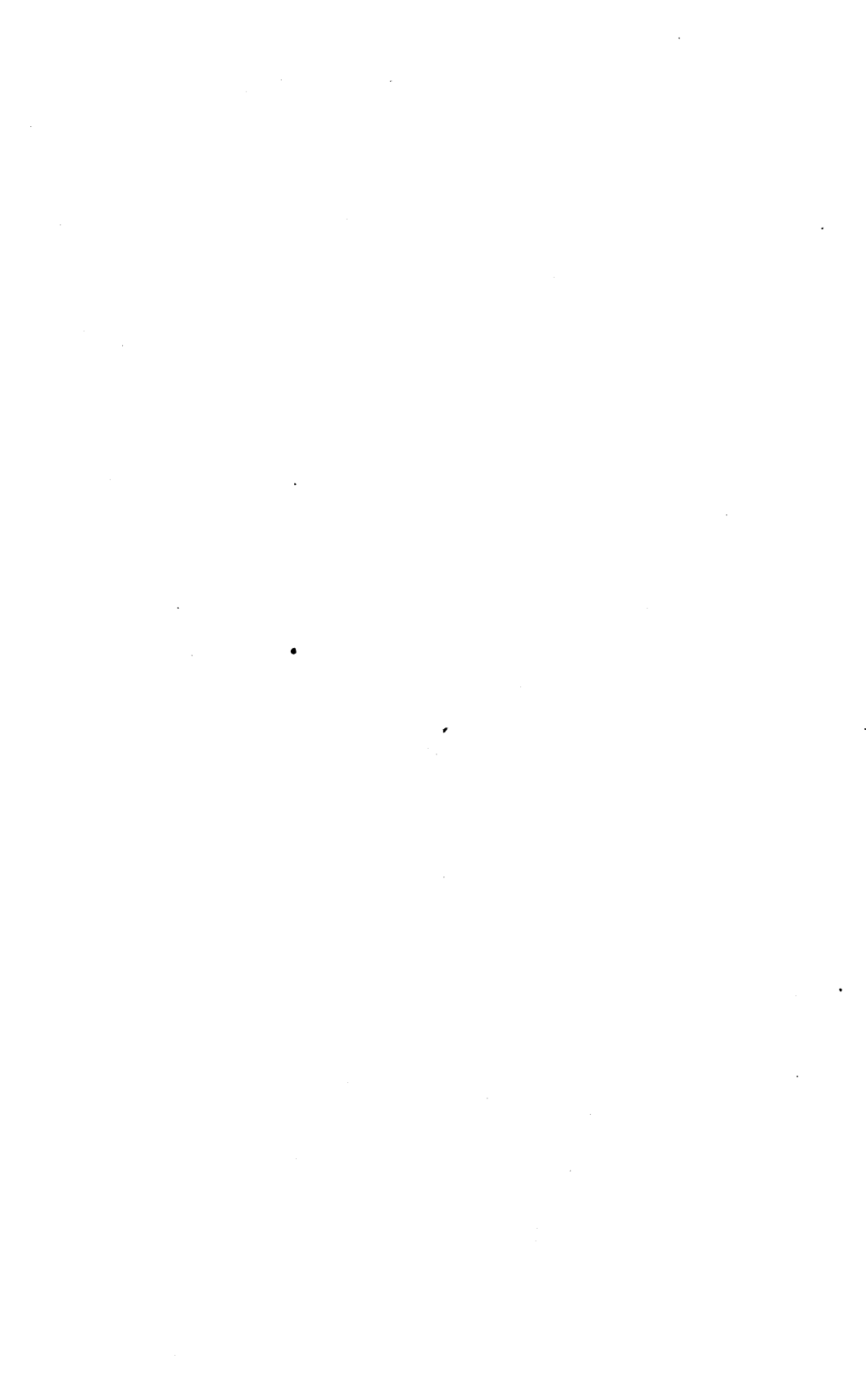
1893.



AUGUSTA :

BURLEIGH & FLYNT, PRINTERS TO THE STATE.

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NORTH TWIN LAKE, ON LINE OF BANGOR AND AROOSTOOK RAILROAD.



## STATE OF MAINE.

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*To His Excellency, Henry B. Cleaves, Governor of Maine:*

The Board of Railroad Commissioners respectfully submits its Thirty-Fifth Annual Report for the year ending November 30, 1893 :

### RAILROAD MILEAGE AND TRANSPORTATION.

The returns of railroad corporations for the year ending June 30, 1893, show that the mileage of steam railroads in Maine was, at that date, 1,399.14 miles. The extension of the Portland and Rumford Falls Railway, extending from Gilbertville, in the town of Canton, to Rumford Falls, a distance of 14.73 miles, furnishes the only additional mileage over that of 1892. The Green Mountain Railway having been abandoned during the year, and some fractional changes in measurements having been made, the mileage has been thereby reduced, so that the total mileage only aggregates as stated above.

The gross earnings for transportation of passengers and freight, as returned, show a marked increase over the previous year.

The whole number of passengers carried in 1893 was 6,332,535, as against 6,178,076 in 1892, an increase of 154,459.

The number of tons of freight carried in 1893 was 4,188,948, as against 3,694,934 in 1892.

The gross transportation earnings for the year ending June 30, 1893, was \$6,921,209.24 or \$401,027.97 in excess of the gross earnings for the previous year.

The passenger train mileage in 1893 was 2,722,303 miles, and in 1892, 2,650,062 miles, an increase of 72,241 miles.

The freight train mileage in 1893 was 2,412,939 miles, while in 1892 it was 1,823,505 miles, an increase of 589,434 miles.

The number of passengers carried one mile, was 126,941,-946, as against 126,267,845 in 1892.

It will be seen by the foregoing figures, that up to the close of the railroad year, June 30, 1893, there was a continuous and gratifying increase of transportation, and in gross earnings, which was even greater than the excess of those of 1892 over 1891.

#### STREET RAILROADS.

The street railroad mileage in Maine, June 30, 1893, was 76.14 miles, and on June 30, 1892, 58.26 miles, an increase, as appears, of 17.88 miles. This increase in mileage is made by the addition of the Rockland, Thomaston and Camden Street Railway, the Mousan River Railway, and an extension of the Bangor Street Railway, the first two of which make returns this year for the first time.

The number of passengers carried during the year ending June 30, 1893, on street railroads, was 7,600,062. During the previous year 5,871,539 were carried, an increase of 1,728,523.

The gross earnings of street railways during the year were \$416,222.45. In 1892 the gross earnings were \$298,147.49, a gain over the previous year of \$118,074.96.

The Mousam River Railway and the Rockland, Thomaston and Camden Street Railway transport freight as well as passengers, and a portion of their earnings are derived from that source.

#### ACCIDENTS.

It gives us much pleasure to note the fact, that, while many appalling railroad accidents have occurred in other parts of the country during the past year, no very serious accident has occurred on railroads in this State.

Of the 6,332,535 passengers carried only one was killed, and but ten (10) injured, seven of the latter but slightly, caused by the derailment of a train on the Boston and Maine Railroad, near Kennebunk, a special report of which is hereinafter published, and that accident, as appears by the report of investigation, was not caused by any want of care or foresight, or by any apparent defect in the road or rolling stock.

The ratio of employes killed and injured during the past year, differs but little from that of the previous year. As appears by the reports, the number of employes killed was six, and the number injured thirty-one. In 1892, seven were killed and twenty-seven injured.

These accidents, as appears by the appended report in detail, occurred mainly to those engaged in coupling and uncoupling freight cars, and were caused, in a large degree, by the use of old fashioned devices and methods.

#### PHYSICAL CONDITION OF RAILROADS.

At the examinations, made during the past year, of the several lines of railroad within the State, the Board was pleased to note the many improvements that had been made throughout the entire system, in road-bed, track and bridge structures. Especially is this true of the lines operated by the Maine Central Railroad Company, though the work done and improvements made upon many other lines of railroad deserve special mention.

In response to a circular sent out by the Board to several railroad corporations, respecting the strength and carrying capacity of several bridge superstructures on the lines of their roads, mention of which was made in our last report, nearly all have sent in detailed reports of said structures, made by competent bridge inspectors or mechanical engineers, which reports, if reliable, show a sufficient margin of strength in the respective bridge structures to safely carry the loads to which they are subjected.

Though the Board has received no return from the Maine Central Railroad Company, in respect to several iron superstructures on the lines of its road, about which, inquiry was made, we have been assured that the several structures mentioned in our circular are to be removed the coming year and more modern and substantial structures erected.

The freedom from accidents of a serious nature to trains on the several lines of railroad within the State, to which we have called attention, is attributable, we believe, in a large degree, to competent management, and the care, skill and efficiency of those in charge of the several roads, and of the officers and employes in the several departments.

For a more particular statement of the condition of the road-bed, track and rolling stock of the several railroads, see certificates hereinafter published.

#### FINANCIAL DEPRESSION.

Since the close of the railroad year, June 30, 1893, to which time the reports to the Board are made up, a financial depression, which has materially affected all classes and branches of business, has prevailed throughout the entire country. To what extent railroad corporations and railroad earnings are or may be affected by it, time will tell. From observation of apparent movement of freight and passenger travel on railroads and from reports of directors made to corporations as late as October 1, 1893, we are led to doubt that the sweeping reduction in train service and of wages of employes, which have taken place on some of the important lines of railroads, were really necessary. It is doubtless true that the earnings of railroad corporations would be affected as early and as seriously as any other branch of commerce; but from all the information we are able to gather, we are inclined to believe that the financial depression, though serious, has not yet affected the manufacturing, mercantile and commercial enterprises of Maine so seriously as in other parts of the country, and that the reduction in train service

and wages of employes, above mentioned, has been made from anticipated losses rather than from any which have actually occurred. However that may be, we deem it proper in this connection to remind railroad managers, that these corporations are not strictly private, or created wholly for private purposes, or private gain. These corporations are, by their charters, vested with extraordinary powers and privileges and are subject, in many and important respects, public control, and, though strictly speaking they are private corporations, yet they hold their franchises and property in trust for public uses. Therefore in the management of railroads, public rights and interests cannot be ignored, neither would it be good policy on the part of managers to attempt it. The most successful management is where private and public interests are both subserved. Fortunately there is no incompatibility between the two. The same line of policy which promotes the one necessarily tends to promote the other.

The success which has attended the management of some of the larger lines of railroad in this State, in the past, has, we believe, been largely due to the fact that those in charge of such properties have recognized the public wants and needs, and have provided for each as exigencies arose.

We trust the financial depression, now prevailing, disastrous in its effects as it may be, will not lead the managers of railroads in this State, into the narrow and mistaken policy of trying to get the most money out of the public, while, in return, giving the least and poorest service, in order, as they may believe, to save for stockholders the customary annual or semi-annual dividend.

The newspapers have published as a fact, apparently on authority, that it was the intention of the managers of some of the larger lines of railroad to take off or discontinue all trains that did not yield a profit over and above expenses. Logically, if such a line of policy should be pursued to the end, every train, on some lines of railroad, and branch lines

of others, would be taken off during the coming winter months.

It is needless to remark, that such a result would not be tolerated. Nor is it necessary to say that the public will not be content with railroad accommodation and facilities, such as were afforded fifteen or twenty years ago. Modes of travel and methods of doing business have materially changed within the time mentioned. What was not thought of twenty years ago, is now demanded.

We believe it is for the interest of the stockholders, as well as that of the public, that railroad corporations give, within the limits of their ability, the best service and the most liberal terms.

Hoping that the business and financial depression, which is now prevalent throughout the country, may not be of long duration, we trust and feel confident that during its continuance, no mistaken or narrow minded policy in railroad management will be adopted as a remedy.

#### AUTOMATIC COUPLERS AND TRAIN BRAKES.

We herein publish in full the United States Statute relating to the methods hereafter to be used on freight trains throughout the country for train brakes and coupling cars, which was approved March 2, 1893. As will be seen by the provisions of that act, on and after the first day of January, eighteen hundred and ninety-eight, all locomotives used in moving interstate traffic shall be equipped with a power driving-wheel brake and appliances for operating the train-brake system, and that all cars, so used, shall be equipped with power or train brakes, that the engineer, on the locomotive, can control their speed without requiring brakemen to use the common hand brake for that purpose. And also that, after said date, it shall be unlawful to haul or permit to be hauled or used, on lines of railroad engaged in interstate traffic, any car not equipped with couplers coupling automatically by

impact, and which can be uncoupled without the necessity of men going between the ends of the cars.

Chapter 196. An Act 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 from and after the first day of January, eighteen hundred and ninety-eight, it shall be unlawful for any common carrier engaged in interstate commerce by railroad to use on its line any locomotive engine in moving interstate traffic not equipped with a power driving-wheel brake and appliances for operating the train-brake system, or to run any train in such traffic after said date that has not a sufficient number of cars in it so equipped with power or train brakes that the engineer on the locomotive drawing such train can control its speed without requiring brakemen to use the common hand brake for that purpose.

SECT 2. That on and after the first day of January, 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 not equipped with couplers coupling automatically by impact, and which can be uncoupled without the necessity of men going between the end of the cars.

SECT 3. That when any person, firm, company, or corporation engaged in interstate commerce by railroad shall have equipped a sufficient number of its cars so as to comply with the provisions of section one of this act, it may lawfully refuse to receive from connecting lines of road or shippers any cars not equipped sufficiently, in accordance with the first section of this act, with such power or train brakes as will work and readily interchange with the brakes in use on its own cars, as required by this act.

SECT 4. That from and after the first day of July, eighteen hundred and ninety-five, 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 grab irons or handholds in the ends and sides of each car for greater security to men in coupling and uncoupling cars.

SECT. 5. 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, for each of the several gauges of railroads in use in the United States, and shall fix a maximum variation from such standard height to be allowed between the drawbars of empty and loaded cars. Upon their determination being certified to the Interstate Commerce Commission, said commission shall at once give notice of the standard fixed upon to all common carriers owners, or lessees engaged in interstate commerce in the United States by such means as the commission may deem proper. 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, before July first, eighteen hundred and ninety-four, and immediately to give notice thereof as aforesaid. And after July first, eighteen hundred and ninety-five, no cars, either loaded or unloaded, shall be used in interstate traffic which do not comply with the standard above provided for.

SECT. 6. That any such common carrier using any locomotive engine, running any train, or hauling or permitting to be hauled or used on its line any car in violation of any of the provisions of this act, shall be liable to a penalty of one hundred dollars for each and every such violation to be recovered in a suit or suits to be brought by the United States District Attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed, 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: *Provided*, That nothing in this act contained shall apply to trains composed of four-wheel cars or to locomotives used in hauling such trains.

SECT. 7. That the Interstate Commerce Commission may from time to time upon full hearing and for good cause extend the period within which any common carrier shall comply with the provisions of this act.

SECT. 8. That any employee of any such common carrier who may be injured by any locomotive, car, or train in use contrary to



the provision of this act shall not be deemed thereby to have assumed the risk thereby occasioned, although continuing in the employment of such carrier after the unlawful use of such locomotive, car, or train had been brought to his knowledge.

Approved March 2, 1893.

By the foregoing provisions, railroad corporations engaged in interstate commerce have yet four years to equip trains accordingly.

It will be noticed that by the provisions of this statute, no particular device or method of coupling cars is required, other than that the device or method used shall be such that cars will couple automatically by impact. This, we believe, is as far as provisions of law should go. The particular method or type of coupler should be determined by the railroad corporations that are required to use them. They and their employes are the best judges of the merits of any device that is or may be hereafter offered.

It is probable, however, that the vertical plane type of coupler, which has been recommended by the Master Car Builders' Association will be universally adopted.

Many meritorious devices of the vertical plane type have been invented, and these are generally being adopted, especially on railroads in the West and South.

Since the enactment of the law above mentioned, some progress has been made to comply with the provisions of the law, by corporations operating railroads in this State. All new cars constructed or purchased for use are equipped as required by law.

During the transition state from the use of the link and pin coupler to that of the vertical plane, we may reasonably expect that casualties in coupling and uncoupling cars will increase rather than diminish, for the reason that it is much more inconvenient and dangerous to couple the two different types, than it is to couple cars with the link and pin alone. The casualties to those engaged in such service, differs little this year from that of last year. As appears by the returns,

nineteen employes were injured in 1893, while so engaged, and in 1892 nineteen were injured and one killed.

We trust that managers of railroads will realize the importance of an early determination of the type and coupler they will use, and take early measures to comply with the provisions of the law and thus avoid accidents, which will occur by a dilatory compliance therewith.

#### METHODS OF HEATING PASSENGER CARS.

While we view with pride the satisfactory advancement that is yearly being made in the style of passenger cars, and also in the adoption of appliances for the safety and comfort of passengers, we think it may be interesting and instructive to the public to take a retrospective view of the progress made, within the past few years, in methods of heating cars. Many will doubtless remember the days, not far in the past when the blazing wood fire in sheet and cast iron stoves, burned to a blister the paint and varnish in each end of passenger cars, while the passengers were undergoing a freezing process in the center of the car, and finding only occasional relief, and this at long intervals, by roasting their benumbed bodies at the side of these stoves. Such method of heating cars, though attended with great danger in case of accidents to trains, was good naturedly accepted as no better or safer method was then known.

The public will also recall the subsequent change from wood stoves to coal stoves. Although this change was a recognized improvement and an advance in the right direction, the stoves, as then used, were little, if any, safer, in case of accidents to trains, than the former wood stoves.

At a later date the Baker and Johnson Hot Water Heaters came into pretty general use on all important railroad lines, where artificial heat was required. These heaters were designed to afford heat by forcing hot water through pipes to all portions of cars, as steam heat is now communicated; but the stoves then in use for this method of heating, were made

of cast iron and were but little, if any, safer than the former wood or coal stoves previously described.

By this method the distribution of hot water through the cars made the temperature more even, but on account of its closed circuit, it was liable to explode from excessive pressure, and it frequently failed to furnish sufficient heat to make cars comfortable during the winter months in this climate.

On account of several passenger train accidents, attended with the horrors of passengers being burned while caught or entrapped in the wreck, by fire communicated from stoves and the heaters above mentioned, the inventive mind was directed to devise some safer method for heating cars than those then in use. As a result, several kinds of stoves, made of steel, have been constructed with devices to prevent the escape of fire from them when tipped over, and also to extinguish the fire in them when so overturned. Such heaters are now in general use in this State, on mixed trains and in cars where steam from the locomotive cannot be used for heating purposes.

In connection with the efforts to provide safety heaters, as above mentioned, experiments were made as early as 1877 and perhaps even before that time, to heat cars by steam taken directly from the locomotive, and thereby to do away with stoves or heaters in cars. Where or when this method of heating cars was first successfully put in operation, we are unable to state definitely; but we are pleased to say that the managers of the important lines of railroad in this State were not behind those of other states in making experiments in that direction or in adopting the best methods devised. This last named method of heating is now in general use on passenger trains in this State, and has proved to be a safe and satisfactory method of heating. In cars so heated, by proper attention, an even temperature can be provided, and excessive cold or heat avoided.

## RAILROADS, OLD AND NEW.

Feeling that it might be profitable and interesting to give, by illustration, the progress and improvements made in the condition and operation of railroads in Maine, and the appliances now and formerly in use, we have secured and herewith present certain cuts of old and new bridge structures, locomotives and time tables.

In 1860, as appears by the report of the Railroad Commissioners for that year, there were about 440 miles of railroad in Maine. This mileage was made up of several lines of railroad, and managed by different corporations as follows: "The Androscoggin," with a line extending from Leeds Junction to Farmington; "The Androscoggin and Kennebec," with a line extending from Danville Junction to Waterville; "The Penobscot and Kennebec," with a line extending from Waterville to Bangor; "The Kennebec and Portland," with a line extending from Portland, via Brunswick, to Augusta, also from Brunswick to Bath; "The Somerset and Kennebec," with a line extending from Augusta to Skowhegan. These several lines are now consolidated and constitute a portion of the Maine Central Railroad System.

The other railroads then in operation were the "Portland, Saco and Portsmouth," with a line extending from Portland to Portsmouth; "The Boston and Maine," with a line extending into this State only about two miles, and connecting with the Portland, Saco and Portsmouth at South Berwick Junction; "The Great Falls and South Berwick," with a line extending from Great Falls in New Hampshire to Brock's Crossing in South Berwick, a distance of about six miles. These lines are now a portion of and included in the Boston and Maine System.

The remaining lines of railroad then existing and in operation were "The Atlantic and St. Lawrence" (now a portion of the Grand Trunk Railway), with a line extending from the State boundary near Gilead to Portland; "The York and Cumberland," now a part of the Portland and Rochester Railroad; "The St. Croix and Penobscot," then known as



**KENNEBEC & PORTLAND RAILROAD.**

**SPRING ARRANGEMENT.**

On and after Monday, April 16th, 1860, Trains will leave Augusta for Portland, Boston and Lowell at 11.15 a. m., Bath for Portland, Boston and Lowell, at 12.20 p. m., arriving in Boston at 8 in the evening.

Returning, leave Portland for Bath, Brunswick, Richmond, Gardiner, Hallowell and Augusta at 1.00 p. m., connecting at Augusta with trains on Somerset & Kennebec Railroad for Vassalboro', Winstow, Waterville, Kendall's Mills, Skowhegan, and at Kendall's Mills with the Penobscot & Kennebec trains, for Newport and Bangor, arriving same evening.

The 11.15 a. m. train connects at Augusta with the Somerset & Kennebec trains, taking their passengers from Skowhegan, Kendall's Mills, Waterville, Newport, Bangor, &c., arriving at Portland in season to connect with the 3.00 p. m. train for Boston and Lowell.

An additional train will leave Augusta at 5.30 a. m., and Bath at 6.30 a. m., on Mondays of each week, giving an opportunity of going to Portland and all intermediate towns on the line of the road, and returning the same day. Also, of arriving in Boston in season for trains for New York, Albany, &c. Returning, leave Portland on Saturdays at 8.15 p. m., on the arrival of the train from Boston.

**STAGE CONNECTIONS.**

Stages leave Bath daily (Sundays excepted) at 9.00 a. m. and 3.00 p. m., for Wiscasset, Damariscotta, Waldoborough, Warren, Thomaston and Rockland. Leave Bath at 3.00 p. m., or on arrival of train from Boston and Portland, for Winneance, Phippsburg, Parker's Head and Small Point Harbor. Stages leave Augusta for Belfast daily (Sundays excepted) on arrival of train from Boston and Portland.

B. H. CUSHMAN,  
Manager & Superintendent K. & P. R. R.  
Augusta, April 10, 1860. apr13tf

**PORTLAND, SACO & PORTSMOUTH RAIL ROAD. SPRING ARRANGEMENTS.** Commencing April 2d, 1860.

Passenger trains will leave the Station, Canal Street, daily (Sundays excepted) as follows:

Leave Portland for Boston at 8.45 A. M., and 3 P. M.  
Leave Boston for Portland at 7.30 A. M., and 3 P. M.  
Leave Portsmouth for Portland at 10.00 A. M. and 5.30 P. M.

On Mondays, Wednesdays and Fridays a Steamboat Train leaves Portland for Boston, at 5 o'clock P. M., or on arrival of the Boat from Bangor. Leaves Boston same day at 5 o'clock P. M.

**Saco and Biddeford Trains.**

Leave Portland for Saco and Biddeford at 7.30 A. M.  
Leave Biddeford for Portland at 9.30 A. M.  
Leave Saco for Portland at 9.40 A. M.

These trains will take and leave passengers at way stations.

Freight trains leave Portland and Boston daily.  
JOHN RUSSELL, Jr., Superintendent.  
Portland, March 28th, 1860. mar31

**ANDROSCOGGIN RAILROAD. Summer Arrangement.**

On and after Monday, June 20th, 1860, Trains for this road will leave Portland (Depot of Grand Trunk R. R.) for FARMINGTON and intermediate Stations, at 1.15 P. M.

Return Trains will leave Farmington at 9 A. M., arriving in Portland at 2 P. M.

**Stage Connections.**

Stages connect at North Leeds for Wayne, daily. At Strickland's Ferry for Britton's Mills, Canton Mills, Peru and Dixfield, Tuesday, Thursday and Saturday, returning next day.

At North Jay, for East Dixfield, Dixfield, Carthage and Weld, Tuesday, Thursday and Saturday.

At Farmington for Strong, Phillips, New Portland, New Vineyard, Kingfield and North New Portland, Tuesday, Thursday and Saturday, returning next day.

Freight train leaves Portland, daily, for all stations on this road.

S. W. EATON, Sup't.  
June 20th, 1859. aug26 tf

**ANDROSCOGGIN & KENNEBEC RAILROAD. SUMMER ARRANGEMENT.**

On and after MONDAY, JULY 2d, trains for this road will leave Portland (Depot of Grand Trunk R. R.) for Bangor and all intermediate stations upon the line of this road and the Penobscot & Kennebec R. R. at 1.15 P. M., and for Auburn at 8.50 A. M., and 5.10 P. M.

Returning trains will be due at Portland from Bangor and intermediate stations at 2.00 P. M., and from Auburn at 8.15 A. M. and 8.40 P. M.

Freight train leaves Portland daily for all stations on this line at 8.15 A. M.

Tickets for all stations on this line sold at office of Grand Trunk R. R.  
EDWIN NOYES, Sup't.  
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**RAILROADS.**

**BOSTON & MAINE RAILROAD.**

In Effect June 25th, 1893.

**WESTERN DIVISION.**

Trains leave **Portland** (Union Station), for **Scarboro Crossing**, 9.00, 9.05 a. m., 12.00, 12.50, 4.00 p. m.; **Scarboro Beach**, **Fine Point**, 7.00, 9.05, 10.15 a. m., 12.00, 1.35, 3.30, 4.00, 5.15, 6.20, 7.10, 8.05 p. m.; **Old Orchard Beach**, 3.30, 7.00, 8.45, 9.05, 10.15 a. m., 12.00, 1.35, 3.30, 4.00, 5.15, 6.05, 6.20, 7.10, 8.05 p. m.; **Saco**, 3.30, 7.00, 8.40, 9.05, 10.15 a. m., 12.00, 1.35, 3.30, 4.00, 5.15, 6.05, 6.20, 7.10, 8.05 p. m.; **Biddeford**, 7.00, 8.40, 9.05, 10.15 a. m., 12.00, 1.35, 3.30, 4.00, 5.15, 6.20, 8.05 p. m.; **Kennebunk**, 3.30, 7.00, 8.40, 10.15 a. m., 12.20, 3.30, 5.15, 6.05, 6.20 p. m.; **Wells Beach**, 7.00, 8.40 a. m., 3.30, 5.15 p. m.; **No. Berwick**, **Bever**, 3.30, 7.00, 8.40 a. m., 12.20, 3.30, 5.15, 6.05 p. m.; **Great Falls**, 7.00, 8.40 a. m., 12.20, 3.30, 5.15 p. m.; **Rochester**, **Farmington**, **Alton Bay**, **Wolboro**, 8.40 a. m., 12.20, 3.30 p. m.; **Worcester** (via Great Falls and Rochester), 7.00 a. m.; **Manchester**, **Concord** (via So. Newmarket Jct.), 7.00 a. m., 8.30 p. m.; (via Lawrence), 8.40 a. m.; **So. Newmarket Jct.**, **Exeter**, **Haverhill**, **Lawrence**, **Lowell**, **Boston**, 13.30, 17.00, 18.40 a. m., 13.20, 3.30, 16.05 p. m.

**Boston for Portland**, 7.30, 8.00, 8.30 a. m., 1.00, 4.00, 8.00 p. m.  
 Sunday trains for **Scarboro Beach**, **Fine Point**, **Old Orchard Beach**, **Saco**, **Biddeford**, 7.00, 10.15 a. m., 12.05, 3.00, 3.30, 4.15, 5.00, 6.15, 7.15 p. m.; **Old Orchard Beach**, **Saco**, **Kennebunk**, **No. Berwick**, **Bever**, 3.30 a. m., 12.55, 4.15, 5.30 p. m.; **Exeter**, **Haverhill**, **Lawrence**, **Lowell**, **Boston**, 3.30 a. m., 12.55, 5.30 p. m.

**EASTERN DIVISION—FROM UNION STATION**

For **Cape Elizabeth**, 8.45 a. m.; **Biddeford**, **Ancasterbury**, **Salem**, **Lynn**, 2.00, 9.00 a. m., 12.50, 6.00 p. m.; **Fortsmouth**, **Newburyport**, **Boston**, 12.00, 18.45, 19.00 a. m., 12.45, 12.50, 16.00 p. m.  
**Boston for Portland**, 7.30, 9.00 a. m., 12.30, 4.30, 7.00, 9.30 p. m.  
 Sundays, 9.00 a. m., 7.00, 9.30 p. m.  
 Sunday trains for **Biddeford**, **Fortsmouth**, **Newburyport**, **Salem**, **Lynn**, **Boston**, 2.00 a. m., 12.50 p. m.

**FROM COMMERCIAL ST. STATION**

For **Cape Elizabeth**, **Scarboro Crossing**, 8.45, 12.40, 4.30 p. m.; **Fortsmouth** and way stations, 4.30 p. m.  
 \*Connects with Rail Lines for New York, South and West.  
 \*Connects with Sound Lines for New York.  
 \*Western Division from No. Berwick Sundays only.  
 \*Connects at Scarboro Crossing with train for Boston via Eastern Division.  
 Through tickets to all points South and West, for sale at Union Station, Congress St.  
 J. W. SANBORN, Acting Gen'l Man., Boston.  
 W. F. BERRY, Gen. Traffic Man., Boston.  
 D. J. FLANDERS, Gen. F. & T. Agt., Boston.  
 D. W. SANBORN, Gen. Supt., Boston. dtf

**Portland & Worcester**  
**PORTLAND & ROCHESTER R. R.**

**Station Foot of Preble St.**  
 On and after Sunday, June 25, 1893, Passenger Trains will leave **PORTLAND** for **WORCESTER**, **CLINTON**, **AYER JUNCTION**, **NASHUA**, **WINDHAM** and **EPING** at 7.30 a. m. and 12.30 p. m.; for **MANCHESTER**, **CONCORD** and points North at 7.30 a. m. and 12.30 p. m.; for **ROCHESTER**, **SPRING VALLEY**, **ALFRED**, **WATERBURY** and **SAND RIVER** at 7.30 a. m., 12.30 and 5.30 p. m. Sunday, 6.15 p. m.  
 For **GORHAM** at 7.30, 9.00 a. m., 12.30, 3.15, 5.30, 6.20 and 10.30 p. m. Sunday, 6.15 p. m.  
 For **WESTBROOK**, **CUMBERLAND MILLS**, **WESTBROOK JUNCTION** and **WOODFORDS** at 7.30, 9.00 a. m., 12.30, 3.15, 5.30, 6.20 and 10.30 p. m. Sunday, 6.15 p. m.  
 For **FOREST AVENUE**, **DEERING**, 6.40 p. m.  
 The 12.30 p. m. train from **PORTLAND** connects at **AYER JUNCTION** with "HOOSAC TUNNEL ROUTE" for the West, and at **(UNION STATION) WORCESTER** for **PROVIDENCE**, and **NEW YORK** via "PROVIDENCE LINE" for **NORWICH** and **NEW YORK** via "NORWICH LINE" with **BOSTON & ALBANY R. R.** for the West, and with the **New York**, all rail, via **SPRINGFIELD**.

**RAILROADS.**

**Maine Central R. R.**

For **Bangor**, **Bar Harbor**, **St. Johns**, the **White Mountains**, **Quebec**, **Montreal**, the **World's Fair** and the **West**.

On and after **July 31st, 1893**, Passenger trains leave **Portland** as follows:  
 For **Walent Hill**, **Gray** and **New Gloucester**, 8.30 a. m., 1.25 and 5.10 p. m.  
 For **Danville Jct.** (**Poland Spring**), **Auburn** and **Lewiston**, 8.30 and 11.10 a. m., 1.25 and 5.10 p. m., and Sundays only at 9.10 a. m. and 6.00 p. m. **Lewiston** via **Brunswick**, 7.00, 10.10 a. m., \*1.00, 5.05 and \*11.00 p. m.  
 For **Freeport** and **Way Station**, 7.00, 10.10 a. m., 1.20, 5.05, and 11.00 p. m. and **Freeport** Sundays at 1.00 p. m.  
**Rockland** and **Knox & Lincoln Stations**, 7.00 a. m., 1.20 p. m. and \*12.55 a. m., the latter train leaving **Portland** Tuesday, Thursday and Saturday mornings, connect at **Rockland** with

**STEAMER "FRANK JONES,"**

for **Bar Harbor**, **Machiasport** and **intermediate landings**.  
 For **Bath**, 7.00, 10.10 a. m., \*1.00, 1.20, 5.05 p. m. and \*12.55 a. m.  
 For **Brunswick**, **Gardiner** and **Augusta**, 7.00, 10.10 a. m., \*1.00, 1.20, 5.05, \*1.00 p. m. and \*12.55 a. m.  
**Farmington** and **Phillips** via **Lewiston**, 8.30 a. m., 1.45 p. m.; via **Brunswick**, 1.00 p. m.; **Rangley** via **Lewiston**, **Rangley**, 1.25 p. m. and Saturdays only for **Rock** a. m.; **Winthrop** and **Oakland**, 11.10 a. m., 1.25 p. m.; **Monmouth** and **Keefe**, 1.25 p. m.  
**Waterbury** via **Lewiston**, 11.10 a. m., 1.25 p. m.; via **Augusta**, 7.00 and 10.10 a. m., \*1.00, 1.20, 6.05 and \*11.00 p. m. and \*12.55 a. m.  
**Skowhegan** via **Lewiston**, 1.25 p. m.; via **Augusta**, 7.09 a. m., 1.20 and 11.00 p. m.  
**Belfast**, 1.20 and 11.00 p. m.  
**Bever** and **Foxcroft** via **Dexter**, 11.10 a. m., 1.00, 1.20 and 11.00 p. m.  
**Bangor** via **Lewiston**, 11.10 a. m., 1.25 p. m.; via **Augusta**, 7.00 a. m., \*1.00, 1.20, \*11.00 p. m., and Sundays only at 7.00 a. m.  
**Bangor & Aroostook R. R.** and **Moosehead Lake** via **Dexter**, 11.10 a. m., 1.00 and 11.00 p. m.; via **Oldtown**, 7.00, 11.10 a. m. and 11.00 p. m.  
**Ellsworth** and **Bar Harbor**, 11.10 a. m., \*1.00 and \*1.00 p. m. and \*12.55 a. m.  
**Oldtown**, **Vanceboro**, **St. John** and **Hallowell**, 11.10 a. m., \*1.00, 1.20, 11.00 p. m.  
**Houlton**, **Woodstock**, **St. Stephen**, 11.10 a. m., 1.20 and 11.00 p. m. **North Aroostook** points, 1.20 and 11.00 p. m.

**WHITE MOUNTAINS & CHICAGO LINE.**

For **Cumberland Mills**, **Sebago Lake**, **Fryeburg**, **North Conway** and **Bartlett**, 8.45 a. m., \*1.00, 1.20, 11.00 p. m.  
 For **No. Windham**, **Steep Falls**, **Cornish**, **Bridgton** and **Way Station** to **Bartlett**, 8.45 a. m., 31.05 and 9.05 p. m.  
 For **Fabyans** and **St. Johnsbury**, 8.45 a. m., 1.05 and \*6.05 p. m.  
**Jeherson** and **Lancaster**, 8.45 a. m., 1.05 p. m.  
**North Stratford**, **Colebrook** and **Quebec** (through sleepers for **Quebec**), 1.05 p. m. For **Montreal** and **Chicago**, 8.45 a. m., \*6.05 p. m.  
**Minneapolis and Pacific Coast**, 8.45 a. m. The 8.45 a. m. train has through Wagner sleeping car for **Chicago** via **Niagara Falls**. The 6.05 p. m. train will run daily, connecting at **Montreal** with through Chicago trains and on Tuesday has through Tourist sleeper **Portland** to **Chicago**.

**ARRIVALS.**

**Sebago Lake**, 7.50 a. m.; **Montreal**, \*8.25 a. m.; **Bridgton**, 8.25 a. m.; **Lewiston**, 8.25 a. m.; **Augusta**, 8.35 a. m.; **Farmington**, **Skowhegan** and **Lewiston**, 11.45 a. m.; **St. John** and **Bangor**, 11.50 a. m.; **Bar Harbor** express, \*12.05 p. m.; **St. Johnsbury**, 12.15 p. m.; **Waterbury**, 5.20 p. m.; **Flying Yankee** from **St. John** and **Moosehead**, 8.35 p. m.; **Bar Harbor** and **Poland Spring** Express, 5.25 p. m.; **Montreal**, 7.45 p. m.; **Night Pullman**, \*1.40 a. m.; **Midnight Chimes** from **Bar Harbor**, 8.30 a. m.; Sundays only, **Lewiston**, 10.00 a. m., 5.20 p. m.  
 \*Runs daily, Sundays included, in night express with sleeping cars attached. \*Runs every night, Sundays included, but not to **Skowhegan** Monday morning, nor to **Belfast**, **Dexter**, nor beyond **Bangor**, excepting to **Bar Harbor**, on Sunday mornings. \$1e 1.05 train connects at **Sebago Lake** with steamer for **Bridgton** and **Hallowell**.  
**PATYSON TUCKER, V. P. & G. M.**  
**F. E. BOOTHBY, G. P. & T. A.**  
 Portland, July 20, 1893. u







**GRAND TRUNK RAILWAY,  
OF CANADA.**

**SUMMER ARRANGEMENT—CHANGE OF TRAINS.**

On and after **MONDAY, July 2, 1890.** Trains will run daily, (Sundays excepted) until further notice, as follows, viz:

**UP TRAINS.**

Through Trains will leave Portland at 8.50 A. M., connecting at Richmond with trains for Quebec, arriving same evening, and at Montreal with the 9.00 train for Toronto, Sarina and Detroit; connecting at Detroit with the Michigan Central, Michigan Southern Northern Indiana, and Detroit and Milwaukee Rail Roads for all places South and West.

A Local Train leaves Portland for Island Pond and Montreal at 1.15 P. M., stopping over night at Island Pond. Trains leave Island Pond for Montreal and Quebec at 8.00 A. M., and 3.00 P. M.

Leave Portland for South Paris at 5.10 P. M.

**DOWN TRAINS.**

Local train leaves Island Pond for Portland at 7.30 A. M.

Through train leaves I. Pond for Portland at 3.00 P. M.

Leave South Paris for Portland at 6.10 A. M.

The Company are not responsible for baggage to any amount exceeding \$50 in value, and that personal, unless notice is given and paid for at the rate of one passenger for every \$500 additional value.

W. SHANLY, General Manager.

A. T. CORSER, Superintendent.

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**YORK & CUMBERLAND  
RAILROAD.**

**NEW ARRANGEMENT.**

On and after Monday, August 13th. Trains will leave as follows:

Leave Saco River for Portland at 6.25 and 9.45 A. M., and 4.00 P. M.

Leave Portland for Saco River at 8.00 A. M., and 2.30 and 6.10 P. M.

The 8.00 A. M. train out, and the 9.45 A. M. train in, will be Freight Trains with Passenger Cars attached.

Stages connect at Saccarappa daily for South Windham, Windham Centre and Great Falls.

At Gorham, for West Gorham, Standish, Steep Falls, Baldwin, Hiram, Limington, Brownfield, Fryeburg, Conway, Denmark, Lovell, Bridgton, &c., &c.

At Buxton Centre, for West Buxton, Bonny-Eagle, South Limington, Limington, &c., &c.

At Saco River, tri-weekly, for Hollis, Limerick, Ossipee, Newfield, Parsonsfield, Eppingham, Freedom, Madison, Eaton, Limington, Cornish Porter, &c., &c.

WM. B. SHERWOOD, Superintendent.

Aug. 10, 1890.

M W & F

TRAIN SERVICE, 1860.

**Grand Trunk Railway of Canada.**

On and After **MONDAY, Oct. 16, 1893**  
Trains will leave as follows:

**DEPARTURES.**

For **Auburn and Lewiston, 7.30 a. m., 1.30 p. m. and 5.20 p. m.** For **Gorham, 7.30 a. m., 1.30 and 5.20 p. m.** For **Montreal and Chicago 7.30 a. m., 1.30 p. m.** For **Quebec 1.30 p. m.** For **Buckfield, Canton and Rumford Falls 7.30 a. m., 1.30 p. m.**

**ARRIVALS.**

From **Lewiston and Auburn 8.25 a. m., 12.15, 5.20 p. m.** From **Gorham 8.25 a. m., 12.15, 5.35 p. m.** From **Chicago and Montreal 12.15, 5.35 p. m.** From **Quebec 12.15 p. m.**  
Pullman Palace Sleeping Cars on night trains, and Parlor Cars on day trains.

**TICKET OFFICE.**

No. 2 Exchange Street, and Depot foot of India Street.

L. J. SEARGEANT, General Manager.  
Portland, Oct. 16th, 1893.

dtf

TRAIN SERVICE, 1893.



the "Calais and Baring Railroad," with a line extending from Calais to Princeton; and the "Bangor, Oldtown and Milford Railroad," with a line extending from Bangor to Oldtown, and across the Penobscot river to Milford, a distance of twelve miles.

The railroad mileage in Maine now is about 1,400 miles. This does not include the Bangor and Aroostook, the extension of the Portland and Rumford Falls, and the Georges Valley Railroads, all of which are now nearly, if not quite, completed, and which will give an additional mileage of 114.00 miles.

By the consolidation of the corporations and lines of railroad, above mentioned, and the many additional lines since constructed and now largely under one management, the public are afforded better and cheaper railroad facilities, and saved the inconvenience of changing cars at many points as formerly.

From 1860 to 1890 the population of the State increased but about 32,000, or about five per cent. Although the population during that time increased but slightly, we are led to believe that, by reason of the consolidation, aforesaid, and the construction of additional lines of railroad throughout the State, the many water powers have been developed and utilized by manufacturers; the agriculture and timber land opened to commerce; and easy access afforded to the many and unsurpassed mountain and sea shore resorts; and the valuation of the State, as will be seen by the following statistics, nearly doubled.

In 1860 the State valuation was \$164,714,168, and in 1892 it was \$314,330,181. In 1860 the railroads of Maine carried 748,506 passengers and 453,000 tons of freight. In the year ending June 30, 1893, the railroads carried 6,332,355 passengers and 4,196,068 tons of freight. The train mileage in 1860 was as follows: Passenger trains 564,442 miles and for all other trains 1,524,747 miles. In 1892 the train mileage was, passenger trains 2,722,842 miles and for all other trains

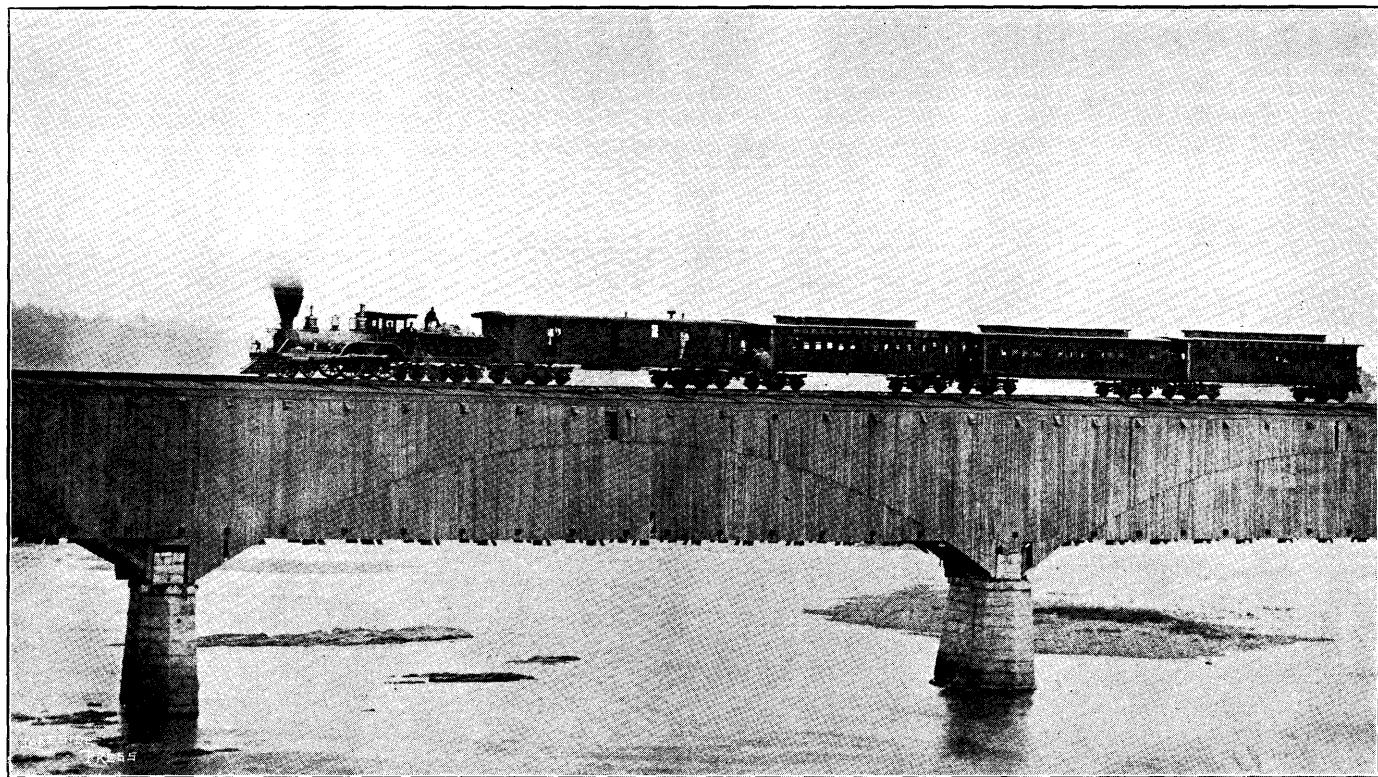
4,428,162 miles. The receipts of railroad companies from all sources in 1860 were \$635,379.19. In 1892 they were \$6,931,209.24. During all these years, there has been a continual and marked decrease in rates of fare and in freight charges on all lines of railroad. Rates per car load have been decreased materially, notwithstanding the fact that the loads carried have nearly, if not quite, been doubled in capacity and weight.

#### BRIDGE STRUCTURES, OLD AND NEW.

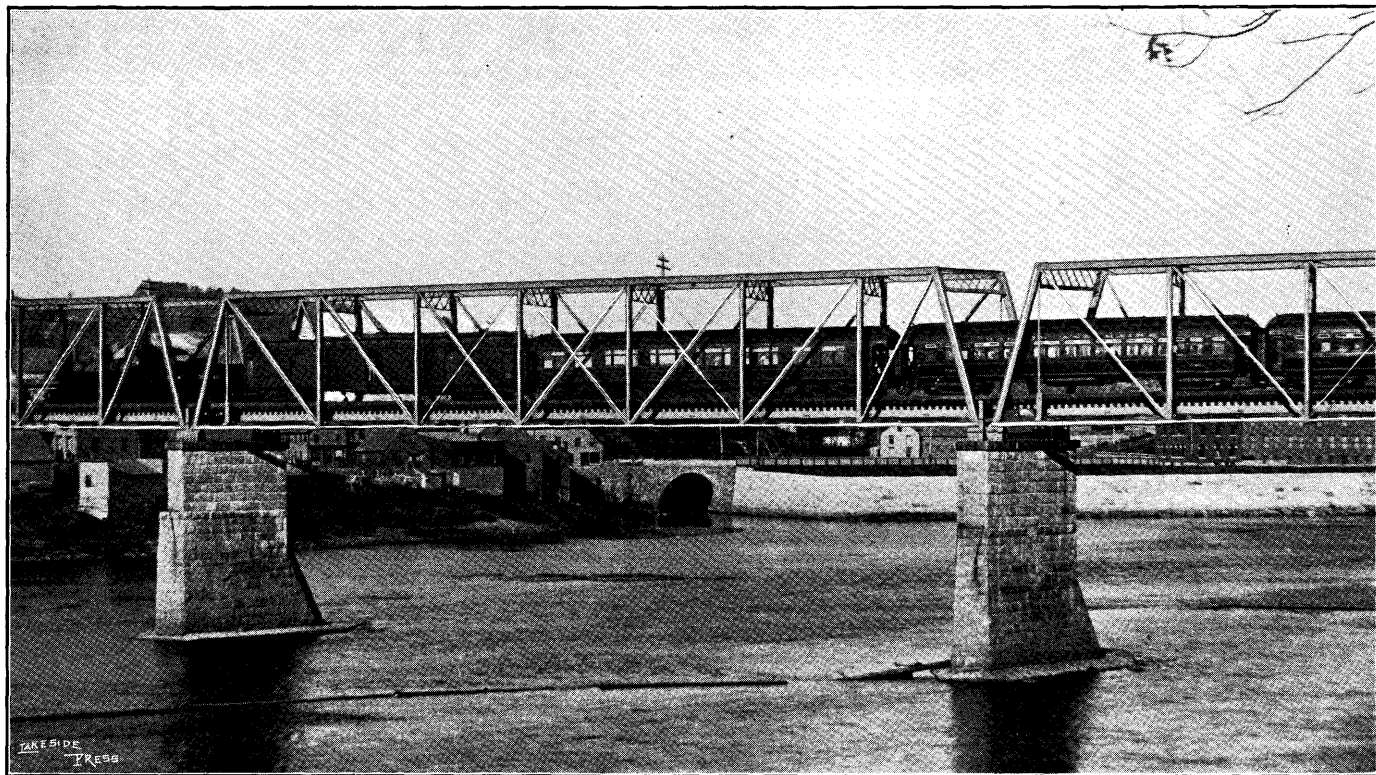
As illustrative of the changes in bridge structures, we herewith present a cut of one formerly spanning the Kennebec at Augusta, and the one now spanning the same river at the same point, also showing a train of cars formerly in use, and the vestibule train now run interchangeably on the Maine Central and the Boston & Maine railroads between Bangor and Boston. The wooden structure shown was a good one of its kind, and was of abundant strength to carry the loads then required of it. But, by reason of a continuous increase of the weight of rolling stock, this structure was removed and in its place, an iron structure of an approved design was erected, which was deemed one of the best known at the time of its erection. This structure, however, after being in use for several years, was, on account of increase in weight of loads to be carried, and the use of heavier locomotives, deemed deficient and was removed, and in its place, the one shown in the cut was erected. This one is a model structure and is calculated to carry a load equal to the combined weight of any five trains now being run. This, however, is but one of the many changes that have been made in bridge structures on the lines of the Maine Central Railroad and other railroads in this State, so that to-day, there are but few rivers or streams that are spanned by wooden structures.

We desire to call special attention to the fact that the cuts herewith presented show the same number of feet of bridge structure, and also the fact that three cars of the modern train





KENNEBEC R. R. BRIDGE AT AUGUSTA OF THIRTY YEARS AGO, SHOWING TRAIN OF THAT DAY.



KENNEBEC R. R. BRIDGE AT AUGUSTA OF 1893, SHOWING PART OF VESTIBULE TRAIN.





take up more space than the engine and four cars of the earlier train. In this connection, we think we may properly say in addition, that the modern train here shown is in every respect equal to any train run in regular service in the country. These trains are made up of parlor cars and passenger coaches of the latest model, each having wide vestibules and all the conveniences that may be found on any passenger train at this time. To enumerate the improvements in this train over the old one shown, would take more space than is practical here.

As the certificates issued by the Board, and hereinafter printed, will show, equal improvements have been made in the road bed and tracks of the principal railroads in Maine.

As a further illustration of improvements in locomotives and other rolling stock, we present herewith a cut of the first locomotive used in the State, and also one of the most modern now in use on the Maine Central Railroad. The one first shown was imported from England and was built by Robert Stephenson & Co., at New Castle-on-Tyne, in 1835. It made its first trip over the Bangor, Oldtown and Milford Railroad, August 19, 1837. This road was then generally known as the "Veazie Road," and the track was made of wooden rails, strapped with iron. The shackles used to connect the engine and cars were made of three thicknesses of sole or belt leather riveted together with copper rivets, and with a hole in each end, so as to hook over an upright stationary pin, bolted or driven into a rigid beam extending from the end of the car. The exact weight of this locomotive is not known; but probably it did not weigh over 25,000 pounds, and its power was feeble compared with modern engines. It is said that for a time, it was run in opposition to a six ox team employed by a Mr. Coe of Bangor, an extensive lumber dealer, who was not willing to pay the rates charged on this railroad. Finally, as we learn, the management of the railroad came to what Mr. Coe considered fair rates, and he afterward turned his traffic over the railroad.

The modern locomotive shown is one of several of its kind now being used in this State. Its cylinder is 19 by 24 and its driving wheels are fifty inches in diameter under the tire. This locomotive weighs 108,000 pounds and its tender weighs 70,000 pounds. This locomotive is one of the most modern in design and is equal in motive power to any in general use.

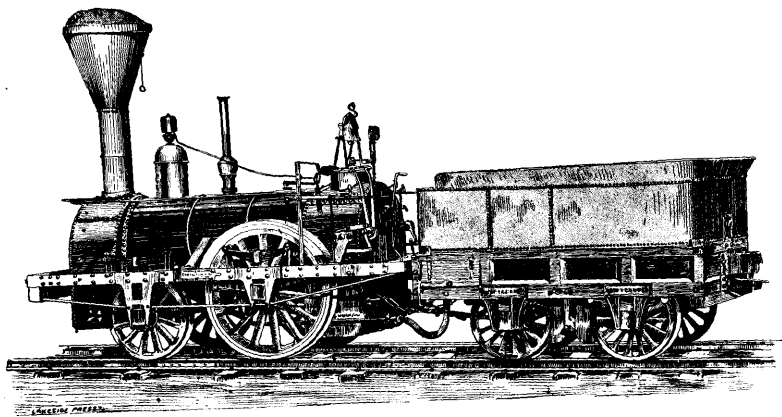
During the past thirty years, the improvements in style, power and capacity of locomotives have been as great and as rapid as in other departments of railroading. Every increase in loads or speed of trains, calls for increase of power. Few realize the amount of power required to draw one of the Pullman vestibule trains heavily loaded, over the grades and curves, which are on many of the railroads in this State.

Though improvements have been made from time to time to lessen the work of engineers and firemen in some directions, still, by reason of such improvements, more work has been added in others. The comfort and safety of passengers now demand automatic couplers and buffers, and these so adjusted that there shall be no shock or severe impact between the cars. For this reason more power is required to start trains. Faster time than was formerly made is now demanded, and the train, to give satisfaction, must be on time at every station. This means that the engineer must take every advantage possible, and utilize all the improvements, and all power within his control must be carefully watched and used to its utmost extent, or time will be lost. These duties require constant care, skill and faithfulness on the part of the men who are intrusted with such grave responsibilities.

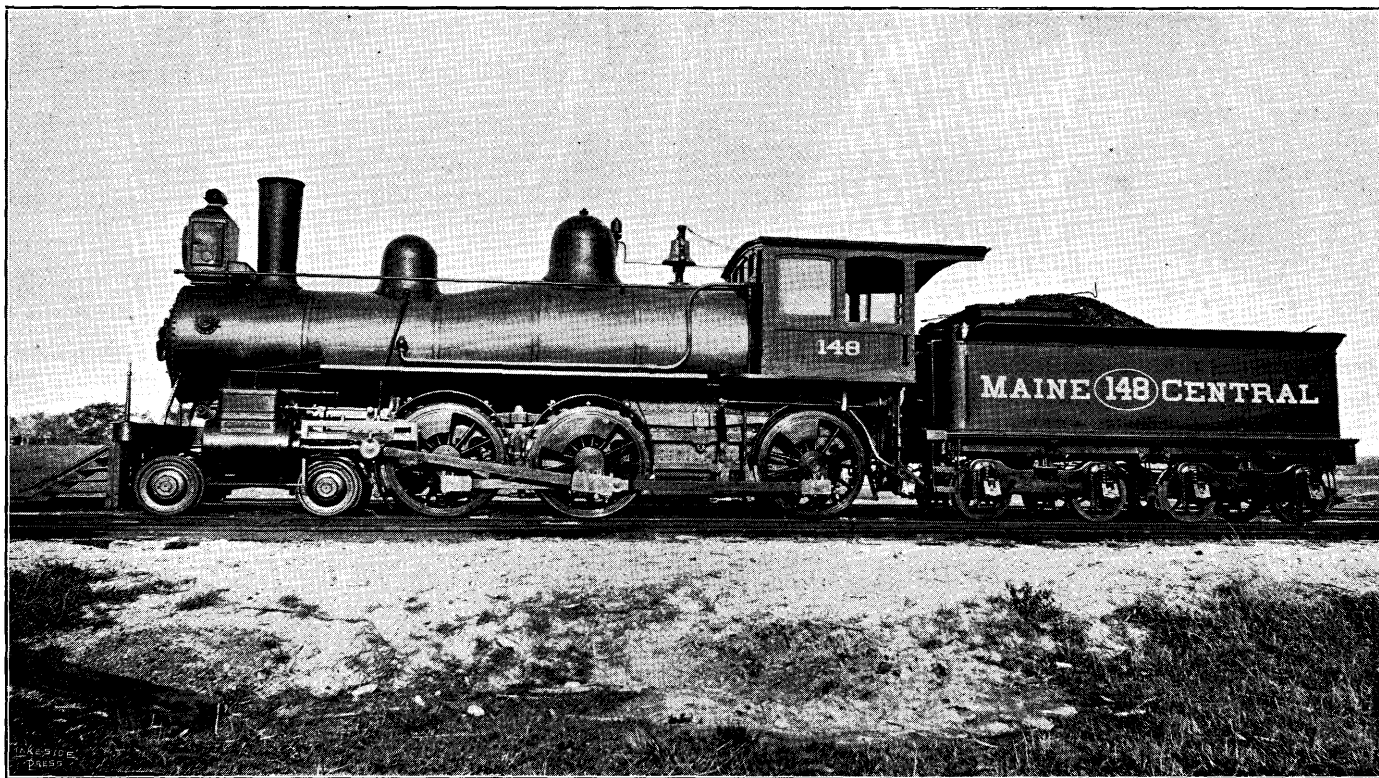
The time tables here reproduced are fac-simile advertisements taken from the Portland newspapers. The first one being the time tables, as published, of several railroads running out of Portland in 1860, and the second, that of time tables published 1893.

At the date first named, no railroad company in Maine issued tickets beyond its own line or lines, and cars were run only over the road operated by such railroad company. Mileage books were not issued till a much later date.





FIRST LOCOMOTIVE TO COME INTO MAINE (BANGOR AND OLD TOWN), 1836.  
WEIGHT ABOUT 25,000 LBS.



M. C. R. R. LOCOMOTIVE OF 1893. WEIGHT 178,000 LBS.



The rate of speed at that time was only about twenty-one miles per hour, and at that time there was little, or none of what has since been designated as summer travel. Maine had not then become celebrated as vacation ground for sojourners during the summer months as now. These time tables show how fully the demand for more frequent and faster trains is being met.

It hardly seems possible that during the next thirty years, such changes and improvements can be wrought as in the past, yet many of the brightest and best minds are at work on the railroad problem, and no one can safely predict the progress that may be made in the future.

#### NEW RAILROADS AND EXTENSIONS.

Notwithstanding the financial depression, hereinbefore mentioned, several new and important lines of railroad have been built and other lines extended during the year, some of which are now completed and are being operated, while others will be completed and in operation before the end of the year.

#### GEORGE'S VALLEY RAILROAD.

The Georges Valley Railroad, mention of which was made in our last report, is now completed and is being operated. This line of railroad extends from a junction or connection with the Knox and Lincoln branch of the Maine Central Railroad, in the town of Warren, to Union, a distance of about eight miles, together with a branch line in Warren of about one-half mile in length leading from the main line to certain lime quarries and kilns operated by the Rockland and Warren Lime Company, and by McLoon and Stover.

The country through which this line of railroad passes is comparatively level, the road being located along and near the bank of the Georges river, and the shores of a chain of ponds.

The road is fairly well located, though located apparently with a view to save expense of construction rather than to secure a

perfect line. However, the line is suitable for any business or transportation that may be required of it. The road bed is of good width and fairly well ditched, drained and ballasted. The rails are of new steel, fifty-six pounds to the yard, and are laid on good, sound ties. The track throughout is well aligned and surfaced, and trains run smoothly over it. The rolling stock is nearly all second hand; but is well adapted and suited to the business of the road.

#### BANGOR & AROOSTOOK RAILROAD.

Ninety-four and five-tenths miles of the above named railroad has been essentially completed during the year. This line extends from a junction or connection with the Katahdin Iron Works' branch of the Bangor & Aroostook Railroad at or near the village of Brownville; thence in a northeasterly direction and westerly of and near the bank of the Schoodic lake, and easterly of and near the Twin lakes; thence in substantially the same direction across the West and East branches of the Penobscot river; thence northerly to Stacyville plantation; thence northeasterly through the towns of Sherman and Island Falls, and through portions of Dyer Brook and Oakfield plantations and the town of New Limerick to Houlton.

No more feasible route for the location of a railroad could be found in New England than the one selected for the above described line. There are several tangents or straight lines from three to five miles, and one exceeding thirteen miles in length.

The road-bed is of good width and the grading is uniform throughout, and at no point exceeding one and one-half per cent. The bridge superstructures, except temporary structures, are of steel and iron, and are of the most modern and approved design, and are throughout supported on first-class stone masonry. All culverts and open water ways exceeding ten feet in width, are spanned by substantial iron stringers on first-class culvert masonry. The track is laid with seventy-pound steel rails on



good, sound ties. The station buildings on the line of the road, so far as erected, are almost uniform in design and are well adapted to the wants of the public and the business of the road, at the points where they are erected. The rolling stock, so far purchased and for use on this line of railroad, is first-class in every respect. The passenger cars are of the most modern design and finish, and the freight and flat cars are all equipped with automatic couplers and for the use of automatic train brakes. Apparently the road in all respects has been constructed with an eye to business and rapid transportation, rather than to a saving of expense in construction. The entire line mentioned is now nearly completed and will, doubtless, be opened for business and travel by January 1, 1894.

#### PORTLAND & RUMFORD FALLS RAILWAY EXTENSION.

The above named railway is now being extended from its present terminus at Mechanic Falls, southerly and easterly through a portion of the town of Poland, to a connection with the Maine Central Railroad, near the city of Auburn, a distance of 11.50 miles. A survey of the route was made and the road was put under contract for building early in the season. On account of some unforeseen obstacles, the construction of the road has not progressed with the rapidity the promoters of the enterprise had hoped for. The grading is done and the masonry and bridge structures are all nearly completed. The company, we are informed, expect to have this road completed and ready for train service early the coming spring.

#### KINGFIELD AND DEAD RIVER RAILROAD.

The Kingfield and Dead River Railroad Company was organized and incorporated under the provisions of law June 19, 1893, and the location of its line of railroad was approved by the Board June 30, 1893. This corporation was formed for the purpose of constructing a narrow gauge railroad from

the present terminus of the Franklin and Megantic Railroad in the town of Kingfield, up the valley of the Carrabasset stream to a point a short distance beyond Drew's Mills in Jerusalem plantation, a distance of about ten miles. Since the approval of the location, the road has been put under contract and quite a portion of the same has been graded during the past season. The promoters of the enterprise hope to have this line of railroad completed in the early part of the coming summer.

#### STREET RAILWAYS.

Notwithstanding the large number of charters for street railways, which were granted during the past and previous sessions of the Legislature, and the enactment of a general law under which such corporations can be organized, only one street railway has been constructed during the past year, viz. :

#### THE BATH STREET RAILWAY.

The Bath Street Railway Company, during the early part of the year, has constructed and completed a line of street railway from Winnegance Stream Bridge, in that city; thence northerly along the location of the highway and partially outside thereof, to and into the city proper; thence northerly through some of the principal streets and thoroughfares of that city to the Northern High School Building, a distance of four and one-half miles. This line of railway has been well located and substantially constructed. The road has been in successful operation since August 14th, last.

Respectfully submitted,

D. N. MORTLAND,	} <i>Railroad</i>	
A. W. WILDES,		} <i>Commissioners</i>
BENJ. F. CHADBOURNE,		

AUGUSTA, December 30, 1893.

**SPECIAL REPORT OF THE BOARD RELATING TO AN ACCIDENT ON THE MAINE CENTRAL RAILROAD, AT GARDINER, DECEMBER 22, 1892. INVESTIGATION AT THE OFFICE OF THE BOARD, JANUARY 2d AND 3d, 1893.**

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Chapter 120 of the Public Laws of 1891 provides as follows :

“SECT. 2. Whenever a serious accident occurs within the state to any passenger or freight train on any railroad, whether any person be fatally injured or otherwise, notice thereof shall be given immediately by telegraph, if practicable, otherwise in writing, by the officers of the company operating the railroad on which the accident occurred, to the railroad commissioners.

SECT. 3. In the event of any such accident, the railroad commissioners, or chairman thereof, shall if they or he deem the public interests require it, cause an investigation to be made forthwith by the board, which investigation shall be held in the locality of the accident, unless, for reasons touching the convenience of all concerned, the commissioners shall order it to be commenced at some other place.” etc.

On the afternoon of December 22d, a collision occurred on the Maine Central Railroad at Gardiner, between passenger train No. 16, leaving Waterville at 2.25 P. M., and passenger train No. 11, leaving Portland at 1.30 P. M., in which the locomotive of train No. 11 was derailed and somewhat injured, though no passenger or employee on either train was fatally or seriously injured.

Though happily no one, as we have said, was fatally or seriously injured thereby, such an accident to passenger trains cannot be deemed otherwise than serious under the provisions of the foregoing statute. The traveling public are interested, and those who are exposed to the dangers then and there incurred, have a right to know, so far as may be, why and by whose fault they were so subjected and exposed. Therefore the board deems it its duty to investigate the same and report

such facts and conclusions as the facts might seem to warrant. From the evidence elicited at the investigation, it appears that train No. 16, in charge of Conductor Jewett, left Waterville at 2.25, the usual leaving time, and arrived at Gardiner on time, and registered at 3.28; that immediately the train was moved down, away from the crossing, on to the trestle bridge, the double track extending some distance farther south, and here remained till near the time when the accident occurred. By the time table arrangements of trains then in use, train No. 11 (that day in charge of Conductor Sanborn,) was due at Gardiner at 3.28, this being the crossing place when both trains are on time, but, as appears, train No. 11 was late, having left Portland at or about 1.42, twelve minutes later than the schedule time.

Rule No. 9, relating to movements of trains on single tracks of the Maine Central Railroad is as follows :

“Regular passenger trains moving west have the right over passenger trains moving east, but will wait at crossing places fifteen minutes, then proceed, keeping fifteen minutes behind card time until the expected train is crossed.”

Rule No. 10 is as follows :

“Regular passenger trains moving east will have the right to crossing points with passenger trains until ten minutes behind the card time of the opposite train, or will keep clear. This rule will apply to starting points as well as to crossings on line.”

By an examination of the above quoted rules, it will be seen that it was the duty of those in charge of train No. 16 (train No. 11 not being there to cross) to wait at or near the station at Gardiner, on the double track, fifteen minutes, and then if the expected train should not have been crossed at the expiration of that time, to proceed, keeping fifteen minutes behind card time until the expected train should be crossed.

Rule No. 25 provides that

“Engineers in charge of empty or special engines, or in charge of any train, have the same responsibility as conductors, and will be governed by the same rules.”

It appears that at some time before the arrival of train No. 11, Mr. Jewett, the conductor of train No. 16, remarked that his time was up and gave directions to the tender of the signal and switch, at the junction of the double track, to throw the switch and give him the signal to proceed; that the switch was then thrown and the signal ball raised, (one ball being up at the time), as he had directed; that he then gave the signal to the engineer to go on; that thereupon the train started, but before Mr. Jewett got on, he saw the other train No. 11 coming and immediately he hallooed to his engineer to back up, but before the train could be backed much, the collision occurred, resulting as before stated.

Now, were these persons in charge of train No. 16 at fault? Did they comply with the provisions of the rule which required that "They should wait fifteen minutes," the expected train not having arrived? Upon this point there is a conflict of testimony. Mr. Jewett testifies that he did wait fifteen minutes as required by the rule above mentioned; that it was 3.45 when his train started. In this statement, he is to some extent corroborated by the testimony of Mr. Blake, the engineer, who says he "thinks it was 3.42 or 43;" though he has no positive knowledge of the exact time.

Mr. Young of Gardiner, a disinterested witness, testifies that he was on the platform of the Gardiner station at the time of the collision; that a few seconds after, while walking toward the place of the accident, he consulted his watch and it then lacked seventeen minutes of 4 o'clock; that he compared his watch with that of the engineer of the "Yankee," at the station shortly afterward, in the presence of others, and the watches were alike.

Mr. Elisha Newell, an engineer, testifies that he and the yardmaster were sitting in the engine house near the place of the accident; that they compared watches and remarked to each other that No. 11 was late, it being then 3.35; that some minutes after he noticed No. 16 coming down to the switch, and shortly afterward his attention was called to the

slipping of the driving wheels of the locomotive; that he did not look at his watch, but judged it was at least four minutes after he looked at his watch; would sooner say that it was more than four minutes than to say it was less; and in ten seconds or less afterward the collision occurred.

Mr. Sanborn, conductor of train No. 11, on the other hand, testifies that at the time of the collision he had his watch in his hand and that it lacked just ten seconds of 3.39; that immediately after the accident he compared watches as to the time with Jewett, Blake, Shorey and Keith, and that all the watches were then in the neighborhood of 3.41.

In this statement he is substantially corroborated by the testimony of Eugene Shorey, the engineer, and Charles F. Keith, an engineer above mentioned, who testified that he consulted his watch when under the semaphore down below the yard limit, and it was then just 3.38; that after the collision he went to where Jewett and Sanborn were comparing watches, and looked at their watches and they indicated 3.40 or 41, as near as he could calculate.

While we are not prepared to say we have entire confidence in the statements of the last named witnesses as to the time the accident occurred, we think the weight of evidence shows that train No. 16 was started at least one, if not two minutes, before the expiration of the fifteen minutes limit. We therefore must hold Mr. Jewett and Mr. Blake, the engineer of train No. 16, in a degree responsible for the accident. But by what process of reasoning these parties should be condemned, and those in charge of train No. 11 excused, we are unable to determine. It is plain that by obedience to the provisions of the rules and the exercise of even ordinary care and caution on the part of those in charge of train No. 11, the accident would have been wholly avoided.

It is not our duty nor is it our intention to misquote evidence or draw from it any unwarranted conclusions. We have no friends or favorites to please or excuse, and no enemies to condemn or punish. It is our duty to state the facts as we

actually find them to be. The rules of the company are plain and explicit. If strictly obeyed and followed no such accident could have occurred. Such accidents ought not to occur, and would not, except through the carelessness or wilful disobedience to the rules of the road.

Was Conductor Jewett and his engineer, Mr. Blake, wholly responsible for the collision or accident? We think not. The evidence does not so show it. Were those in charge of train No. 11 in part responsible? The evidence shows that this train was twelve minutes late in leaving Portland and was also twelve minutes late at Brunswick. Mr. Sanborn says it was 3.31 when he registered at South Gardiner, that when he gave the motion to the engineer to start, it was in fact 3.31 and 20 seconds, though his registry on book shows 3.32, being fifteen minutes late, at least, having lost three minutes on regular running time between Brunswick and South Gardiner.

Under the rule above quoted he had a right to use ten minutes of the time of the other train. He then had six minutes of that time left, or, if his story be true, he had six minutes and forty seconds to get to and onto the crossing at Gardiner, a distance of 4.1 miles, because that ten minutes expired at 3.38. The regular running time given between these points was twelve minutes. He says "he had ten minutes of 16's time, and that would be 3.39 to make Gardiner freight—the next piece given in the time card."

This point as given in the time table is a quarter of a mile short of the regular crossing point, and short of the point where the collision occurred. A crossing could have been made at or near the Gardiner freight. We find, though, but little evidence of any attempt to stop or even slow up when that point was reached. It appears from the testimony of Mr. Shorey that nearly six minutes of the seven, which at most they had to reach Gardiner, had expired at the time they reached the yard limit, a long distance out, and where the semaphore or signal at the junction could not be seen.

He says: "When I came into the yard I looked at my watch at the semaphore; it was just 3.37. I said to the fireman, 'We have just time to squeeze in.' I put the brakes on. I saw the one ball. I let the brake go and before I could catch it again there were two balls." Rule 16 of said company provides as follows:

"When trains are approaching stations where it is expected they will cross or pass another train, speed must be reduced to (4) four miles per hour and the train must be under full control until it is known that the track is clear for them."

It appears that train No. 11, on that day, was composed of ten quite heavily loaded cars, one of which was a Pullman parlor car; that between Brunswick and South Gardiner, they had lost over the regular running time, three minutes, taking nearly an hour to run a distance of twenty-six miles. In view of that fact, is it true that this train, in fact, run the distance of four miles, at least, to the place of collision, in seven minutes? If so, they were running at a rate of speed of from thirty to forty miles per hour. Mr. Sanborn testifies that they do this "Right along every day." If this statement be true, his train has been late every day at South Gardiner, because the regular running time between these points was nearly twice that, and every day, rule seventeen, which we have quoted, must have been violated, if such story be true, because Gardiner was the regular crossing place for these trains.

We cannot credit this statement; neither are we inclined to believe that this distance was covered by train No. 11 on that day of the accident, in the time they claim it was. But, even if the statements of these witnesses be true, do they furnish a sufficient excuse for taking the risk? We think not. Can it be claimed that these men were exercising the part of wisdom or even ordinary care and caution to attempt to make that crossing, a distance of more than four miles inside of seven minutes, with that heavy train, when they know that a portion of the distance, under the rule, must be made at a



rate of speed not exceeding four miles an hour. This attempt was made, too, not by reason of any misapprehension or mistake as to time, as might be claimed by those in charge of No. 16, but deliberately and intentionally.

Mr. Keith testifies that he looked at his watch when they came under the "semaphore down below the yard limit; it was just 38. I was noticing the time along—I knew they were late and was noticing the time to see how they were getting along. Mr. Sanborn came into the car after we got started (from South Gardiner), and I said: 'Are you going to make Gardiner?' He said: 'Yes, we have got six minutes to do it.' Took notice of watch all the way along, on account of what Sanborn had said."

Mr. Sanborn testifies that when the collision occurred, "It lacked (by his watch) just ten seconds of 39. I had my watch in my hand when we struck, was talking with the baggage-master. I was calculating to make Gardiner freight at 3.39. I had him with the flag all ready in case we could not get there to the switch crossing, to flag. Found that there was a difference of forty-five seconds in our time. By his time (engineer) I had time to get across there." Here is a confession that he was governed not by his own time, but by that of the engineer. The train, as Mr. Shorey testifies, was running within the yard limits at a rate of speed of at least fifteen miles an hour. How he expected the baggage-master to get off and flag the other train, we have not yet learned.

In view of the facts here disclosed, we can come to no other conclusion than that those in charge of train No. 11 were guilty, on that day, of a violation of rules ten and seventeen, and of extreme daring and carelessness. As we have said by a rule of the company, engineers in charge of trains have the same responsibility as conductors, and will be governed by the same rules. This we presume is right; but we cannot but feel that a greater responsibility rests upon a conductor. His office or place is superior to that of the engineer. He is, as the same implies, in command. The engineer is supposed, ordinarily, to obey him. It often

makes it disagreeable to obey, or to question the conductor's word or direction, but under the rules, engineers cannot be excused.

We therefore find that the collision of trains No. 11 and 16 at Gardiner, on the 22nd day of December, 1892, was caused by a violation of rule No. 9, by those in charge of train No. 16, and of rules Nos. 10 and 17, by those in charge of train No. 11.

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

Dated this 17th day of January, A. D. 1893.

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**SPECIAL REPORT OF THE BOARD RELATING TO AN ACCIDENT ON THE BOSTON & MAINE RAILROAD NEAR KENNEBUNK, FEBRUARY 23, 1893.**

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**STATE OF MAINE.**

Special report of accident near Kennebunk, on the Western Division of the Boston & Maine Railroad, February 23, 1893.

The hearing was held in the conductors' rooms in the Union Station Building in Portland, March 8, 1893.

An accident of a serious nature occurred to a passenger train on the Western Division of the Boston & Maine Railroad, at or near Kennebunk, in this State, February 23, 1893. Though, fortunately, no one was killed or any one very seriously injured, the Board deemed it its duty, under the provisions of law, to investigate the same and ascertain if possible, and report the cause thereof.

It appears from the testimony of witnesses examined at the investigation, that passenger train No. 122, leaving Portland for Boston at 3.30 P. M., consisting of two locomotives, one

mail car, one baggage car, one smoking car and three passenger cars, while running at a rate of speed of between thirty and thirty-five miles per hour, were all derailed, except the forward locomotive, at a point between two and three miles northerly of the station at Kennebunk.

At the point where the accident occurred the surrounding country is comparatively level and there are no deep cuts or high embankments on the line at or near that point, and by reason of a recent snow storm the ditches were well filled and the embankments and sides of the track were so cushioned with snow, that the accident to the train was much less serious than it doubtless otherwise would have been.

The result of the accident was as follows: The two locomotives were broken apart, and the second locomotive and tender were derailed and also the tender of the forward locomotive; but neither was materially injured. The mail or postal car was thrown some distance from the track and was tipped over and considerably injured and broken.

The baggage car, though derailed, was not materially injured, nor was the smoking car. The first passenger car was partially tipped over but not injured to any great extent. The next car met with about the same injury as the first. The rear passenger car was tipped over on its side, but was not injured to any great extent as it did not tip over until the train stopped.

The persons injured, so far as we have been able to ascertain, were Mr. Casy, mail agent, Mr. Skinner, a mail clerk, and a lady passenger in the rear car, whose name we have not learned.

The object of the statute requiring an investigation of such accidents, is not that the results or consequences of such accidents may be truly stated; but that the cause or causes which produced them may be ascertained and reported, so that such remedies may be applied as will prevent future accidents.

By reason of the failure, on the part of the corporation interested to immediately report the accident to the Board, as the law requires, an inspection of the track and wreck was

not made in season to ascertain what outward or apparent evidence may have existed to indicate the cause.

At the point where the accident occurred, the grade is comparatively level and the track comparatively straight, there being a curve of only two degrees.

At the time of our inspection of this division in November last, we deemed this portion of the line nearly perfect. New cedar ties had been laid during the past season the entire length of the curve at that point. The rails were comparatively new, 720 pounds each or seventy-two pounds to the yard, and spiked inside and outside in each tie. The section foreman, Mr. H. T. Clark, in charge of that portion of the track, testified that he had, as usual, been over his section that day; that he had walked over that portion of the track where the accident occurred three hours before; that, though the rails were covered at many points by drifting snow, the track was apparently all right; he noticed nothing unusual. He further testified that no shimming had been done where the accident occurred during the winter; that he saw no indications of the track spreading, when he tried his gauge on it two days before.

The testimony of this witness in respect to the condition of the track is corroborated by the testimony of other witnesses.

It is evident that a broken rail did not cause the accident, as no rails were found broken, even after the accident.

From the evidence adduced at the investigation, it does not appear that the rolling stock in use that day was imperfect or out of repair. Mr. Nicholas Robinson, the car inspector, testified that before the train left Portland "He inspected all the cars and tested the wheels and saw no defects whatever." From other witnesses it appears that all the trucks and wheels, though some were disconnected from the cars on which they were used, were unbroken and in such condition as to be put under and used without any material repairs. Though several persons made an examination of the track and the rolling stock after the accident with a view to ascertain the cause, nothing reliable was found to indicate what the cause thereof

was. Mr. Daniel W. Sanborn, the General Superintendent of the Boston and Maine Railroad, who has had thirty-three years of experience in the operation of railroad trains, gave as his opinion, after inspecting the track and hearing several witnesses who testified, that an equalizing bar, or one of the housings, or something of that nature, had broken and fallen upon the track, as a portion of an equalizing or angle bar was round broken through some distance from where the car apparently left the track.

Under the mail car four housings were found broken after the accident, though no parts of either were found upon the track.

While the theory advanced by Mr. Sanborn as to the cause of the accident, may be the true one, there is not sufficient evidence in support of it to make it probable.

The evidence adduced at the hearing as a whole, tends more to raise a doubt as to all theories rather than to afford light as to the true cause of the accident.

We doubt that if the mail car had been thrown from the track, as Mr. Sanborn suggests it may have been, whether it would have caused the derailment of the locomotive ahead of it.

While therefore we are not prepared to accept Mr. Sanborn's theory as to the cause of the accident, we are unable to arrive at any definite conclusion ourselves.

There are many theories that might be advanced as a cause, but all such would be unsupported by evidence. Whatever the cause may have been, we are inclined to believe that the locomotive was first derailed. However that may be we do not find that the corporation, its officers, agents or employes were at fault, or that the accident was caused by any defect or want of repairs to track or rolling stock, which ordinary care and oversight would detect.

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

AUGUSTA, March 28, 1893.



## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

AUGUSTA, November 7, 1893.

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 is narrow in several places where the line is outside of the traveled portion of the highway, and should be widened and ballasted. The track needs to be aligned and surfaced on portions of the road outside of the cities.

*Bridges, Viaducts and Culverts.*

The bridges and culverts have received some repairs, and more will soon be needed.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is maintained in good order.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 BATH STREET 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 is laid in the streets and ways of the city of Bath, of heavy steel rails, a train rail where the streets are paved. It is well constructed of good material.

*Bridges, Viaducts and Culverts.*

The bridges are those of the city except two trestles built by the railway company. The former are in good condition, the company having strengthened them where it was needed. The trestles are well built of good sound timber.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is of the best types of car and motor.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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



## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

AUGUSTA, November 7, 1893.

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 AND AROOSTOOK RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows:

*Road-Bed, Track, etc.*

During the past year very little has been done to improve the road-bed, by way of ditching or ballasting. At many points the track is low and narrow and needs to be raised and widened. The track is now mostly of steel and is in pretty good line and surface, though many new ties are needed in portions of the main line.

## KATAHDIN IRON WORKS BRANCH.

The road-bed and track of this branch has at some points been much improved, especially from Milo Junction to Brownville. This portion of the road is well ballasted and the track is laid with new and heavy steel rails. Considerable has been done to improve the track throughout. Many new ties have been laid, and the bed is now in fairly good condition.

*Bridges, Viaducts and Culverts.*

The bridge superstructures of the roads formerly known as the Bangor and Piscataquis, and Katahdin Iron Works, are of wood, several of which have recently been renewed, and others sufficiently repaired and strengthened. Much, however, will soon have to be done by way of repairs and renewals to those between Blanchard and West Cove.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is mainly that formerly in use by the Bangor and Piscataquis Railroad Company, though the new company has eight new locomotives, four passenger, two combination, baggage and smoking cars, and two mail, express and baggage cars, now ready for use on the Bangor and Aroostook Division, together with

many freight cars and flats all equipped with automatic couplers and other modern appliances. The station buildings are mostly old and inconvenient, though kept clean and neat.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 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 of this line is in the public streets of Bangor and Brewer, and in the main conforms to such ways. The track is in only fair line and surface; improved somewhat during the past year, but yet requiring considerable in work and material to bring it up to first-class condition.

*Bridges, Viaducts and Culverts.*

The bridges used by this line are largely those of the cities of Bangor and Brewer and are in fair condition. The trestle in Brewer built by the railway company is well built and remains in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in good condition considering the length of time it has been in use, and the style and manner of construction prevailing at the date when it was built.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 and track of this line, originally built for a horse railroad, has been considerably improved since the introduction of electricity as a motive power. A heavier train rail in the cities of Biddeford and Saco is needed. Taken as a whole the road-bed, track and overhead system are kept in good condition. The latter is as good as that of any line and all additions made by the present management are first-class.

*Bridges, Viaducts and Culverts.*

The bridges are in good condition of safety, and a great improvement has been made by the laying of a good, easy running crossing frog at the crossing of the Boston and Maine line on the Cataract bridge in Saco.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in first-class condition and well kept in every way.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 AND 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 in good condition in every respect, with ample ditches and drains. The track is maintained in good alignment and surface and is well ballasted.

*Bridges, Viaducts and Culverts*

Many of the culverts, water-ways and trestle bridges have been rebuilt or filled, and all are well maintained.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is first-class, and maintained in good running order. The station buildings are adapted to the business of the road.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 AND 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 and track of this division is in good condition. A large part of the lighter pattern of rail has been replaced with four and three-quarter and five inch pattern weighing seventy-nine and seventy-five pounds to the yard respectively. All the track between Biddeford and Portland has been so relaid.

## EASTERN DIVISION.

The road-bed is in good condition, and track in good line and surface. Quite an amount of heavy patterned new steel has been laid to replace lighter, and new ties put in where needed.

## NORTHERN DIVISION.

The road bed and track is in good condition, well lined, surfaced and ditched. A good coating of ballast would improve it.

## KENNEBUNK AND KENNEBUNKPORT BRANCH.

The road-bed and track is in good condition and well maintained.

## OLD ORCHARD BEACH BRANCH.

The road-bed and track of this branch is used only in the summer months. It is kept in good condition.

## WESTERN DIVISION.

*Bridges, Viaducts and Culverts.*

All the span bridges are of iron in first-class condition and well maintained. The pile bridges are in good condition, most of them having been rebuilt during the past year or being now in process of rebuilding.

## EASTERN DIVISION.

The bridges of this division are in fair condition for safety. The plate girder at Nonesuch river and the truss bridge crossing the Saco river are not up to the standard of modern structures, and the pile bridges crossing the Great Works river in the towns of South and North Berwick are not in the condition usually maintained by this road.

## NORTHERN DIVISION.

The bridges on this division are, as a whole, in good condition. That at Salmon Falls is yet strong and in a fair state of preservation. Only one-half of the latter bridge is in Maine.

## KENNEBUNK AND KENNEBUNKPORT BRANCH.

There are no bridges on this branch now, all having been filled. The culverts are all practically new and all in good condition.

## OLD ORCHARD BEACH BRANCH.

The bridges on this line are well built and well maintained. Considerable improvement has been made during the past year in rip-rapping and other repairs looking to permanency.

## WESTERN DIVISION.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is first-class and well maintained. Station buildings are convenient, commodious, neat and well kept.

## EASTERN DIVISION.

The rolling stock is well up to the standard of the best roads. Station buildings are in good condition and well kept. What is

said of the rolling stock and station buildings on the Western and Eastern Divisions is true of the Northern Division and the Kennebunk and Kennebunkport Branch.

OLD ORCHARD BEACH BRANCH. .

The rolling stock consists of open cars and a locomotive of a type peculiarly adapted to the service required. All are kept in first-class condition.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 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 the main line is first-class in all respects.

## AROOSTOK BRANCH.

The improvements commenced on this line by the Canadian Pacific Railway Company have been continued so that the road-bed and track are now in as good condition as could be expected, considering the light rails. It rides well and shows evidence of good care.

## HOULTON BRANCH.

The road-bed and track of this branch is in good condition, well maintained in all respects.

*Bridges, Viaducts and Culverts.*

The bridges on the main line many of which are of steel and iron, are first-class wooden structures, well cared for. The pile bridges are good of their class, strong, durable and in good repair. The trestles are good structures, well maintained. One of forty-five bents near Lowelltown has been filled and an opening near Boundary replaced with a substantial stone arch.

## AROOSTOOK BRANCH.

The bridge and other openings on this branch, though mostly wooden structures are in good repair and well maintained.

## HOULTON BRANCH.

The only water way or opening on this branch is in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock on the main line is of the best quality, modern in design and construction and well kept in all respects. Station buildings are comparatively new and well kept, but in our judgment are faulty in design and inconvenient. The rolling stock on the Aroostook and Houlton branches is not as good as on the main line, being older and considerably worn, but it is kept in good condition for comfort and convenience.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 AND MEGANTIC 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 generally well ditched and drained. The track is maintained in fairly good line and surface. Many new ties and more ballast are needed to hold it in position.

*Bridges, Viaducts and Culverts.*

The bridges were originally built, not of the best material and were poorly constructed, but additions have been made from time to time to keep them in safe condition. Several trestle bridges have been filled and the location of the road has been changed at Lodge Hill, and a new bridge constructed at this point.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in fair condition. The station buildings, though not first-class, are as comfortable and convenient as the business of the road requires.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 and track is in good condition, sufficiently wide, ballasted and drained. Five hundred ties have been laid where most needed.

*Bridges, Viaducts and Culverts.*

There are no bridges on this road.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in fair condition. Two cars formerly used in Boston, commodious and upholstered have been added this year.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

AUGUSTA, November 7, 1893.

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 of this division of the Grand Trunk Railway as we have heretofore said, is wide, well ditched, drained and ballasted. The track is laid with steel rails of uniform weight, and is maintained in good line and surface. During the past season a sufficient number of new ties have been laid, and the road-bed and track throughout is in excellent condition. What we have said in respect to the road-bed and track, on the main line, may also be said of the Lewiston and Auburn, and Norway branches.

*Bridges, Viaducts and Culverts.*

The bridge superstructures and viaducts on this division of the Grand Trunk Railway, within the limit of the State, are of iron, most of which are very substantial structures affording a wide margin of strength. Some, however, of the Phoenix hollow column pattern are not such superstructures as would be required to carry the modern equipments and loads now transported on other lines of railroads. The culverts and open water ways are substantially constructed and kept in good repair.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is mostly first-class and maintained in good condition. The station buildings along the line are mostly old and inconvenient, though some are modern in style, convenient and comfortable.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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.*

The road-bed is substantially built, and much attention has been given to ditching, draining and ballasting. The track is laid with steel rails upon good ties, and is well aligned, and surfaced.

*Bridges, Viaducts and Culverts.*

The superstructures of the bridges are of wood supported on abutments of well built masonry and are kept in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is first-class, and the station buildings are well designed and constructed, comfortable and convenient.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 AND AUBURN 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 and track is laid through the streets of Lewiston and Auburn, and is in good condition in the cities proper. The line from Auburn city to Lake Auburn is in bad repair, needing ballasting, lining, surfacing and new ties.

*Bridges, Viaducts and Culverts.*

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

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in only fair condition.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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.*

As we have before stated, this railroad is well located and constructed, and is kept in good condition. The track is standard guage and is in good line and surface.

*Bridges, Viaducts and Culverts.*

The principal part of the bridge structures on this line consist of high wooden trestles erected for the purpose of conveying lime-rock in cars to the top of the several kilns situated along the shore front in the city of Rockland. These trestles are constructed of good southern pine timber, and are thoroughly and substantially built. Many portions of these trestles have been filled with lime-rock since the road was first constructed. The culvert and open water ways are carefully looked after and maintained in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock consists only of locomotives and cars used for the transportation of limestone. These are first-class and in good condition. There are no station buildings on the line and none are needed.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 on this part of the Maine Central system is in first class condition. The best of modern approved materials are in use and the track is maintained in a manner highly creditable to those in charge of the several departments. A second track has been constructed between Cumberland Junction and Yarmouth Junction during the past year.

## BANGOR TO VANCEBORO.

This line is in good condition. The track is of heavy pattern steel rails, in good line and surface, well ditched and fairly ballasted. Much has been done to improve it during the year.

## CUMBERLAND JUNCTION TO WATERVILLE VIA LEWISTON.

What is said of the road-bed and track from Portland to Bangor is true of this line.

## BANGOR TO MT. DESERT FERRY.

The road-bed and track is in good condition. Though the rails are not as heavy as those in use on most of the main line, they are kept in good line and surface and reflect credit upon those who have the line in charge.

## LEWISTON AND FARMINGTON.

The road-bed and track on this line are in good condition, well maintained and the work of improvement constantly going on.

## BREWER TO BUCKSPORT.

The road-bed and track is in good condition, especially good when it is considered that the rails are of the oldest on the system. New ties have been put in where needed.

## WATERVILLE TO SKOWHEGAN.

The road-bed and track is in good condition and it is well kept up.

## BURNHAM JUNCTION TO BELFAST.

The road-bed and track is in good condition. All iron rails have been replaced with steel from the main line. A marked improvement is apparent.

## NEWPORT JUNCTION TO FOXCROFT.

The road-bed and track is in good condition. It is well lined, surfaced, ditched and in other respects well maintained.

## MOUNTAIN DIVISION.

The road-bed and track is in good condition in all respects. A second track from Portland to Cumberland Mills has been built during the year.

## KNOX AND LINCOLN BRANCH.

The road-bed and track on this branch has been so much improved that it is now well up to the standard of the Maine Central Railroad.

## PORTLAND TO BANGOR.

*Bridges, Viaducts and Culverts.*

The bridges are of iron and the best of modern structure, except the wooden trestle at Gardiner which is first-class of its kind. The wooden bridge at Etna bog is now abandoned, the trains running over the new line built to avoid the line crossing the bog.

## BANGOR TO VANCEBORO.

The bridges are mostly of iron built upon the best of modern plans. Several wooden structures have been replaced with iron and all are in first-class condition.

**CUMBERLAND JUNCTION TO WATERVERILLE VIA LEWISTON.**

The bridges and culverts on this line are mostly model structures comparing favorably with those on other portions of the main line.

**BANGOR TO MOUNT DESERT FERRY.**

The bridges and culverts on this line are in the best of condition. Considerable has been done during the past year in the way of improvement by new masonry and in rebuilding culverts and other openings.

**BATH TO LEWISTON AND FARMINGTON.**

The bridges and culverts as a whole are in good condition. Improvements by substituting iron for wooden structures have been made and in several places good substantial masonry has been built.

**BANGOR TO BUCKSPORT.**

The bridges and culverts on this line are in good condition though mainly wooden structures. They are carefully maintained.

**WATERVERILLE TO SKOWHEGAN.**

The bridges and culverts on this line are well kept up and in good repair. The bridges being substantial iron structures.

**BURNHAM JUNCTION TO BELFAST.**

The bridges on this line are mostly of iron and in good condition. Considerable has been done to improve them.

**NEWPORT JUNCTION TO FOXCROFT.**

The bridges on this line are first-class. Wooden have been replaced with modern iron structures until now nearly all are of iron. The culverts are good and well kept up.

**MOUNTAIN DIVISION.**

The bridges on this line are nearly all of iron and whether of wood or iron they are substantial structures and are well maintained.

## KNOX AND LINCOLN BRANCH.

The bridges on this branch are being constantly improved. At Sheepscoot river an iron bridge, the best of modern design, has been erected and the piers further strengthened. The filling of Hobson's bridge has been completed and that at Wiscasset partly filled, yet a good deal remains to be done. All the wooden bridges have been repaired, some rebuilt in a very substantial manner. The high trestle at Marsh's river now being under process of reconstruction. The management of the road are to be congratulated upon the condition of these bridges as compared with their condition in years before they came under their care.

*Rolling Stock, Station Buildings, etc.*

The rolling stock of the Maine Central Railroad is in all respects first-class. None better can be found on any road nor any kept in better condition. Large additions of the best to be procured have been made in cars and motive power, during the year. The station buildings are models in design, comfort, convenience and general appearance.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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.*

The road-bed is of good width and is properly ditched and drained. The track is well aligned, surfaced and ballasted. Many new ties have been laid during the past season.

*Bridges, Viaducts and Culverts.*

There are several small streams and brooks which are crossed on wooden stringers resting upon wooden walls, all of which have been repaired and are in good order.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in good order. Station buildings at Monson are comfortable and convenient.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 MOUSAM 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 track of this road is laid in the highways of the town of Sanford, of good, heavy steel rails on good ties, well ballasted and spliced with angle bars, and is first-class in all respects.

*Bridges, Viaducts and Culverts.*

The bridges are mostly of iron. Those erected by the railroad company being all of iron and have a wide margin of strength over and above that necessary to carry any load required of them. Those of the town are strong and well maintained

*Rolling Stock, Station Buildings, etc.*

The rolling stock is of the best of modern design for use on electric roads.

In Witness Whereof, we have set our hands this seventh day of November, A D. 1893.

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 7, 1893.

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 road is in good condition, and the improvements referred to in our report of last year, have been continued the present season, and it now compares favorably with other narrow gauge roads in this State.

*Bridges, Viaducts and Culverts.*

The bridges are wooden structures. That over the Sandy river at Phillips is well constructed. Others, though faulty in original design and construction, are safe for the present, but should be rebuilt in the early future.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is first-class, and kept in good running order. The station buildings are comfortable and convenient.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 this railroad are mainly laid in the traveled portions of the streets of the cities of Portland, Deering and Westbrook, and throughout the lines are well constructed and maintained, especially that portion over which the electric cars are run. This track is constructed mostly outside of the traveled highway and is substantially built and maintained and the track is kept in good line and surface.

*Bridges, Viaducts and Culverts.*

The bridges, culverts and other openings over which the tracks are laid, were mostly constructed by, and are maintained by the several municipalities named and are in safe condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is such as is used on all first-class Electric and Horse railroads and is in good condition.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 AND 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 and track remains in about the same good condition as stated in our report last year. But considerable ballast is still needed. The ditching and draining has been somewhat improved. The track is laid with steel rails and is in good line and surface, and many new ties have been laid this year. The road-bed on the marginal way has been widened and protected with rip-rap.

*Bridges, Viaducts and Culverts.*

The bridges on this line, both wood and iron, are all in good order, and the smaller water-ways are well maintained. The sluices on the marginal way have been repaired and strengthened.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in good order, and receives the closest attention as regards its safety and repair. The station buildings are well designed and constructed and are convenient and comfortable.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 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.*

The road-bed and track is maintained in good condition. Much has been done to improve the old line and the new has been well kept up

*Bridges, Viaducts and Culverts.*

The bridges on the old line though of wood are kept in good repair. Those on the new are modern iron structures, well built and set on good masonry.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is good and well kept. Station buildings are neat, and on the new line of especially good design. The new one at Rumford Falls is a model of neatness, convenience and beauty in design.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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.*

This road was built for the purpose of transporting lime-stone from the quarries in the interior to the lime kilns on the shore at Rockport village. The road-bed is in fair condition for the purposes for which it is used. The track is three feet gauge, and is laid with light rails which are now badly worn and should be relaid with heavier rails. Many new ties are needed.

*Bridges, Viaducts and Culverts.*

The bridges and culverts are safe for the present.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is adapted to the service required of it.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 AND 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 tracks of this road as now constructed extend from the railroad wharf in the city of Rockland to Rockport and Camden. From Main street in Rockland through and along North Main street to Rockland Highlands ; also from Main street in Rockland to Mill river in the town of Thomaston. The greater portion of the lines outside of the city and villages through which they pass are laid outside of the traveled portions of the highways, but within the location of such. The track is laid with heavy steel rails on good ties, and is maintained in fairly good condition.

*Bridges, Viaducts and Culverts.*

The bridges, viaducts and culverts over which the tracks of this railway is laid, were built and are maintained by the city and towns through which its lines pass, though some of these structures have been materially strengthened by the railway company.

*Rolling Stock, Station Buildings, etc.*

The rolling stock of this road is first class in every respect, and is well maintained, and the passenger cars are kept clean and neat.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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.*

This railroad, though badly located, has within the past few years, been greatly improved by change of location, thereby reducing curves and grades at many points along the line. The track is laid with heavy steel rails and is well ballasted and in good line and surface.

*Bridges, Viaducts and Culverts.*

The bridges, viaducts and culverts, though mostly of wood, are kept in good repair, and are in safe condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is mostly new, modern in style, and in good condition.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 narrow but has been widened in many places. The track needs to be surfaced and lined. The rails are steel, some of them badly bent and worn. Many new ties have been laid in the track during the past year. The road is fairly well ditched and drained, but needs more ballast.

*Bridges, Viaducts and Culverts.*

There is one trestle bridge upon the road, and this has received needed repairs. The smaller water-ways and culverts are in safe condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in fair running order. The station building at Hartland has been repaired and improved.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 and track is well cared for. There has been quite a number of ties and steel rails laid to replace iron during the past year. It is in good condition and rides well.

*Bridges, Viaducts and Culverts.*

The bridges are kept in good condition. Those of wood are in a good state of preservation, safe and strong. Those of iron are of modern design and are substantial structures. A good deal of commendable ingenuity has been displayed in the building of iron spans for smaller openings by the managers in the company's shops.

*Rolling Stock, Station Buildings, etc.*

The rolling stock, though old, is maintained in good condition. The station buildings, though in some instances old and inconvenient, are as a whole kept in good condition.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 and track of this line has been improved during the year by putting in a good many new ties, and some new steel. Some ballasting and ditching has been done during the past year, so that the line throughout is in fair condition.

*Bridges, Viaducts and Culverts.*

The bridges are of wood. They are carefully looked after. Quite extensive repairs have been made during the past year. They are now in a safe condition to carry the loads required of them.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in good condition. Though it has been long in use it is well cared for and kept in commendable condition of repair. Station buildings though old are well looked after and kept in a cleanly and comfortable condition.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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 7, 1893.

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 AND FAIRFIELD (ELECTRIC) 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 in good condition. The track generally is in good order, but needs lining and surfacing on some portions of the road.

*Bridges, Viaducts and Culverts.*

There is but one bridge upon this road, and that is maintained in a safe condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is kept in good running order.

In Witness Whereof, we have set our hands this seventh day of November, A D. 1893.

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

STATE OF MAINE.  
RAILROAD COMMISSIONERS' CERTIFICATE.  
*Office of Railroad Commissioners.*

AUGUSTA, November 7, 1893.

We, the under-signed, 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 AND 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 and track are in good condition as to line, surface and drainage. Some new ties have been put in.

*Bridges, Viaducts and Culverts.*

Bridges are all of wood, nearly all piling. They are in some instances out of surface and line by reason of bents settling. Those near York Beach partly filled last year are now completely filled and the timber taken out.

*Rolling Stock, Station Buildings, etc.*

Rolling stock is furnished by the Boston and Maine Railroad and is good. Station buildings are of attractive design, neat, comfortable and well kept.

In Witness Whereof, we have set our hands this seventh day of November, A. D. 1893.

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

PART III.

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PETITIONS, ORDERS OF NOTICE, DECISIONS,  
CERTIFICATES OF THE BOARD,

AND

Rules of the Board of Commissioners.

1893.

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## PETITIONS AND DECISIONS OF THE BOARD.

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### CROSSING OF HIGHWAY OVER M. C. R. R., AUBURN.

*Petition, Order of Notice and Decision of the Board relating to the crossing of a certain highway over the Maine Central Railroad in the city of Auburn. Decision January 2, 1893.*

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

The undersigned, mayor and aldermen of the city of Auburn, in the county of Androscoggin and State aforesaid, being the municipal officers of said city, respectfully represent that on petition of Monroes Packard, and Linscott and others, therefor, the joint standing committee of the City Council of said city upon the highways, streets, bridges and sidewalks did, on the 6th day of May, 1889, duly and legally lay out a new street or public highway in said city as follows, viz :—

Beginning at a point where the westerly line of Spring street, as now located, intersects the southeasterly line of the Maine Central Railroad land, said point of intersection being one hundred and seventy-nine (179) feet northerly from Hampshire street; thence north twenty-one (21) degrees east crossing said railroad two hundred and ten (210) feet to an iron rod in the southerly line of a street reserved by the Franklin Company; thence north thirty-eight (38) degrees, fifteen (15) minutes west by the line of said reserved street one hundred forty-seven and three-tenths (147.3) feet to the land of Mrs. Albert Kidder; thence north thirty-three (33) degrees forty-five (45) minutes west ninety-four (94) feet to Union street. The above described line is the westerly and southerly line of said street. The easterly and northerly line is forty (40) feet from and parallel to the above described line; and the said committee did thereafterwards, on the same day, file with the clerk of said city, at his office, a record of such laying out, with

the boundaries and admeasurements aforesaid. Which laying out was accepted and approved, and which said proposed street was established as a street or public way in said city, to be known as Spring street extension, at a legal meeting of the City Council of said city, held on the tenth day of June, A. D. 1889, all of which appears by the records of the clerk of said city. And your petitioners further represent that said way crosses the land and track of said Maine Central Railroad.

They therefore request you to give due and legal notice and hearing to all parties interested in the subject matter of this petition and determine whether said way shall be permitted to cross said railroad land and track at grade therewith or not, and the manner and condition of the same, and also to determine whether the expense of building and maintaining so much of said way as lies within the limits of said land and track shall be borne by said Maine Central Railroad Company, or by said city of Auburn, or shall be apportioned between said company and said city; and make your report thereon according to the statute in such cases provided.

W. G. LOWELL, J. P. HUTCHINSON, JAMES B. SMITH, GEO. E. DAVIS,	}	Municipal officers of the City of Auburn.
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AUBURN, Maine, December 2, A. D. 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 Auburn Daily Gazette, a newspaper published at Auburn in the county of Androscoggin, and in the Lewiston Evening Journal, a newspaper published at Lewiston in the county of Androscoggin, the first publication in each paper to be at least seven days before the twenty-second day of December, A. D. 1892, on which day the board of Railroad Commissioners will be in session at the common council room in Auburn, 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 sixth day of December, A. D. 1892.

## REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Auburn, in and for the county of Androscoggin, on the third Tuesday of January, A. D. 1893 :

A similar application to the foregoing has once before been made to this Board, and was, after careful consideration, denied.

The petitioners, as appears by the foregoing, now ask the Board to reconsider the matter, and to determine whether the way described shall be permitted to cross the location and track of the Maine Central Railroad, at the point named, at grade. At the hearing, which was held at the time and place mentioned in the foregoing order of notice, it appeared from evidence introduced on the part of the petitioners, that new and additional manufacturing establishments had been erected and put in operation in the vicinity of the proposed crossing, since the former hearing, in which a large number of persons are daily employed, two-thirds or more of whom are obliged to cross the track of said railroad, at some point, several times each day in going to and from those establishments to their homes or boarding places; that the freight traffic in that vicinity has largely increased since the former hearing, the greater portion of which has to be moved across the track aforesaid at some point.

Since said former hearing, the Maine Central Railroad Company has, so far as that company is concerned, assented to a grade crossing at the point named, by a partial construction of the way and the erection of gates at the same.

While we cannot but look upon the latter mentioned movement, as an attempt to influence or force this Board to assent to such a crossing, we think the change of circumstances and conditions is now such as to warrant the Board in permitting a grade crossing as asked for. It is apparent that by the erection of the manufacturing establishments above referred to, and the increase of travel and traffic to and from the same, that the public convenience demands the laying out and construction of the street mentioned in the application. It also appeared at said hearing, that public convenience could not be subserved, if an under pass or overhead bridge should be ordered as a method of crossing the railroad at that point. As we have before stated, a large number of people are obliged to cross the railroad at some point. The crossings in

that vicinity are all at grade with the railroad, and are equally dangerous as this new one will be if so constructed. If gates be erected and maintained at this as well as at the other grade crossings, the danger to travelers going to and from these manufacturing establishments will not be increased, for the reason that the same number of persons are now obliged to cross at equally dangerous points.

Though we are reluctant to permit an increase of crossings at grade in our cities and large villages, yet, for the reasons above stated, we are constrained to do so here. Therefore we determine and order that the "Spring street extension," so called, mentioned in the foregoing application may be constructed so as to cross the Maine Central Railroad track at grade therewith, and that the manner of constructing and maintaining the same shall be as follows:

Said street or way shall, within the location of said railroad, be constructed and maintained by the Maine Central Railroad Company, and shall be as wide as Spring street in said city is now constructed and wrought for public travel, and shall be so graded as to cross the track or tracks of said railroad exactly at grade therewith.

All materials necessary for making fills and retaining walls, if any be needed, shall be furnished and delivered at said crossing by the city of Auburn. In constructing said extension, the railroad company shall make suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this second day of January, A. D. 1893.

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



**VARIATION OF LOCATION B. & A. R. R.**

*Petition, Order of Notice and Decision of the Board relating to the variation of the location of the Bangor and Aroostook Railroad in the town of Houlton. Decision, January 3, 1893.*

To the Honorable Railroad Commissioners of the State of Maine :

The Bangor and Aroostook Railroad Company respectfully represents that to better serve 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 2873 83 (second series) and 2797 97-0 (third series) to station 140 of location between Houlton and Caribou, all said variation being in the town of Houlton in Aroostook county.

The variation 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,

By F. H. APPLETON, Clerk.

December 9, 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 one issue in the Aroostook Pioneer, a newspaper published at Houlton in the county of Aroostook, the publication in said paper to be at least six days before the third day of January, A. D. 1893, 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. MORGLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

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

## APPROVAL OF THE BOARD—CERTIFICATE OF APPROVAL.

Pursuant to the foregoing application and order of notice, the Board of Railroad Commissioners met at the time and place mentioned in said order, and it then and there appearing that notice of the hearing had been published as ordered, gave a hearing to the petitioners and such other persons and parties as appeared and desired to be heard relative to said change of location. From an examination of the plans and profile presented and facts elicited at said hearing it appeared that by making the change in the line of location asked for a shorter and more direct route will be obtained and the grade as appears materially lightened. Therefore, we hereby approve the change in location as prayed for, and as shown on a plan and profile herewith approved by us.

In witness whereof, we have hereunto set our hands this third day of January, A. D. 1893.

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

## CROSSING OF WAYS P. &amp; R. F. R. R.

*Petition, Order of Notice and Decision of the Board, relating to the crossing of certain highways in the towns of Poland and Minot and the city of Auburn. Decision January 10, 1893.*

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

The Portland and Rumford Falls Railway, a corporation existing under the laws of Maine and now operating a railroad from Mechanic Falls in the town of Minot, county of Androscoggin to Rumford Falls in the county of Oxford, having by virtue of law extended its location from Minot in the county of Androscoggin through the town of Poland to a point on the Maine Central Railway in the city of Auburn at George W. Hackett's farm, and having filed its said location with the county commissioners of the county of Androscoggin, which said location has been duly approved by said commissioners, most respectfully represent to your Honorable Board that the said location of its said extension crosses

certain town ways and highways in the aforesaid town of Minot, Poland and city of Auburn, viz :

First. Crossing of town way called Sumner street in Mechanic Falls village in Minot by the "Y."

Second. Crossing of town ways called Mitchell, and Park streets in Mechanic Falls village in Minot.

Third. Crossing of Chandler road in Poland near Mechanic Falls village.

Fourth. Crossing of Main highway from Mechanic Falls to Poland Corner near brick yard in Poland.

Fifth. Crossing of highway leading from Poland Corner to Harris Hill, near William Rowe's in Poland.

Sixth. Crossing of highway from Poland Corner to Poland Springs southerly of William Rowe's in Poland.

Seventh. Crossing of highway leading from Poland Springs road named in No. 6 to Bailey Hill in Poland.

Eighth. Crossing of highway leading from Poland Springs to Bailey Hill (near four corners) in Poland

Ninth. Crossing of town way leading from Main highway to Bailey Hill road, westerly from A. J. Pulsifer's in Poland.

Tenth. Crossing of three highways at Empire Corner, near Mrs. Harriet Disoca's all in Poland and leading to Empire station.

Eleventh. Crossing of "Rabbit" road so-called, near Thomas J. Freeman's in Auburn.

Twelfth. Crossing of five town ways and highways in Auburn at or near Lewiston and Auburn branch of Grand Trunk Railway, near A. C. Frank's house and between A. C. Frank's house and Fessenden Martin's house all leading to and from the city of Auburn.

Thirteenth. Crossing of Beech Hill highway near Stephen Small's house in Auburn.

Fourteenth. Crossing of highway in Auburn near J. L. Flagg's house.

Fifteenth. Crossing of highway leading from Danville Junction to Auburn near George W. Hackett's in Auburn.

Sixteenth. Crossing of highway leading from highway No. 15 to Auburn near George W. Hackett's and known as Hackett's road.

Wherefore your petitioner, before entering upon the construction of its said extension in accordance with its said location requests

that your Honors after due notice will view all of said proposed crossings, hear all parties interested and determine the manner and conditions of making said crossings; also that your Honors will order a change in the course of the town way in Mechanic Falls village in Minot called Mitchell street, also the three town ways and highways in Poland near Mrs. Harriet Disosca's as well as the five town ways and highways in the city of Auburn between A. C. Frank's and Fessenden Martin's so as to facilitate the crossing of said town ways and highways by said location. in accordance with the provisions of law in this respect made and provided.

Portland & Rumford Falls Railway,

By GEORGE D. BISBEE, its Attorney.

December 14th, 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 at Lewiston in the county of Androscoggin, the first publication in said paper to be at least seven days before the fourth day of January, A. D. 1893, on which day the Board of Railroad Commissioners will meet at Cobb's Hotel, in the town of Minot at ten A. M., and view the location of the several crossings mentioned in said petition and be in session at the Elm House in Auburn 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 nineteenth day of December, A. D. 1892.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Auburn in the county of Androscoggin, on the third Tuesday of January, A. D. 1893:

As appears by the foregoing application, the Portland and Rumford Falls Railway Company, a corporation existing under the laws of Maine, represents that it has extended its location from Minot in the county of Androscoggin, through the town of Poland, to a point on the Maine Central Railroad in the city of Auburn; that it has filed its location with the county commissioners of said

county, and that the same has been approved by them; that the location of said railroad extension crosses certain highways and town ways in said towns of Minot and Poland and the city of Auburn, and requests the Board, after notice and hearing, to determine the manner and conditions of making such crossings, and also that the Board order a change in the course of the town way in Mechanic Falls village in Minot, called Mitchell street, also the three town ways and highways in Poland near Mrs. Disosca's, and the five town ways and highways in the city of Auburn between A. C. Franks and Fessenden Martin's so as to facilitate the crossing of said town ways and highways, by said location.

On the fourth day of January, A. D. 1893, the Board met at the time and place mentioned in the foregoing order of notice, and viewed the location of the several crossings mentioned in said application, and at the time and place appointed gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative to the subject matters set forth in said application.

From the inspection before mentioned and the evidence elicited at the hearing aforesaid, it appeared that several of the ways mentioned in the application are so located that by a slight change in the course of same, at certain points, crossings at grade or otherwise can be avoided. Section 3 of chapter 282, Public Laws of 1889 is as follows: "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 same may be altered so as to facilitate such crossing, or to permit a railroad to pass at the side thereof, on application to the railroad commissioners, and proceeding as provided by section 27 of chapter 18, as amended by this act, and for such purpose land may be taken and damages awarded as provided for in laying out highways and other ways."

As set forth in the foregoing application, it appears that the location of the extension of this railroad crosses twenty-three ways, some of which, however, may not have been legally located, not have become public ways by use. However that may be, the number of crossings mentioned can be largely reduced by slightly changing the course of many of these ways, though many of them could not be crossed other than at grade. Therefore, under the provisions of the above cited statute, we have determined to order a change in the location of several of the ways mentioned, as

prayed for in the application, as is hereinafter particularly set forth. And we further determine and order that the several crossings hereinafter mentioned shall be made and maintained by the Portland and Rumford Falls Railway Company, and that the manner and conditions shall be as follows :

1. The crossing of so much of Summer street, in Mechanic Falls village, on the location of the Grand Trunk Railway, shall be at grade, after the grade of said street has been lowered at point of crossing two feet, and permission is hereby granted to the Portland and Rumford Falls Railway Company, under the direction and supervision of the Grand Trunk Railway Company, to lower the grade of said street at point of crossing as above provided. The approach on said street, on the northerly side of the railroad track, shall be lowered so as not to be steeper than one foot elevation to every twenty feet out from said railroad track.

2. The line, course and location of Mitchell street, in Mechanic Falls village in the town of Minot, shall be so changed as to pass wholly on the southerly side of the railroad location. Said street shall be located and constructed by the Portland & Rumford Falls Railway Company and at its expense, as wide as the same is now located and made, and in such manner that the same, when completed, shall be safe for travelers thereon with horses, teams and carriages.

The crossing of Park street in said village, shall be at grade, after the grade of said street has been raised at point of crossing one foot and ten inches. Permission to raise the grade, as above provided, is hereby granted to said railroad corporation.

The approaches on each side of the railroad track, within the railroad location, shall be made and maintained by said railroad company and shall be as wide as said street is now constructed, and not steeper than one foot elevation to every twenty feet out from the track of said railroad, and in such manner that said crossing shall be safe and convenient for travelers on said street with horses, teams and carriages.

3. The crossing of the Chandler road in Poland near Mechanic Falls village, shall be at grade, after said road, at point of crossing, shall have been raised five feet and ten inches. Permission to raise the grade of said street as above provided is hereby granted to said railroad company. The manner and conditions of construction and maintenance of said crossing shall be as provided for Park street, in Number 2.

4. The crossing of the main highway leading from Mechanic Falls to Poland Corner, shall be at grade, after said highway shall have been raised, at point of crossing, two feet and eleven inches. Permission is hereby given to raise the grade of said street as above provided. The manner and conditions of the construction and maintenance of said crossing shall be as provided for Park street in Number 2.

5. The crossing of the highway leading from Poland Corner to Harris Hill, shall be at grade, after said highway, at point of crossing, shall have been raised one foot. Permission and manner and conditions of construction and maintenance, to be the same as provided for Park street in Number 2.

6. The crossing of the highway leading from Poland Corner to Poland Springs, shall be at grade, after said highway, at point of crossing, shall have been raised three feet. Permission and manner and conditions of construction and maintenance shall be the same as provided for Park street in Number 2.

7. The crossing of the highway leading from Poland Springs road named in Number 6, to Bailey Hill in Poland, shall be at grade, after said way, at point of crossing, shall have been raised one foot and seven inches. Permission to raise grade and manner and conditions of construction and maintenance shall be the same as provided for Park street in Number 2.

8. The crossing of the highway leading from Poland Springs to Bailey Hill in Poland, shall be at grade, after said highway shall have been raised, at point of crossing, one foot and ten inches. Permission to raise the grade aforesaid, and the manner and conditions of construction and maintenance shall be as provided for Park street in Number 2.

9. The crossing of the town way leading from the main highway to Bailey Hill road, westerly from A. J. Pulsifer's in Poland, shall be at grade after said way shall have been lowered, at point of crossing, six feet and four inches. Permission to lower the grade as aforesaid is hereby granted to said railroad company. The approaches on said street toward the railroad track, shall be excavated as wide as said way is now constructed and in such manner that they shall not be steeper than one foot elevation to every twenty feet out from the railroad track. The manner and conditions as to maintenance of said crossing shall be as provided for Park street in Number 2.

10. The crossing of the middle highway at Empire Corner in Poland, near the residence of Mrs Harriet Disosca's, shall be under said highway and constructed and maintained as follows : Said railroad corporation is hereby empowered to excavate across and under said way to such depth as may be necessary in grading said railroad, not less, however, than ten feet below the grade or level of the highway at point of crossing. Said corporation shall then erect good and sufficient abutments and retaining walls of stone on each side of its railroad track at such distance from each other as the railroad corporation may deem necessary, and shall thereupon erect and maintain a suitable highway bridge, at such height above the track of the railroad, as will give a space or head room of at least twenty feet between the track of said railroad and the lower part of the stringers of said bridge. Said bridge and the approaches thereto on said highway, shall be constructed by said railway company, and shall not be less than twenty feet wide, nor steeper than one foot elevation to every fifteen feet out from said bridge, all of which, within the location of said railway, shall be made and maintained by said railway company in such manner that the same shall be safe and convenient for travelers on said highway with horses, teams and carriages. Permission to raise the grade of said highway, at and near the point of crossing, as above provided, is hereby granted. The location and the course of the other two highways mentioned in the tenth number of the application we determine and order to be so changed that the same shall intersect with the middle way first named, southerly of the crossing herein described so that a crossing of same at grade or otherwise, may be avoided, and to facilitate a crossing as provided by law. The new or changed location of said ways shall be as wide as said ways are now located and the expense of location and construction of same shall be borne by the Portland and Rumford Falls Railway Company.

11. The crossing of the "Rabbit" road so called in Auburn, shall be at grade, after said road at point of crossing, shall have been raised three feet and three inches. Permission to raise the grade of same and manner and conditions of construction and maintenance of crossing shall be the same as provided for Park street in Number 2.

12. In order to avoid and to facilitate crossings of the several ways mentioned in the twelfth number of the application, we deter-



mine and order that the location of the Poland Springs' road so called in Auburn, near the Lewiston & Auburn Branch of the Grand Trunk Railway be so changed and constructed, as to pass at or along the southerly side of the Portland & Rumford Falls Railway, as located. and that the location and course of the several other ways therein mentioned, shall be changed so as to intersect with the Poland Springs' road, after the location of said road has been changed as above provided. All of the changes of location and the expense of construction of the several ways so changed, shall be borne by said railway company. The amended or changed location of the several ways above mentioned shall be as wide as said ways are now located, and shall be constructed so as to be safe for travel thereon.

The crossing of the "Hotel Road" so called, included in the number above mentioned, shall be at grade, after the grade of same shall have been lowered at point of crossing, four feet and four inches. Permission to lower the grade of same and the manner and conditions of making and maintaining such crossing shall be the same as provided for Park street in Number 2.

13. The crossing of the Beach Hill highway, so called, in Auburn, shall be at grade, after said way at point of crossing, shall have been raised five feet and three inches. Permission to raise the grade and the manner and conditions of making and maintaining such crossings are to be the same as provided for Park street in Number 2.

14. The crossing of the highway near J. L. Flagg's in Auburn, shall be at grade, after said way shall have been lowered at point of crossing, twelve feet. The grade of said way northerly and easterly of said crossing shall be lowered so that the approaches to said crossing shall not be steeper on said northerly side, than one foot elevation to every twenty feet out from the track. and on the southerly side, not steeper than one foot elevation to every fifteen feet out from the same. The embankments on each side of the railroad and highway, within the location of the railroad, shall be lowered so that a view of the railroad shall not be obstructed. Permission to lower the grade, as above provided, and the manner and conditions of crossing, are to be the same as provided for Park street in Number 2.

15. The crossing of the highway leading from Danville Junction to Auburn, near George W. Hackett's in Auburn, shall be by

a bridge over said highway, to be located, erected and maintained as follows: Said railway 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 highway, as now constructed, and shall not be less than twenty feet apart. Said abutments shall also be of sufficient height above said way to give a space or headroom of at least twelve feet between the grade of said road, as now constructed, and the lower part of the bridge stringers or superstructures, which shall be erected thereon, all of which shall be erected and maintained by the railroad company and at its expense.

16. The crossing of the highway near George W. Hackett's, known as the Hackett road, shall be exactly at grade therewith, when the railroad, shall be at full grade, and shall be constructed and maintained by the railroad company so that the same shall be safe and convenient for travelers on said way with horses, teams and carriages

At all of the above mentioned grade crossings, the railroad company shall make and maintain suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this tenth day of January, A. D. 1893.

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

**BRANCH TRACK AND CROSSINGS IN WALDO.**

*Petition, Order of Notice and Decision of the Board, relating to the location of a Branch Railroad track on line of the Maine Central Railroad in the town of Waldo. Decision, January 26, 1893.*

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 known as the Belfast branch, in the town and county of Waldo and State of Maine, to Oak Hill granite quarry in the town of Swanville, county and state aforesaid, 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 track of the siding called Sargent's on line of the Belfast and Moosehead Lake Railroad, now under lease to the Maine Central Railroad Company, which stake is situated about one hundred and seventy (170) feet southerly of the present switch at the northerly end of said siding and thirteen (13) feet easterly of the centre of the main track of said railroad: thence north  $11^{\circ} 54''$  east on a line parallel with the centre line of the straight main track opposite said stake marked "O," a distance of 282.4 feet to a stake marked 2+82.4: thence on a curve to the left or westerly of 2,665 feet radius, a distance of 306.6 feet to a stake marked 5+39: thence on a tangent bearing north  $5^{\circ} 45''$  east, a distance of 949.6 feet to a stake marked 15+38.6: thence on a curve to the right or easterly of 573.7 feet radius, a distance of 352.6 feet to a stake marked 18+91.2: thence on a tangent bearing north  $41^{\circ}$  east, a distance of 1053.8 feet to a stake marked 29+45: thence on a curve to the right or easterly of 955.4 feet radius, a distance of 597.6 feet to a stake marked 35+42.6: thence on a tangent bearing north  $77^{\circ}$  east, a distance of 2867.4 feet to a stake marked 64+10.

This location is to cover a width of four (4) rods, being two rods on either side of the above described line.

Said location of said track on the line described, crosses two highways in said town of Waldo, the names of which are unknown to your petitioners, all of which is shown on plan attached hereto, signed by William A. Allen, chief engineer.

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 by which said railroad track may cross the aforesaid highways.

PAYSON TUCKER,

Vice President and General Manager.

Portland, Maine, November 26, 1893.

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 in the Republican Journal, a newspaper published at Belfast, in the county of Waldo, the publication in said paper to be at least six days before the twenty-first day of December, A. D. 1892, on which day the Board of Railroad Commissioners will view the location and be in session at the station of the Maine Central Railroad in Belfast 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 sixth day of December, A. D. 1892.

#### REPORT AND 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 April, A. D. 1893.

The Maine Central Railroad Company, as appears by the foregoing application, represents that it has located and is desirous of constructing and maintaining a branch railroad track in the town and county of Waldo, to Oak Hill Granite Quarry, in the town of Swanville, and desires the approval, by the Board, of such location, as provided by section 18 of chapter 51, R. S., as amended. Said company also represents that such location crosses two highways in said town, and asks a determination of the manner and conditions, in which said branch track, if approved, may cross the aforesaid highways, or that the "course of the highway may be altered so that the railroad may pass at the side thereof."

On the day appointed in the foregoing order, the Board met and made an examination of the location of said branch track and the several proposed crossings mentioned, and at the time and place appointed, gave a hearing to the petitioners and their witnesses and other parties appearing. At said hearing it appeared that notice of same had been published as ordered, and from an inspection of the route, and an examination of the plan and profile of the line presented, the Board was satisfied that public convenience required the construction of the branch track aforesaid, and that the most feasible route for the construction of same, had been selected.

Therefore the Board hereby approves the location thereof, as shown on plan submitted and herewith approved.

Section 3 of chapter 282 of the Public Laws of 1889 provides that the "course of a highway or other way may be altered so as to permit a railroad to pass at the side thereof."

The crossing of the first mentioned way, named in the petition, we find to be wholly within the location of the main line of the Maine Central Railroad, therefore the contemplated track, being additional only, and within the location aforesaid, no determination of the manner and conditions under which said additional track may cross, is required,—there being a grade crossing already existing at that point.—other than as follows:

1. The crossing of the road leading from City Point, within said railroad location now crossed at grade by the main line of said railroad, shall be exactly at grade with said way as now constructed. And the southerly and easterly approach thereto shall be constructed and maintained, by the railroad company, so that the same shall not be steeper than one foot elevation to every ten feet out from the railroad track and in such manner that the same shall be safe and convenient for travelers on said way, with horses, teams and carriages.

2. The highway leading from City Point to Swanville, at a point about a quarter of a mile northerly of the crossing above mentioned, is so located and constructed that, on account of ledge formations, the railroad could not be reasonably be constructed outside of the highway location. Therefore, in order that said railroad may be constructed so as to pass at the side of said highway, we determine and order that the location of said highway, at that point, be changed to the eastward, so that the railroad may pass at

the side thereof, and that said highway be so changed and constructed by said railroad company and wholly at its expense, and in such manner that said way, when so changed and reconstructed, shall be safe and convenient for travelers thereon as provided in Number 1.

3. The crossing of said highway near the point above mentioned, shall be at grade, after said highway at point of crossing, shall have been raised one foot. Permission to raise the grade as above provided, is hereby granted to said railroad company. The approaches on said highway toward the railroad track shall be as wide as the way is now constructed, and shall not be steeper than one foot elevation to every twenty feet out from said track. Said railroad company shall also make suitable provisions for the passage of surface drainage.

In witness whereof, we have hereunto set our hands this twenty-sixth day of January, A. D. 1893.

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

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#### BRANCH TRACK AND CROSSING IN FOXCROFT.

*Petition, Order of Notice, and Decision of the Board, relating to the location of a Branch Railroad track on line of the Maine Central Railroad in the town of Foxcroft. Decision, January 28, 1893.*

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 Foxcroft, in Piscataquis county in said State of Maine to a manufacturing establishment operated by Dyer & Hughes in said town of Foxcroft, and that it has made the 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, which stake is opposite the centre of Dwelley's spool factory: thence on a curve to the right or southerly of 499.1 feet radius, a distance of 150 feet, to a stake marked

1+50: thence on a curve to the right of 1091.7 feet radius, a distance of 100 feet, to a stake marked 2+50: thence on a curve to the right of 281 feet radius, a distance of 200 feet, to a stake marked 4+50: thence on a curve to the left or southerly of 573.7 feet radius, a distance of 300 feet, to a stake marked 7+50.

The location is to cover a width of twenty feet, being ten feet on either side of the above described line.

Said location of said track on the line described above, crosses a highway known by the name of Forest street, all of which is shown on plan attached hereto, signed by William A. Allen, chief engineer.

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 by which said railroad track may cross the aforesaid highway.

PAYSON TUCKER,

Vice President and General Manager.

Portland, Maine, November 26, 1893.

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 in the Piscataquis Observer, a newspaper published at Dover, in the county of Piscataquis, the publication in said paper to be at least five days before the twentieth day of December, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the station of the Maine Central Railroad in Foxcroft 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 December, A. D. 1892.

#### REPORT AND DECISION OF THE BOARD.

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

In accordance with the foregoing application and order of notice the Board of Railroad Commissioners met at the time and place appointed in said order, and after viewing the location of the proposed branch railroad, gave a hearing to the petitioners and all others who appeared and desired to be heard relative to the location of said branch track and crossing mentioned in said application.

From the view aforesaid and the facts elicited at said hearing, it appeared that a branch track had, with the permission of parties interested, already been located and built from the main line of the petitioner's railroad in Foxcroft, to a point near the manufacturing establishment mentioned. To this Board it seems reasonable that said branch railroad should be extended and legally located to the manufacturing establishment mentioned in the application. A right of way has been secured by the railroad company, and only one public way is crossed by its location. We therefore determine that public convenience requires the construction of said branch railroad track, and we hereby approve the location of same, as shown on plan submitted and approved. This being a branch track over which trains will be infrequently run, and as it would be impracticable to construct said branch railroad so as to pass over or under the street named in the application, we determine that said street may be crossed at grade, and that the manner and conditions shall be as follows: The crossing of the highway known as Forest street, in Foxcroft, shall be exactly at grade therewith, when said railroad track shall be at full grade, and shall be constructed and maintained by the Maine Central Railroad Company, within the location of said track, in such manner that said crossing shall be safe and convenient for travelers on said street, with horses, teams and carriages, and said company shall also make suitable provisions, at said crossing, for the passage of surface drainage.

In witness whereof we have hereunto set our hands this twenty-eighth day of January, A. D. 1893.

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



.      **BRANCH TRACK IN WINSLOW.**

*Petition, Order of Notice and Decision of the Board relating to the location of a Branch Railroad track on line of the Maine Central Railroad in the town of Winslow. Decision, February 7, 1893.*

To the Honorable Railroad Commissioners of the State of Maine:

The Maine Central Railroad Company, a corporation established under the laws of the State, respectfully represent that it is desirous of constructing and maintaining a branch railroad track extending from its present main line in the town of Winslow, in Kennebec county, said State of Maine to a manufacturing establishment operated by Hollingsworth & Whitney Company in said town of Winslow and that it has made the location of said branch railroad track desired, which location is described as follows:

Commencing at a stake marked "O" in the center line of the main track of said railroad, which stake is at the point of switch of said branch track leading to Taconnit Mills; thence on a curve to the right or easterly of 364.1 feet radius a distance of 213.8 feet to station 2+13.8; thence on a tangent bearing north  $20^{\circ} 59''$  east a distance of 286.2 feet to station 5; thence on a curve to the left or westerly of 1,910.1 feet radius a distance of 100 feet to station 6; thence on a tangent bearing north  $17^{\circ} 59''$  east a distance of 21.3 feet to station 6+21.3; thence on a curve to the right or easterly of 1,910.1 feet radius a distance of 75.4 feet to station 6+96.7; thence on a tangent bearing north  $20^{\circ} 14''$  east a distance of 110.8 feet to station 8+7.5; thence on a curve to the right or easterly of 1,910.1 feet radius a distance of 825.5 feet to station 16+33; thence on a tangent bearing north  $45^{\circ}$  east a distance of 352 feet to station 19+85; thence on a curve to the left or westerly of 1,348.45 feet radius a distance of 233.6 feet to station 22+18.6; thence continuing same direction on a curve of 478.34 feet radius a distance of 250 feet to station 24+63.6; thence on a tangent bearing north  $5^{\circ} 5''$  east a distance of 50 feet to station 25+18.6; thence on a curve to the right or easterly of 478.34 feet radius, a distance of 75 feet, to station 25+93.6; thence on a curve bearing north  $14^{\circ} 5''$  east, a distance of 69.5 feet, to station 26+63.1; thence on a curve to the left or westerly of 478.34 feet radius, a distance of 217.9 feet, to station 28+81; thence on a tangent bearing north  $12^{\circ} 4''$  west, a distance of 75.5 feet, to station

29+56.5; thence on a curve to the right or easterly of 478.34 feet radius, a distance of 218.3 feet, to station 31+74.8; thence on a tangent bearing north 14° 8" east, a distance of 170.2 feet, to station 33+45 to end of proposed track.

From station "O" to 26+50 the location is to cover a width of 40 feet, being 30 feet wide on the westerly side and 10 feet wide on the easterly side of said centre line. From 26+50 to station 33+45, a width of 33 feet is taken, being 10 feet wide on the westerly side and 23 feet wide on the easterly side of said center line.

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.

PAYSON TUCKER,

Vice President and General Manager.

Portland, Maine, January 25, 1893.

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 six days before Tuesday the seventh day of February, A. D. 1893, 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 thirtieth day of January, A. D. 1893.

#### DECISION OF THE BOARD.

This application is based upon the provisions of section 18 of chapter 51 of the Revised Statutes which empowers railroad corporations, under the direction of the railroad commissioners to locate, construct and maintain branch railroad tracks to any mills or manufacturing establishments erected in any town or township through which its main line is constructed.

At the hearing which was held at the office of the Board in Augusta, on the day appointed, it appeared from the evidence adduced and plan of location submitted, that the right of way for said branch track had been secured; that said track, as located, crosses no public way, and that the manufacturing establishment mentioned in the application, is in fact such as is contemplated by the statute above mentioned.

Therefore we find that public convenience requires its construction, and we hereby approve the location of same as appears by plan submitted and this day approved by the Board.

In witness whereof we have hereunto set our hands this seventh day of February, A. D. 1893.

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

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### MOUSAM RIVER RAILROAD.

#### STATE OF MAINE.

#### RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

We, the undersigned, board of Railroad Commissioners, having made a careful inspection of the Mousam River Railroad, a new road extending from Springvale station on Portland and Rochester Railroad to Sanford 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 second day of March, A. D. 1893.

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

### VARIATION OF LOCATION B. & A. R. R.

*Petition, Order of Notice and Action of the Board relating to a variation of the Bangor and Aroostook Railroad line in the town of Stacyville. Approved April 4, 1893.*

To the Honorable Railroad Commissioners of the State of Maine :

The Bangor and Aroostook Railroad Company respectfully represents that to better serve 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 11+66 near the East Branch of the Penobscot river to station 676+80.7 near the New Siberia road, so called in the town of Stacyville, all of said variation being within the county of Penobscot.

The variation 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, and acts amendatory thereof and additional thereto.

Bangor and Aroostook Railroad Company,

By F. H. APPLETON, Clerk.

Bangor, March 6, 1893.

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 Daily Commercial, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least seven days before the fourth day of April, A. D. 1893, 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. MORFLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this eleventh day of March, A. D. 1893.

ACTION OF THE BOARD—CERTIFICATE OF APPROVAL OF CHANGE OF  
LOCATION OF THE BANGOR AND AROOSTOOK RAILROAD.

Pursuant to the foregoing application and order of notice the Board of Railroad Commissioners met at the time and place mentioned in said order, and it then and there appearing that notice of the 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 a change of location of the line of said railroad.

From an examination of the plan and profile of the route presented, it appeared that though the line of said railroad will not be shortened by the proposed change, the grade will be materially lightened and improved. By an act amendatory to section 6 of chapter 51, Revised Statutes, approved February 23, 1893, the Board of Railroad Commissioners are empowered on written application made to them, to extend the time for filing variations in the original line. The Board therefore believing the change and variation in the line as proposed in said application will be beneficial, we hereby approve the same as shown on plan and profile herewith approved, and we also extend the time for filing variations in line to January first, 1894.

In witness whereof we have hereunto set our hands this fourth day of April, A. D. 1893.

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

**EXTENSION OF LINE, BANGOR STREET RAILWAY.**

*Certificate of the Board, relating to the extension of the Bangor Street Railway, in the city of Bangor.*

**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 Bangor Street Railway, a new line extending from the junction of State street and Exchange street to Congress street in Bangor, 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 third day of June, A. D. 1893.

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

**ARTICLES OF ASSOCIATION, K. & D. R. R. R.**

*Petition, Order of Notice and Action of the Board relating to the approval of the Articles of Association of the Kingfield and Dead River Railroad Company. Approval of the Board June 19, 1893.*

To the Honorable Railroad Commissioners for the State of Maine :

The undersigned, President of the Kingfield and Dead River Railroad Association, represent that at Kingfield, Maine, on the thirteenth day of February, 1893, were adopted the following articles of association, viz :

The subscribers wishing to 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 of Maine, do hereby for that purpose make and sign these articles of association and hereby severally agree to take the number of shares of stock which they hereunto subscribe and to pay for the same at

such time or times as they may be legally required to do. The name of said company shall be the Kingfield and Dead River Railroad Company.

The gauge of said road shall be two feet. The road is to be constructed, maintained and operated from some point on the main line of the Franklin and Megantic Railroad near the Kingfield terminus of said road, through the northerly part of said town of Kingfield to a point on the adjacent township known as Jerusalem plantation in the valley of the Carrabassett river on or near the farm of Joseph Cleaves; said town of Kingfield and Jerusalem plantation being in the county of Franklin

The length of said road as nearly as may be estimated, will be ten miles. The amount of capital stock of said company shall be \$30,000, consisting of 600 shares of \$50 each.

The following named persons shall act as directors of said company and shall manage its affairs until others are chosen in their places, viz :

Clarence S. Clark, Salem, Mass; Charles G. Smith, Somerville, Mass; Frank J. D. Barnjum, Lynnfield Center, Mass.; Ira Crocker, Portland, Me.; George M. Vose, Kingfield, Me.; John Winter, Kingfield, Me.; A. G. Winter, Kingfield, Me.; S. A. Parsons, Dead River, Me.; Allen Blanchard, Eustis, Me.

And in token of their assent to the foregoing articles they have hereunto severally subscribed their names, places of residence and number of shares of stock they agree to take in said company.

Names.	Residence.	Shares.	Amount.
Town of Kingfield,	Kingfield,	10	500
Maine Central R. R. Co.,	Portland,	200	10,000
Sandy River R. R. Co.,	Gardiner,	90	4,500
Franklin & Megantic R. R.,	Strong,	40	2,000
Varnum B. Mead,	Boston, Mass.,	81	4,050
Mrs. L. E. Treadwell,	Salem, Mass.,	100	5,000
C. R. Peabody,	Lynn, Mass.,	10	500
F. J. D. Barnjum,	Lynnfield Ctr., Mass.,	21	1,050
Phillip H. Stubbs,	Strong, Me.,	20	1,000
S. A. Parsons,	Dead River, Me.,	7	350
Ira Crocker.	Portland, Me.,	6	300
C. S. Clark,	Salem, Mass.,	1	50
Charles G. Smith,	Somerville, Mass.,	1	50
John Winter,	Kingfield, Me.,	1	50

Names.	Residence.	Shares.	Amount.
A. G. Winter,	Kingfield, Me.,	1	50
George M. Vose,	Kingfield, Me.,	1	50
Benjamin Safford,	Dead River,	1	50
Joseph Cleaves,	Jerusalem Pl ,	1	50
Horatio Woodcock,	Kingfield, Me.,	1	50
G. A. & C. M Phillips,	Fairfield, Me.,	1	50
S. A. Nye & Co.,	Fairfield, Me.,	1	50
Elias Milliken,	Augusta,	2	100
M. G. Shaw,	Bath,	2	100
Allen Blanchard,	Eustis, Me ,	1	50

That the amount of said capital stock has been subscribed thereto in good faith by responsible parties and five per cent paid thereon in cash to the directors named therein and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles, and we hereby petition your Honorable Board that a certificate of approval be given.

CHARLES G SMITH, *President.*

Kingfield, Maine, June 5, 1893.

I, Clarence S Clark of Salem in the Commonwealth of Massachusetts, treasurer of the directors of the Kingfield & Dead River Railroad Association, certify that the amount of the capital stock named in its articles of association has been by said directors placed in my hands and by order of said directors I have collected five per cent thereon in cash.

CLARENCE S. CLARK, *Treasurer.*

Commonwealth of Massachusetts.

Essex ss Subscribed and sworn to before me this sixteenth day of June, A. D. 1893.

ARTHUR A. FURNESS, *Justice of the Peace.*

We, the subscribers, being a majority of the directors of the Kingfield & Dead River Railroad Association, certify that the amount of the capital stock named in its articles of association has been in good faith subscribed and five per cent paid thereon in cash to the directors named therein and that it is intended in good faith to construct, maintain and operate the road mentioned therein.

CLARENCE S. CLARK.

Commonwealth of Massachusetts.

County of Essex, June 16, A. D. 1893.



Then personally appeared Clarence S. Clark and made oath to the truth of the foregoing instrument by him subscribed.

Before me, ARTHUR A. FURNESS, *Justice of the Peace*.

Frank J. D. Barnjum, John Winter, G. M. Vose, A. G. Win'er.  
Subscribed and sworn to before me the nineteenth day of June, 1893.

WM. DOLBIER, *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 Farmington Clfronicle, a newspaper published at Farmington, in the county of Franklin, the publication in said paper to be at least three days before the nineteenth day of June, A. D. 1893, on which day the board of Railroad Commissioners will be in session at their office in Augusta, at two 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 seventh day of June, A. D. 1893.

APPROVAL OF THE BOARD.

STATE OF MAINE.

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

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

Dated at Augusta, this nineteenth day of June, A. D. 1893.

**HIGHWAY CROSSING, S. & M. R. R., PITTSFIELD.**

*Petition, Order of Notice and Decision of the Board, relating to the crossing of a certain highway over the Sebacook and Moosehead Railroad, in the town of Pittsfield. Decision, June 27, 1893.*

To the Honorable Railroad Commissioners of the State of Maine :

The undersigned, selectmen of the town of Pittsfield, in the county of Somerset, respectfully represent that a town way has been laid out in said town as follows :

Beginning on Forest street between the residence of H. C. Poolers and the Universalist parsonage, thence running westerly across the track of the Sebacook and Moosehead Railroad by Harrison W. Gardiner's new house, now building, to Highland avenue. Which said way runs across the land, location and right of way of the Sebacook and Moosehead Railroad Company. We 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 Sebacook and Moosehead 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.

ALONZO PATIEN,	} Selectmen	
ABEL DAVIS,		} of the town of
C. C. WEEKS.		

Dated at Pittsfield, this twelfth day of June, A. D. 1893.

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 Pittsfield Advertiser, a newspaper published at Pittsfield, in the county of Somerset, the publication in said paper to be at least five days before the twentieth day of June, A. D. 1893, on which day the Board of Railroad Commissioners will be in session at the depot of the Maine Central Railroad in Pittsfield 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 thirteenth day of June, A. D. 1893.

## REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Skowhegan in the county of Somerset, on the third Tuesday of September, A. D. 1893.

Pursuant to the foregoing application and order of notice the Board of Railroad Commissioners met at the time and place mentioned in said order, and finding that notice of the hearing had been published as ordered, after viewing the location of the proposed way and crossing, gave a hearing to the petitioners and such others as desired to be heard relative to same.

From the view aforesaid and the evidence presented at the hearing, it appeared that the way mentioned in the application had been legally laid out and accepted by the town; that the route of location of said way was through a comparatively level field, and that if a crossing of the railroad should be permitted at all, it could not reasonably be made otherwise than at grade therewith.

We do not believe it to be in the interest of the public to lay out highways and other ways across railroad tracks so that crossings cannot reasonably be made otherwise than at grade, though by our statutes this Board has no power to prevent such a laying out. True, the board has the power to refuse permission to construct such way across railroads at grade; but if the way be so located that a crossing other than at grade cannot reasonably be made, we are often compelled to grant such a crossing, because in many instances, before the Board is called upon to act in the matter officially, the way has, as in the case we are now considering, been partially built and dwellings and other buildings erected, so that a change of location of such way could not reasonably be made. We have but little doubt but that a reasonable number of streets could have been located in the vicinity of this way in such a manner that a crossing of the railroad would not have been necessary. The railroad is now crossed at grade by a way within four rods of the crossing asked for.

For the reasons above stated, we are inclined, though reluctantly, to allow this new street to be constructed so as to cross the railroad at grade. At the same time it is perhaps proper for us to say that it would be useless hereafter to ask the Board, as now constituted, to permit any more crossings of the kind in that vicinity, though we learn that the laying out of other streets in like manner is contemplated.

We therefore adjudge and determine that the street or way mentioned in the foregoing application may be constructed so as to cross the railroad at grade and the manner and conditions shall be as follows :

Said street or way within the location of the railroad shall be constructed and maintained by the Sebecook and Moosehead Railroad Company and shall be exactly at grade with said railroad track, and the approaches on each side of the railroad track shall be as wide as said way may be elsewhere constructed for public travel thereon. Suitable provisions shall also be made for the passage of surface drainage.

In witness whereof we have hereunto set our hands this twenty-seventh day of June, A. D. 1893.

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

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#### LOCATION OF KINGFIELD AND DEAD RIVER R. R.

*Petition, Order of Notice and Decision of the Board relating to the approval of the location of the Kingfield and Dead River Railroad Company. Decision, June 30, 1893.*

To the Honorable Railroad Commissioners of the State of Maine :

The Kingfield and Dead River Railroad Company, a corporation duly organized under the laws of Maine, respectfully represent that in accordance with the laws of said State it has located the line of its railroad from a point of connection with the Franklin and Megantic Railroad near its Kingfield terminus in the town of Kingfield to a point in Jerusalem plantation at or near Cleaves farm.

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 scale of profile paper in common use with the report and estimate prepared from a skillful engineer and prays your Honorable Board to approve its proposed location as herewith submitted.

Kingfield and Dead River Railroad Company,

By PHILIP STUBBS, Attorney.

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 in the Farmington Chronicle, a newspaper published at Farmington in the county of Franklin; the first publication to be at least six days before the thirtieth day of June, A. D. 1893, on which day the Board of Railroad Commissioners will view the location of said railroad and be in session at Hotel Winter in Kingfield 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 nineteenth day of June, A. D. 1893.

#### ACTION OF THE BOARD.

##### *Office of Railroad Commissioners.*

As appears by the foregoing application, the Kingfield & Dead River Railroad Company, a corporation recently organized and incorporated under the laws of Maine, represent that it has located its line of railroad from a point of connection with the Franklin and Megantic Railroad near its terminus in the town of Kingfield in the county of Franklin to a point in Jerusalem plantation at or near Cleaves' farm, a distance of about ten miles, and asks for an approval of such location as provided by section 6 of chapter 51 of the Revised Statutes.

Pursuant to the foregoing order of notice, the Board met at the time and place mentioned, and after making an inspection of the route of location of said railroad, and finding that notice of said hearing had been published as ordered, gave a hearing to the petitioners and such others as appeared and desired to be heard relative to same.

From the inspection aforesaid and the facts elicited at said hearing, it appeared that the line of location commences a short distance back of the station buildings of the Franklin and Megantic Railroad in Kingfield village; thence running northerly on or near the westerly bank of the Carrabasset stream, a distance of about four miles; thence across said stream and thence northerly on or near the easterly bank of said stream to the point named in the

application, a short distance beyond Drew's Mills in Jerusalem plantation.

The line as located is along intervalle lands on each side of the stream mentioned and so far as appears, an exceedingly feasible route has been found for the construction of a railroad. The principal object to be attained by the construction of this railroad, is to afford facilities for the transportation of lumber and to open up a valuable track of country for settlement and manufacturing enterprises.

By the construction of this short line of railroad, we believe these objects will in a large degree, be attained.

We therefore approve the location of said line of railroad as presented by plan and profile filed with the Board, and find and adjudge that public convenience requires the construction of the road as prayed for.

In witness whereof we have set our hands this thirtieth day of June, A. D. 1893.

D. N. MORLAND,	}	Railroad Commissioners of Maine.
A. W. WILDS,		
BENJ. F. CHADBOURNE.		

#### EXTENSION OF LINE, ROCKLAND, THOMASTON & CAMDEN RAILWAY.

*Certificate of the Board relating to the extension of the Rockland, Thomaston & Camden Street Railway to Rockland Highlands.*

#### 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 line extending from Main street in Rockland to Rockland Highlands, 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 sixth day of July, A. D. 1893.

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

*Certificate of the Board relating to the extension of the Rockland, Thomaston and Camden Street Railway to Mill Creek in Thomaston.*

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 line extending from Main street in Rockland to Mill Creek in Thomaston, 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 sixth day of July, A. D. 1893.

D. N. MORLAND,	}	Railroad
A. W. WILDES,		Commissioners
BENJ. F. CHADBURNE.		of Maine.

**CROSSING OF WAYS, KINGFIELD AND DEAD RIVER R. R.**

*Petition, Order of Notice and Decision of the Board relating to the crossing of certain highways by the Kingfield and Dead River Railroad Company. Decision, July 9, 1893.*

To the Honorable Railroad Commissioners of the State of Maine:

The Kingfield and Dead River Railroad Company respectfully represent that its line of railroad 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 condition under which 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.

Kingfield and Dead River Railroad Company,

By PHILIP H. STUBBS, Attorney.

Township.	No. of Crossing.	At or near what Place.
Kingfield.	1.	The road leading from the Kingfield and Eustis road by Kingfield trotting park.
Kingfield.	2.	The road leading from the Kingfield and Eustis road toward Taft's pond.
Kingfield.	3.	The road leading from Kingfield to Drew's mill.
Jerusalem Pl.	4.	The road leading from the Kingfield and Eustis road near Drew's mill toward Parson's hotel.

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 in the Farmington Chronicle, a newspaper published at Farmington, in the county of Franklin; the publication in said paper to be at least six days before the thirtieth day of June, A. D. 1893, on which day the Board of Railroad Commissioners will view the location of the several proposed crossings and be in session at Hotel Winter in Kingfield at ten o'clock on the forenoon for the purposes indicated in said petition.

D. N. MORFLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this nineteenth day of June, A. D. 1893.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Farmington, in and for the county of Franklin, on the fourth Tuesday of September, A. D. 1893:

As required by the foregoing order of notice, the Board of Railroad Commissioners met at the time and place mentioned in said order, and it then and there appearing that notice of said hearing had been published as ordered, the Board viewed the location of said railroad crossings and gave a hearing to the petitioners and all others interested therein.



From the view aforesaid and facts elicited at the hearing, it appeared that though it would not "be impossible to so construct the railroad so as to pass either over or under" the ways mentioned, as set forth in the petition, we are convinced that it would be unreasonable and unnecessary to require the same, for the reason that the railroad as located passes along near the banks of the Carrabasset river or stream on intervale lands, which are comparatively level, and that with one exception, the ways that are crossed are roads that are infrequently traveled and are in a portion of the country that is sparsely settled. As we have stated, the only exception to the rule above stated is the highway leading from Kingfield to Eustis, and as that road is to be crossed at the point where the railroad crosses the Carrabasset stream, a crossing otherwise than at grade could not reasonably be made.

We therefore determine and order that the railroad above mentioned, shall be located and constructed so as to cross the several ways mentioned in the foregoing application, at grade therewith, and that the manner and conditions of constructing and maintaining same shall be as follows :

1. The road leading from the Kingfield and Eustis road by Kingfield trotting park in Kingfield, shall be crossed at grade, after the grade of said road shall have been raised at point of crossing, not exceeding one foot. Permission is hereby granted to said railroad company to raise the grade of said road as above provided.

2. The road leading from the Kingfield and Eustis road, towards Taft's pond in Kingfield, shall be crossed at grade, after the grade of said road shall have been raised at point of crossing, not exceeding one foot. Permission to raise the grade, as above provided, is hereby granted to said railroad company. The approaches on each of the above named roads toward the railroad track, shall be made and maintained by the railroad company as wide as said roads are now constructed, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track.

3. The road or highway leading from Kingfield to Dr. W's Mills in Kingfield, shall be crossed at grade, after the grade of said highway shall have been raised at point of crossing three and one-half feet. Permission to raise the grade as above provided, is hereby granted to said railroad company. Said railroad shall fill on each side of the railroad track, so that the approaches thereon shall not be steeper than one foot elevation to every twenty feet out from the railroad track.

4. The new road laid out, but not constructed, leading from the Kingfield and Eustis road near Drew's Mills, towards Parson's hotel in Jerusalem plantation, shall, when the two roads are constructed, be exactly at grade. Each and all of the above named crossings shall be constructed and maintained by said railroad company, within its location, in such manner that the same shall be safe and convenient for travelers on said ways with horses, teams and carriages. Suitable provision shall also be made at each crossing for the passage of surface drainage.

In witness whereof we have hereunto set our hands this twenty-ninth day of July, A. D. 1893.

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

#### BRANCH TRACK AND CROSSINGS, EAST LIVERMORE.

*Petition, Order of Notice and Decision of the Board, relating to a Branch Railroad track on line of the Maine Central Railroad at East Livermore. Decision, July 25, 1893.*

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 East Livermore in Androscoggin county in said State of Maine to a manufacturing establishment operated by the Livermore Falls Pulp Company in said town of East Livermore, and that it has made the 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 town of East Livermore, which stake is situated about 1670 feet southerly, measured along the said centre line of main track, from the Livermore Falls passenger station of said company in said town of East Livermore; thence on a curve to the left or westerly of 573.7 feet radius, a distance of 120 feet, to a stake marked 1+20; thence on a tangent bearing north 5° 33" west, a distance of 214.6 feet, to a stake

marked 3+34.6; thence on a curve to left or westerly of 716.8 feet radius, a distance of 661.9 feet, to a stake marked 9+96.5; thence on a tangent bearing north 58° 30' west, a distance of 1000 feet, to end of proposed track.

Said location is to cover a width of two rods, being one rod on either side of said centre line, except where greater width is required for excavation or embankment.

Said location of said track on the line described above, crosses two highways the name of which are unknown to your petitioners, all of which is shown on plan attached hereto, signed by William A. Allen, chief engineer.

Said Maine Central Railroad Company 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 condition by which said railroad may cross the aforesaid highways

PAYSON TUCKER,

Vice President and General Manager.

Portland, Maine, June, 1893.

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 seven days before the thirteenth day of July, A. D. 1893, on which day the Board of Railroad Commissioners will inspect the location of said branch track, and be in session at the station of the Maine Central Railroad in East Livermore, at one 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 sixth day of July, A. D. 1893.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Auburn, in the county of Androscoggin, on the third Tuesday of September, A. D. 1893.

The Maine Central Railroad Company, a railroad corporation, having as appears by the foregoing application located a branch railroad track, extending from its present main line in the town of East Livermore, in the county of Androscoggin northerly to a manufacturing establishment operated by the Livermore Falls Pulp Company, a distance of about one thousand feet, on the fifth day of July, A. D. 1893, presented to the Board of Railroad Commissioners, a petition asking for an approval of the location thereof as provided by section 18 of chapter 51 of the Revised Statutes.

On the reception of said application, the Board appointed the thirteenth day of July, A. D. 1893, and the station of the Maine Central Railroad Company at East Livermore, as the time and place for a hearing thereon, and ordered the petitioner 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, after viewing the location of said branch track and the crossings mentioned in said application, gave a hearing to all persons and parties who appeared and desired to be heard relative to said location and crossings. From the view aforesaid, it appeared that the line of location of said branch track diverges from the main line at a point 1,670 feet distant and southerly from the passenger station in the village of Livermore Falls; thence running northerly and westerly across a narrow street or way leading from the highway to the residence of Mr. Richmond; thence in substantially the same direction, crossing the highway leading from Livermore Falls to East Livermore, to the manufacturing establishment aforesaid.

Apparently the line of location is the most feasible that could have been selected, and though the track as located, will necessarily have to be constructed so as to cross the ways above mentioned at grade therewith, we cannot see how such crossings could be avoided.

We do not, however, apprehend that these crossings will be deemed very dangerous. Trains will be run over this track infrequently and when run, at a low rate of speed.

We, therefore, hereby approve the location of said branch track, and determine and order that said track be constructed so as to cross the ways mentioned in the foregoing application at grade therewith, and that the manner and conditions of such crossings shall be as follows:

1. The way of street leading from the highway aforesaid to the dwelling house of Mr. Richmond shall be crossed at grade, after said street or way shall have been raised at point of crossing, two and one-half feet. Permission to raise the grade of said street as aforesaid is hereby granted to the railroad company.

The approaches to said track shall be constructed as wide as said street is now built, and shall not be steeper on the westerly side of said track, than one foot elevation to every ten feet out from said track.

2. The highway leading from Livermore Falls village to the East Livermore station in East Livermore, shall be crossed at grade after said highway shall have been raised at point of crossing one foot. Permission to raise the grade of said crossing as above provided, is hereby granted to said railroad company. All buildings within the location of said railroad shall be removed outside thereof and the approaches on said highway, toward said railroad track, shall be graded in such manner that they shall not be steeper than one foot elevation to every twenty feet out from said track. Each of the above named crossings shall be made and maintained as above provided, by said railroad company. Suitable provisions for the passage of surface drainage shall be made and maintained at each of the above named crossings by said railroad company. All of said 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 highways, with horses, teams and carriages.

In witness whereof we have set our hands this twenty-fifth day of July, A. D. 1893.

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

**BRANCH TRACK IN TOPSHAM.**

*Petition, Order of Notice and Decision of the Board, relating to the location of a Branch Railroad track on line of the Maine Central Railroad in the town of Topsham. Decision, July 25, 1893.*

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 Topsham in Sagadahoc county in said State of Maine, to a manufacturing establishment operated by the Pejepscot Paper Company in said town of Topsham and that it has made the 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, which stake is situated about one and three-tenths miles north of the flag station known as "Jacks" on the branch railroad from Brunswick to Lewiston ; thence on a curve to right or westerly of 478.3 feet radius, a distance of 85 feet, to station 0+85 ; thence on a tangent bearing south  $5^{\circ} 47''$  west, a distance of 1,292 feet, to station 13+77 ; thence on a curve to the right or westerly of 1910.1 feet radius, a distance of 293.3 feet, to station 16+70.3 ; thence on a tangent bearing south  $14^{\circ} 25''$  west, a distance of 243 feet, to station 19+13.3 ; thence on a curve to the left or easterly of 1146.3 feet radius, a distance of 1,100 feet, to station 30+13.3 ; thence on a tangent bearing south  $40^{\circ} 35''$  east, a distance of 146.7 feet, to station 31+60 ; thence on a curve to the right or westerly of 1146.3 feet radius, a distance of 860 feet, to station 40+20 ; thence on a tangent bearing south  $2^{\circ} 25''$  west, a distance of 494 feet, to station 45+14 ; thence on a curve to the right or westerly of 2864.9 feet radius, a distance of 700 feet, to station 52+14 ; thence on a tangent bearing south  $16^{\circ} 25''$  west, a distance of 386 feet, to station 56 ; thence on a curve to the left or easterly of 716.8 feet radius, a distance of 400 feet, to station 60 ; thence on a tangent bearing south  $15^{\circ} 35''$  east, a distance of 392 feet, to station 63+92 ; thence on a curve to the right or westerly of 573.7 feet radius, a distance of 280 feet, to station 66+72 ; thence on a tangent bearing south  $12^{\circ} 25''$  west, about 400 feet to end of proposed track.

The location to be fifty feet wide, twenty-five feet on either side of centre line except where more width is required for excavation and embankment.

Said Maine Central Railroad Company hereby desire 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.

PAYSON TUCKER,

Vice President and General Manager.

Portland, Maine, June, 1893.

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 seven days before the thirtieth day of July, A. D. 1893, on which day the Board of Railroad Commissioners will inspect the line of the proposed railroad and be in session at the Maine Central Station at Lisbon Falls in Lisbon, 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 fifth day of July, A. D. 1893.

#### DECISION OF THE BOARD.

The Maine Central Railroad Company, a railroad corporation established under the laws of the State of Maine, on the fifth day of June, A. D. 1893, presented to the Board the foregoing petition, the same being based upon the provisions of section 18 of chapter 51 of the Revised Statutes of Maine, which section as amended by chapter 129 of the Public Laws of 1891 is 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 in any city through which the main line of said railroad is constructed, without the consent of the city council, and for that purpose said corpora-

tion shall have all the powers and all the rights granted, and be subject to all the duties imposed by its charter."

Pursuant to the foregoing order of notice, the Board met at the time and place designated in said order, and after an inspection of the route of location of said branch track, gave a hearing to those representing the petitioner corporation. No other persons or parties appearing.

From the inspection aforesaid of the location and accompanying plan submitted, it appeared that said spur track location diverges from the main line of the company's railroad leading from Brunswick to Crowley's Junction at a point at a short distance south of Lisbon Falls station; thence running southerly along the bank of the Androscoggin river to the Pejepscot Paper Company's mills now being erected, a distance of about one and one-fourth miles.

The right of way having been secured by the railroad company and a feasible route of location having been selected, we can see no reason why the same should not receive the approval of the Board of Railroad Commissioners as provided by the foregoing statute. We therefore hereby approve the location as described in the foregoing application, and direct that the same may be constructed and maintained as prayed for.

In witness whereof we have hereunto set our hands this twenty-fifth day of July, A. D. 1893.

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



**BATH STREET RAILWAY.**

*Certificate of the Board relating to the Construction of the Bath Street Railway in the city of Bath.*

**STATE OF MAINE.****RAILROAD COMMISSIONERS' CERTIFICATE.**

*Office of Railroad Commissioners.*

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Bath Street Railway, a new road extending from Winnegance bridge to the Northern High school building in Bath, hereby certify that we have found the same so constructed as to be safe for public travel, and for the passage of passenger cars thereon.

Given under our hands this nine'eenth day of August, A. D. 1893.

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

**BRANCH TRACK AND CROSSING, P. & R. F. WY., HARTFORD.**

*Petition, Order of Notice and Decision of the Board, relating to the location of a Branch Railroad track on line of the Portland and Rumford Falls Railway in the town of Hartford. Decision, August 28, 1893.*

To the Honorable Railroad Commissioners of the State of Maine :

The Portland & Rumford Falls Railway, 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 or siding, extending from the main line of its present railroad at a point in the town of Hartford, between its station in Hartford, known as East Sumner station, and the railway bridge, to the corn factory in said Hartford, and that it has made the location of said branch railroad track or siding desired, which location is described as follows :

Beginning at station Zero (0), at a point about forty (40) feet southwesterly from the southwest corner of the passenger station; thence by a curve to the left of four hundred and seventy-eight and three-tenths (478.3) feet radius, three hundred and four (304) feet to station three plus four (3+4); thence north nineteen degrees and thirty-three minutes east, (N. 19° 33' E.), ninety-six (96) feet to station four (4).

This location is to cover a width of three rods, being one and one-half rods on either side of the above described line. Said location crosses the highway leading from East Sumner to Hartford Center.

Said Portland & Rumford Falls Railway hereby desires your approval of said location and that it may be constructed and maintained under your direction as provided by law, and a determination of the manner and conditions upon which said railroad track or siding may cross the aforesaid highway.

L. L. LINCOLN,

Superintendent, Portland & Rumford Falls Railway.

Rumford Falls, Maine, August 10, 1893.

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 Rumford Falls Times, a newspaper published at Canton, in the county of Oxford, the publication in said paper to be at least three days before the 22nd day of August, A. D. 1893, on which day the Board of Railroad Commissioners will view the location of said branch track and be in session at the depot of the Portland and Rumford Falls Railway, known as the East Sumner station in Hartford at 10 o'clock in the forenoon for the purpose indicated in said petition.

D. N. MORLAND, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twelfth day of August, A. D. 1893.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Paris in the county of Oxford on the second Tuesday of October, A. D. 1893.

The Portland and Rumford Falls Railway Company as appears by the foregoing application having located a branch railroad track

from its main line in the town of Hartford to a corn factory in said town, as in said application more particularly set forth, asks this board to approve the same and to permit the same to be constructed and maintained under the direction of the Board, as provided by law. And said railway company further represents that the location of the branch track aforesaid crosses the highway leading from East Sumner to Hartford Center, and requests that the Board shall determine the manner and conditions upon which said railroad track may cross the aforesaid highway.

On the reception of said application the Board appointed the twenty-second day of August, 1893, at ten o'clock in the forenoon at the depot of said railway company known as the East Sumner station in Hartford as the time and place for a hearing on said application, as appears by the foregoing order. On said day, at the 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 others who appeared and desired to be heard relative to said location and crossing.

From a view of the location made by the Board, and the facts elicited at said hearing it appeared that said branch track as located diverges from the main line of said railway company, at a point about forty feet southwesterly of the passenger station aforesaid in Hartford; thence curving northerly over comparatively level lands to the manufacturing establishment aforesaid, a distance in all, of about four hundred feet. The right of way having been secured by the corporation no public or private interests are affected by such location other than such as may be caused by the crossing of the highway aforesaid. As trains over this branch will be but infrequently run, and when so run, at a low rate of speed, we deem it proper to approve the location aforesaid, and to permit a crossing of said highway by said branch track at grade therewith. We therefore hereby approve the location of said branch track as set forth in said application, and determine and order that said branch track shall be constructed so as to cross said highway exactly at grade therewith, and that the conditions shall be as follows:

Said crossing shall be made and maintained by said railway company within its location, in such manner that said crossing shall be safe and convenient for travelers on said highway with horses, teams and carriages; suitable provisions shall also be made and maintained for the passage of surface drainage

In witness whereof we have hereunto set our hands this twenty-eighth day of August, A. D. 1893.

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

#### TAKING OF LAND BY MOUSAM RIVER R. R.

*Petition, Order of Notice and Decision of the Board relating to the taking of land by the Mousam River Railroad in the town of Sanford. Decision, November 7, 1893.*

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

Respectfully represents the Mousam River Railroad Company, a corporation created and existing under the laws of said State of Maine that it is necessary for said railroad corporation to take and to hold for station, car, engine and freight houses, and for necessary side tracks at Springvale, in the town of Sanford, in the county of York, and State of Maine, a lot of land known as the Hanson lot and situated in said Sanford near the Springvale depot of the Portland and Rochester Railroad Company, the description of said lot being as follows :

Commencing at the intersection of line between Hanson's and Sanford Mills lots and southern boundary of right of way of Portland and Rochester Railroad; thence south 89 degrees west three hundred and thirty-three (333) feet with said boundary of said railroad to a stake; thence south one degree east seventy-five (75) feet with the boundary of said railroad to a stake; thence south 89 degrees west five hundred and fifty (550) feet with said boundary of said railroad to a stake at its intersection with the northerly side of the Alfred and Springvale road; thence with said road forty-five degrees and twenty minutes east, five hundred and four (504) feet to its intersection with land between said Sanford Mills and Hanson's lots; thence north forty-nine degrees, forty minutes east, six hundred and eighty-six (686) feet with said land between said Sanford Mills and Hanson lots to the point of beginning. Said lot containing three and ninety-two one hundredths (3 92) acres.

The names of the persons interested in said lot of land are as follows: Everett A. Hanson, minor child of W. O. Hanson,

whose guardian is Samuel D. Tibbetts of Sanford in said county of York. That said railroad corporation avers that it requires, desires and claims to take said lot of land for the aforesaid purposes. That the owners of said lot of land do not consent that the same be taken by said railroad for the purposes aforesaid, and said railroad and said parties do not agree as to the necessity for taking said lot of land for the above purposes or the area necessary to be taken for the purposes above set forth, and, therefore, the said railroad corporation hereby makes written application to your Honorable Board of Railroad Commissioners, herein describing the estate and naming the persons interested, to determine the same, in accordance with the provisions of section 16 of chapter 51 of the Revised Statutes of said State and in accordance with said section 16 of said chapter 51, to appoint a time for a hearing, view the premises; hear the parties and determine how much, if any, of said above described real estate is necessary to said railroad corporation for a station, car, engine and freight houses, necessary side tracks.

Dated at said Sanford this 21st day of August, A. D. 1893.

E. M. GOODALE, *President.*

On the foregoing Petition,

*Ordered,* That notice of the pendency of the same, be given to Samuel D. Tibbetts of Sanford, guardian of Everett A. Hanson of said town by giving him in hand or by leaving at his last and usual place of abode, a true and attested copy of said petition and this order of notice thereon fourteen days before Tuesday, the 12th day of September, A. D. 1893, on which day at two o'clock in the afternoon, the Board of Railroad Commissioners will be in session at Portland and Rochester Railroad Station at Springvale in the town of Sanford, in the county of York, for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Endorsement. York, ss August 28, 1893, at ten o'clock in the forenoon.

By virtue of the within petition and order I this day summoned the within named Samuel D. Tibbetts, guardian of Everett A. Hanson, to be present at the place and time stated in said order by giving to him in hand a true and attested copy of this petition and order.

THOMAS REID, Deputy Sheriff.

## MOUSAM RIVER RAILROAD COMPANY, PETITIONER

vs.

EVERETT A. HANSON.

DECISION AND CERTIFICATE OF THE BOARD.

STATE OF MAINE.

*Office of Railroad Commissioners.*

Section 16, chapter 51, Revised Statutes, provides as follows: "Any railroad corporation may also purchase or take and hold, as for public uses, land for borrow and gravel pits, necessary tracks, side tracks, stations, wood sheds, repair shops, and car, engine and freight houses; but if the owner of said land does not consent thereto or if the parties do not agree as to the necessity therefor, or the area necessary to be taken, the corporation may make written application to the railroad commissioners, describing the estate, and naming the persons interested; the commissioners shall thereupon appoint a time for the hearing near the premises, and require notice to be given to the persons interested, as they may direct, fourteen days at least before said time; and shall then view the premises, hear the parties and determine how much, if any, of such real estate is necessary for the reasonable accommodation of the traffic and appropriate business of the corporation. If they find that any of it is so necessary, they shall furnish the corporation with a certificate containing a definite description thereof; and when it is filed with the clerk of courts in the county where the land lies, it shall be deemed and treated as taken," etc.

The petitioner, the Mousam River Railroad Company, as set forth in the foregoing application, says that a certain lot of land situated in the town of Sanford, in the county of York, near the Springvale depot of the Portland & Rochester Railroad Company, is necessary for said petitioner railroad company for a station, engine and freight houses, and for necessary side tracks at the place named. And said petitioner corporation further alleges that the owner or owners of said lot of land do not consent that the same be taken by said railroad company for the purposes aforesaid, and that the parties do not agree as to the necessity for taking such lot, nor as to the area necessary for the purposes set forth, and asks this board to determine how much, if any, of the described real estate is necessary for the purposes mentioned, as provided by the foregoing statute.

On the reception of said application, the Board, as appears by the foregoing order, appointed Tuesday, the twelfth day of September, A. D. 1893, at two o'clock in the afternoon and the Portland and Rochester Railroad Station at Springvale, in the town of Sanford, as the time and place for a hearing thereon, and ordered the petitioner to give notice of same by giving to Samuel D. Tibbetts, guardian of said Everett A. Hanson, the owner of said real estate, a true and attested copy of said petition and order of notice thereon, fourteen days before the day appointed for said hearing. On said day the Board met at the time and place appointed, and after viewing the premises described in said application, gave a hearing to all persons and parties interested who appeared and desired to be heard relative to same. At said hearing the corporation was represented by E. R. Day, its Superintendent, and the owner of the real estate by Howard Frost, Esq.

From the view aforesaid and facts elicited at said hearing, it appeared that the lot of land described is situated at and near the junction of the Mousam River Railroad with that of the Portland and Rochester Railroad; that a portion of the lot described has already been taken by the petitioner corporation for the purposes named in the application; that the lot is triangular in shape and contains nearly four acres in all. The petitioner corporation claims that the whole of the lot described is necessary for the "reasonable accommodation of the traffic and appropriate business of said corporation."

On the other hand, the owner of the land, by his counsel, claims that the railroad operated by the petitioner is mainly a street railroad; that the motive power is electricity; that the Portland and Rochester Railroad Company, having a station at the point named, no other is necessary; that whereas no engines are used by the corporation, they need no land for engine houses. At the first glance, there seems indeed much force in the objections urged, and were we sure that the business of the corporation would not in time be increased, or that a motive power other than electricity, as now used, would not at times be necessary, we should hesitate before finding, as matter of fact, that any land was needed for some of the objects named in the application. But this corporation, by its charter, if valid, is endued with all the powers and privileges pertaining to ordinary steam railroad corporations. Its road-bed and

track has been constructed so that either steam or electricity or both may be used as motive power.

It appeared that both were to some extent used; that ordinary freight cars and trains are now run over the road to and from the Portland and Rochester Railroad with which it connects. To successfully operate the road and make connection with the other named railroad at the junction aforesaid, quite an extent of territory is required for side tracks and necessary curves, and the remaining portions of the area named in the application may, we think, be reasonably used for the other objects enumerated.

We therefore find, adjudicate and determine that all of the real estate described in the foregoing application, is necessary for the reasonable accommodation of the traffic and appropriate business of the Mousam River Railroad Corporation, and accordingly issue to said corporation the following certificate:

#### STATE OF MAINE.

We, the undersigned Board of Railroad Commissioners certify that on the twelfth day of September, A. D. 1893, pursuant to the foregoing application in writing of the Mousam River Railroad Company, upon which notice of a hearing had been ordered, as required by law, we met at the time and place mentioned in said order, and it then and there appearing that notice of same had been served as ordered, we then and there viewed the premises mentioned in said application, and gave a hearing to all persons and parties interested, who appeared and desired to be heard relative to the same, and after a full hearing of all the allegations, statements and proofs of the petitioner and of other parties mentioned in said application or interested, and all others who appeared as such, it appeared to us, and we so find, determine and certify that the premises mentioned in said application and as is hereinafter definitely described, is necessary for the use of the Mousam River Railroad Company for a station, car, engine and freight houses, and for necessary side tracks, viz: a certain lot of land situated in said town of Sanford, bounded and described as follows: Commencing at the intersection of the line between Hanson's and Sanford Millis lots and southern boundary of right of way of the Portland & Rochester Railroad; thence south 89 degrees west, three hundred and thirty-three (333) feet with said boundary of said railroad to a stake; thence south one degree east, seventy-five (75)



feet with the boundary of said railroad to a stake; thence south eighty-nine degrees west, five hundred and fifty (550) feet with the boundary of said railroad to a stake at its intersection with the northeast side of the Alfred and Springvale road; thence with said road south forty-five degrees, twenty minutes east, five hundred and four (504) feet to its intersection with line between said Sanford's Mills and Hanson's lots; thence north forty-nine degrees, forty minutes east, six hundred and eighty-six (686) feet with said line between said Sanford's Mills and Hanson's lots to the point of beginning.

And we further find and determine all of the above described premises is and was at the time of said hearing and on the day of the date of the application and order of notice, owned by Everett A. Hanson, the person named in the application and that he is the person interested therein. At said hearing it further appeared and we so find and determine that said Mousam River Railroad Company and the person or persons named in said application or either of them, did not agree, and had not at any time agreed, as to the necessity of said land therefor, or the area necessary to be taken, and that the owner did not consent and had not at any time consented thereto, before the making of said application.

We therefore adjudge and determine that the premises above described are necessary for the use of said railroad corporation for the purposes above mentioned and that said premises may be taken and held as prayed for, and we further make this our determination, adjudication and certificate of adjudication.

In witness whereof we have hereunto set our hands this seventh day of November, A. D. 1893.

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

**CHANGE OF LOCATION, GEORGES VALLEY R. R.**

*Petition, Order of Notice and Decision of the Board relating to changes in location of the Georges Valley Railroad. Decision, November 14, 1893.*

To the Honorable Railroad Commissioners of the State of Maine:

The Georges Valley Railroad Company respectfully represents that to better convene the public 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 the plan of said approved location, viz: Between stations 237+90 and 204+50 on the main line in the town of Warren; and between stations 17+43 and the terminus in John's Dutton's field at Union Common, to the town road, leading from Union Common to Warren, near "Canal Bridge" so called. The variations desired are shown on maps drawn on an appropriate scale which accompany this petition, together with a profile of said variations on the relative scales of profile paper in common use.

Your petitioner prays your Honorable Board to approve said variations, as is provided by the Revised Statutes.

Georges Valley Railroad Company,

By I. C. THURSTON, *President.*

UNION, August 1, 1893.

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 Rockland Tribune, a newspaper published at Rockland, in the county of Knox, in one issue of said paper, the publication to be at least three days before Tuesday the fourteenth day of November, A. D. 1893, on which day the Board of Railroad Commissioners will view the premises described and be in session at the town hall in Union 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 seventh day of November, A. D. 1893.

## DECISION OF THE BOARD.

## STATE OF MAINE.

*Office of Railroad Commissioners.*

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 after viewing the location of the proposed changes in the line of railroad mentioned in said application, gave a hearing to the petitioner corporation and its witnesses and to all others who appeared and desired to be heard respecting the same.

From the view aforesaid and facts elicited at said hearing, it appeared, that though the line of location would not be improved by the change first mentioned in said application, such a change, we believe, would not be detrimental to the successful operation of the road, and by making such changes the cost of construction would be materially lessened. For this last named reason, we think this change may be properly made.

The change of location and terminus, at Union village, we most heartily approve, believing, as we do, that public convenience will be much better subserved, and that the road can be more successfully operated by making the same. We therefore approve the changes of location mentioned in the foregoing application and as shown on plans this day approved by this Board.

In witness whereof we have hereunto set our hands this fourteenth day of November, A. D. 1893.

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

## GEORGES VALLEY RAILROAD CERTIFICATE.

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

We, the undersigned board of Railroad Commissioners, having made a careful inspection of the Georges Valley Railroad, a new road extending from the Maine Central Railroad in Warren to Union village in Union, 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 fourteenth day November, A. D. 1893.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
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 newspaper 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.

D. N. MORTLAND,                    )  
A. W. WILDES,                        )  
BENJ. F. CHADBOJRNE.            )     *Railroad  
Commissioners  
of Maine.*



# APPENDIX

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## ABSTRACT

OF THE

# Returns of Railroad Companies

AND

## STATISTICAL TABLES

FOR THE

Year Ending June 30, 1893.

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**Report of the Augusta, Hallowell and Gardiner Railroad Company  
for the Year Ending June 30, 1893.**

[STREET—ELECTRIC.]

**HISTORY.**

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

Date of organization. March 18, 1889.

Under laws of what government, State, or Territory organized. Under laws of Maine.

**ORGANIZATION.**

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

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 .....	W. G. MELOON. ....	Hallowell, Maine.

## RAILROAD COMMISSIONER'S REPORT.

## PROPERTY OPERATED.

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

## 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 .....	1,500	\$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.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort ..	July, 1890,	1910 ..	\$150,000	\$100,000	\$100,000	\$93,500	6	Jan. & July,	\$6,000 00	\$6,000 00
Consol'd mort., 5-20s ....	July 1891,	.....	.....	50,000	50,000	48,050	6	Jan. & July,	2,857 04	2,767 04
Grand Total	.....	.....	\$150,000	\$150,000	\$150,000	\$141,550			\$8,857 04	\$8,767 04

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	\$8,857 04	\$8,767 04
Total .....	\$150,000 00	\$150,000 00	\$8,857 04	\$8,767 04

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$3,357 25	Loans and bills payable.....	\$ 909 24
Due from solvent companies and individuals.....	1,875 86	Audited vouchers and acc'ts, Net traffic balances due to other companies, K. C. R. R.	1,343 53
Total .....	\$5,233 11	Rents due July 1 .....	70 10
		Balance, cash assets.....	50 00
		Total .....	2,860 24
			\$5,233 11

Materials and supplies on hand, \$4,468.68.

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 .....	\$120,000 00	.....	.....	7	
Bonds .....	150,000 00				
Total .....	\$270,000 00	.....	.....	7	\$38,571 00

## 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, 1892.	Total cost to June 30, 1893.	Cost per mile.
Construction and equipment.....	\$3,594 72	\$168,145 31	\$171,740 03	
Discount on securities sold for construction .....	1,950 00	6,500 00	8,450 00	
Total construct'n and equipm't,	\$5,544 72	\$174,645 31	\$180,190 03	\$25,741 51

## INCOME ACCOUNT.

Gross earnings from operation.....	\$41,348 76	
Less operating expenses .....	27,463 62	
Income from operation .....	\$13,885 14	
Total income .....		\$13,885 14
Deductions from income:		
Interest on funded debt accrued.....	\$8,857 04	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	30 57	
Total deductions from income .....	\$8,887 61	8,887 61
Net income.....		\$4,997 53
Surplus from operations of year ending June 30, 1893.....		\$4,997 53
Surplus on June 30, 1892 .....		4,506 94
Surplus on June 30, 1893 .....		\$9,504 47

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue .....	\$40,848 76		
Advertising.....	500 00		
Total gross earnings from operation .....	\$41,348 76		

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repair of roadway.....	\$3,145 67		
Total .....	\$3,145 67		
Maintenance of equipment:			
Repairs and renewals of passenger cars	\$4,160 19		
Total .....	\$4,160 19		
Conducting transportation:			
Power.....	\$ 5,461 50		
Wages and salaries .....	10,214 68		
Total .....	\$15,676 18		
General expenses:			
Insurance .....	\$1,215 97		
Other general expenses .....	2,302 79		
Snow account... ..	962 82		
Total .....	\$4,481 58		
Recapitulation of expenses:			
Maintenance of way and structures.....	\$3,145 67		
Maintenance of equipment .....	4,160 19		
Conducting transportation.....	15,676 18		
General expenses .....	4,481 58		
Grand total.....	\$27,463 62		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Superintendent.....		365	\$1,000	\$2 75

## 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,	816,975		
Total passenger revenue.....		40,848	76
Average amount received from each passenger.....			05
Total passenger earnings.....		40,848	76
Passenger earnings per mile of road.....		5,106	09
Gross earnings from operation.....		41,348	76
Gross earnings from operation per mile of road.....		5,168	60
Gross earnings from operation per train mile ..			32
Expenses.....		27,463	62
Expenses per mile of road.....		3,432	95
Income from operation.....		41,348	76
Income from operation per mile of road.....		5,168	60
<b>TRAIN MILEAGE:</b>			
Miles run by passenger trains.....	184,313		

## 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	1	14				
Snow plow.....	1					

## 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:							
Wooden,	3						
Trestles ...	2						

Gauge of track, 4 feet, 8½ inches—8 miles.

**Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1893.**

[Formerly Bangor and Piscataquis Railroad.]

**HISTORY.**

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

Date of organization. February 13, 1891.

Under laws of what government, State or Territory, organized. Chapter 51, Revised Statutes of Maine.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
ALBERT A. BURLEIGH.....	Houlton, Maine.....	} Until others are chosen and qualified.
CHARLES F. BRAGG.....	Bangor, ".....	
JOSEPH P. BASS.....	" ".....	
EDWARD STETSON.....	" ".....	
BENJAMIN B. THATCHER....	" ".....	
CHARLES A. GIBSON.....	" ".....	
EDWARD L. STEWART.....	" ".....	} Last Tuesday of August, 1893. Three directors are chosen annually on the last Tuesday of August, by the Senators and Representatives to the State Legislature from the county of Aroostook.
J. D. TEAGUE.....	Caribou, ".....	
H. C. SHARP.....	Monticello, ".....	
J. F. HACKER.....	Fort Fairfield, Maine..	

Total number of stockholders at date of last election, 21.

Date of last meeting of stockholders for election of directors, October 18, 1892.

Post office address of general office, Bangor, Maine.

Post office address of operating office, Bangor, Maine.

**OFFICERS.**

Title.	Name.	Location of Office.
President.....	A. A. BURLEIGH.....	Houlton, Maine.
Vice President.....	C. F. BRAGG.....	Bangor, "
Secretary.....	F. H. APPLETON.....	" "
Treasurer.....	EDW. STETSON.....	" "
General Manager.....	F. W. CRAM.....	" "
Chief Engineer.....	MOSES BURPEE.....	Houlton, "
Superintendent of Telegraph..	C. H. SAWYER.....	Bangor, "
General Freight Agent.....	F. W. CRAM.....	" "
General Passenger Agent.....	F. W. CRAM.....	" "

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From--	To—		
Bangor and Piscataquis Railroad	Old Town .....	Greenville .....	76.50	
Bangor and Katahdin Iron Works Railway.	Milo Junction....	Katahdin Iron Works,	18.90	
Total .....			95.40	

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$20,771 20	Loans and bills payable.....	\$32,707 15
Bills receivable .....	6,100 00	Net traffic balances due to other companies .....	202 61
Due from agents .....	10,252 92	Balance—cash assets.....	10,709 88
Net traffic balances due from other companies.....	4,200 27	Total .....	\$43,619 64
Due from solvent companies and individuals .....	2,236 46		
Other cash assets (excluding "materials and supplies"),	58 79		
Total .....	\$43,619 64		

Materials and supplies on hand, \$3,500.80.

## 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.
Bangor & Piscataquis Railroad,	\$356,900	\$1,225,000	.....	\$1,581,900	76.50	\$20,678 42



INCOME ACCOUNT.

Gross earnings from operation.....	\$184,580 68	
Less operating expenses.....	117,483 07	
Income from operation .....	\$67,097 61	
Total income. ....		\$67,097 61
Deductions from income:		
Rents.....	\$52,512 50	
Taxes .....	374 43	
Total deductions from income . ....		52,886 93
Net income .....		\$14,210 68
Surplus from operations of year ending June 30, 1893.....		\$14,210 68
Surplus on June 30, 1893.....		14,210 68

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, accounts of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$78,012 18		
Total passenger revenue .....			\$78,012 18
Mail .....			7,103 64
Express .....			1,717 94
Extra baggage and storage .....			390 22
Total passenger earnings . ....			\$87,223 98
Freight:			
Freight revenue.....	\$97,214 20		
Total freight earnings .....			97,214 20
Total passenger and freight earnings.....			\$184,438 18
Rents not otherwise provided for .....	\$142 50		
Total other earnings .....			142 50
Total gross earnings from operation.....			\$184,580 68

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$17,535 21	\$9,607 49	\$27,142 70
Renewals of rails.....	4,275 77	2,342 67	6,618 44
Renewals of ties.....	2,334 12	1,263 38	3,597 50
Repairs of bridges and culverts.....	6,823 39	3,738 68	10,562 37
Repairs of fences, road-crossings, signs and cattle guards.....	179 76	98 48	278 24
Repairs of buildings.....	395 13	216 48	611 61
Other expenses.....	357 14	195 67	552 81
Total.....	\$31,900 82	\$17,462 85	\$49,363 67
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives...	\$1,723 01	\$944 03	\$2,667 04
Repairs and renewals of passenger cars	4,290 01	.....	4,290 01
Repairs and renewals of freight cars .....	.....	3,603 10	3,603 10
Shop machinery, tools, etc.....	90 93	49 82	140 75
Other expenses.....	18 51	10 14	28 65
Total.....	\$6,122 46	\$4,607 09	\$10,729 55
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen.....	\$6,240 74	\$3,428 40	\$ 9,669 14
Fuel for locomotives.....	9,244 78	5,065 18	14,309 96
Water-supply for locomotives.....	252 81	138 68	391 49
All other supplies for locomotives.....	6 21	3 39	9 60
Wages of other trainmen.....	5,659 45	3,100 79	8,760 24
All other train supplies.....	153 32	83 99	237 31
Wages of switchmen, flagmen, and watchmen.....	156 38	85 67	242 05
Expense of telegraph, including train dispatchers and operators.....	156 12	85 53	241 65
Wages of station agents, clerks and laborers.....	6,366 06	3,487 92	9,853 98
Station supplies.....	271 59	148 80	420 39
Car mileage—balance.....	390 71	214 07	604 78
Loss and damage.....	334 09	183 04	517 13
Other expenses.....	1,140 99	625 14	1,766 13
Total.....	\$30,373 25	\$16,650 60	\$47,023 85
<b>General expenses:</b>			
Salaries of officers.....	\$4,097 00	\$2,244 73	\$6,341 73
Salaries of clerks.....	1,424 42	780 43	2,204 85
General office expenses and supplies.....	310 32	160 73	471 05
Advertising.....	74 62	40 88	115 50
Insurance.....	565 29	309 71	875 00
Legal expenses.....	7 08	3 88	10 96
Stationery and printing.....	178 99	98 07	277 06
Other general expenses.....	45 13	24 72	69 85
Total.....	\$6,702 85	\$3,663 15	\$10,366 00
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures. ....	\$31,900 82	\$17,462 85	\$49,363 67
Maintenance of equipment.....	6,122 46	4,607 09	10,729 55
Conducting transportation.....	30,373 25	16,650 60	47,023 85
General expenses.....	6,702 85	3,663 15	10,366 00
Grand total.....	\$75,099 38	\$42,383 69	\$117,483 07
<b>Operating expenses:</b>			
Maintenance of way and structures. ....	\$31,900 82	\$17,462 85	\$49,363 67
Maintenance of equipment.....	6,122 46	4,607 09	10,729 55
Conducting transportation.....	30,373 25	16,650 60	47,023 85
General expenses.....	6,702 85	3,663 15	10,366 00
Total.....	\$75,099 38	\$42,383 69	\$117,483 07

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Bangor & Piscataquis Railroad ....	\$8,562 50	.....	\$33,850 00	\$42,412 50
Bangor & Katahdin Iron Works Railway .....	6,000 00	\$4,100 00	.....	10,100 00
Total rents .....	\$14,562 50	\$4,100 00	\$33,850 00	\$52,512 50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cash and current assets.....	.....	\$43,619 64		
Other assets:				
Materials and supplies.....	.....	3,500 80		
Grand total.....	.....	\$47,120 44		
LIABILITIES.				
Current liabilities .....	.....	\$32,909 76		
Profit and loss.....	.....	14,210 68		
Grand total.....	.....	\$47,120 44		

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MAINE.

This company transports for the American Express Company between Old Town and Greenville, its merchandise and messengers, and receives therefor \$1,650.00 per year. It also transports for the said company between Milo Junction and Katahdin Iron Works its merchandise and receives therefor 15 cents per 100 pounds.

It also transports for the United States Post Office Department between Old Town and Greenville, its mails and a route agent, furnishing on such trains as carry the said mails, a room suitably fitted up for the purpose, and receives therefor \$6,292.25. It also transports for the said department, between Milo Junction and Katahdin Iron Works, its mails, and receives therefor \$811.39.

It grants to the Moosehead Lake Telegraph Company the right of way to build and maintain its line of telegraph along and on this company's location, transports its men and material used in construction and repairs of its line, and receives therefor the free use of its line for railroad purposes.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	6	1,872	\$6,341 73	\$3 39
General office clerks .....	5	1,560	2,204 85	1 41
Station agents .....	21	6,552	8,252 48	1 26
Other station men.....	5	1,560	1,902 00	1 22
Enginemen .....	6	1,716	4,633 20	2 70
Firemen.....	6	1,716	2,831 40	1 65
Conductors.....	6	1,716	4,290 00	2 50
Other trainmen.....	11	3,432	5,491 20	1 60
Machinists .....	4	1,248	2,620 80	2 10
Carpenters.....	9	2,808	5,335 20	1 90
Other shopmen.....	3	936	1,544 40	1 65
Section foremen.....	19	5,928	8,892 00	1 50
Other trackmen .....	45	14,040	17,550 00	1 25
Switchmen, flagmen, and watchmen.....	5	1,825	2,281 25	1 25
Total (including "general officers").....	151	46,909	\$74,170 51	
Less "general officers" .....	11			
Total (excluding "general officers") .....	140			
Distribution of above:				
General administration, estimated.....	11	3,432	\$ 8,546 58	1 39
Maintenance of way and structures, estimated,	73	22,623	31,555 20	2 05
Maintenance of equipment, estimated.....	7	2,134	4,387 20	1 59
Conducting transportation, estimated.....	60	18,720	29,681 53	1 59
Total (including "general officers").....	151	46,909	74,170 51	
Less "general officers" .....	6	1,872	6,341 73	
Total (excluding "general officers") .....	145	45,037	\$67,828 78	

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	90,299			
Number of passengers carried one mile	2,503,921			
Average distance carried (miles)	2,773			
Total passenger revenue		78,012	18	
Average amount received from each passenger			86	393
Average receipts per passenger per mile			03	115
Estimated cost of carrying each passenger one mile			02	999
Total passenger earnings		87,222	98	
Passenger earnings per mile of road		914	29	748
Passenger earnings per train mile			79	629
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue	80,305			
Number of tons carried one mile	2,357,762			
Average distance haul of one ton	2,936			
Total freight revenue		97,214	20	
Average amount received for each ton of freight			1	21,056
Average receipts per ton per mile			04	123
Estimated cost of carrying one ton one mile			01	797
Total freight earnings		97,214	20	
Freight earnings per mile of road		1,019	01	677
Freight earnings per train mile			1	61,983
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue		175,226	38	
Passenger and freight revenue per mile of road			1,836	75 450
Passenger and freight earnings		184,438	18	
Passenger and freight earnings per mile of road			1,933	31 425
Gross earnings from operation		184,580	68	
Gross earnings from operation per mile of road			1,934	80 796
Gross earnings from operation per train mile			1	08 983
Expenses		117,488	07	
Expenses per mile of road			1,231	47 872
Income from operation		67,097	61	
Income from operation per mile of road			703	32 924
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains	109,537			
Miles run by freight trains	60,015			
Total mileage trains earning revenue	169,552			
Miles run by switching trains	11,107			
Miles run by construction and other trains	6,084			
Grand total train mileage	186,743			

## 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 .....	}	8	4	Standard Empire Vacuum		
Freight.....						
Switching.. ..						
Leased.....						
Total locomotives .....		8				
Cars in Passenger Service:						
First-class passenger cars .....		6	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 .....		62				
Other cars.....		2				
Total .....		117				

## 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.....	95.40	.....	95.40	95.40	27.	68.40
Miles of yard track and sidings ...	.....	.....	5.30	5.30	5.30	.....
Total mileage operated (all tracks.....)	.....	.....	100.70	100.70	32.30	68.40

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel, total .....	502	56	\$32 50	Cedar.....	9,935	\$0 23
				Juniper.....	6,564	18
				Hemlock .....	643	15
				Total .....	17,142	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL-Tons.		WOOD-Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite	Bituminous.	Hard.	Mixed.			
Passenger .....				2,819	1,611	109,537	29 42
Freight .....				1,545	883	60,015	
Switching.....				286	163	11,107	
Construction.....				157	90	6,084	
Total .....				4,807	2,747	186,743	
Av. cost at distributing point.....				\$2.98			

## 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: Wooden..	30	2487	8	399	Overhead Highway Crossings: Bridges.....	2	18
Trestles....	12	2123	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 Company for the Year  
Ending June 30, 1893.**

[STREET—ELECTRIC.]

**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 by special act, Legislature of 1891.

Public Works Company owns and operates property formerly owned by Bangor Street Railway, Bangor Electric Light and Power Company, Penobscot Water and Power Company and Brewer Water Company.

Date and authority for each consolidation. June 1, 1891, under authority of special act of the Legislature of 1891.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. M. LAUGHTON .....	Bangor, Maine .....	December, 1893.
JAS. H. CUTLER .....	" " .....	" "
CHAS. F. WOODWARD .....	" " .....	" "

Total number of stockholders at date of last election, 7.

Date of last meeting of stockholders for election of directors, May 7, 1893.

Post office address of general office, Bangor, Maine.

Post office address of operating office, Bangor, Maine.

**OFFICERS.**

Title.	Name.	Location of Office.
President .. .. .	F. M. LAUGHTON .....	Bangor, Maine.
Secretary .. . . .	JOHN R. MASON .....	" "
Treasurer.....	JAS. H. CUTLER.....	" "
Attorney, or General Counsel,	JOHN R. MASON .....	" "

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Bangor Street Railway .....	Bangor .....	Brewer.....	8.25	

## 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 .....	9,000	\$100	\$900,000	\$562,050		
preferred.....	1,000	100	100,000	86,050		
Total.....	10,000	\$100	\$1,000,000	\$648,100		

## 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.
1st mort....	Aug. 1889,	Aug. 1909,	\$200,000	\$200,000	\$200,000	\$190,000	6	Aug. & Feb.,	\$9,480	
							5	Jan. & July,	2,100	
Grand total ..	.....	.....	\$200,000	\$200,000	\$200,000	\$190,000			\$11,580	

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.....	\$648,100	\$200,000	\$448,100	8.25	\$24,242
Bonds .....	200,000	200,000	.....	8.25	24,242
Total .....	\$848,100	\$400,000	\$448,000	8.25	\$48,484

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.
Bangor Street Railway...	\$200,000	\$200,000	.....	\$400,000	8.25	\$48,484

INCOME ACCOUNT.

Gross earnings from operation .....	\$47,566 58	
Less operating expenses .....	38,339 47	
Income from operation.....	9,227 11	
Total income.....		\$ 9,227 11
Deductions from income:		
Interest on funded debt accrued .....		11,580 00
Deficit.....		\$2,352 89
Deficit from operations of year ending June 30, 1893 .....		\$2,352 89
Surplus on June 30, 1892 (Report of 1892).....		1,795 09
Deficit on June 30, 1893 .....		\$557 80

## RAILROAD COMMISSIONERS' REPORT.

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$47,213 08		\$47,213 08
Other earnings from operation:			
Advertising.....	353 50		353 50
Total gross earnings from operation.....			\$47,566 58

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures.....	\$2,008 94		
Maintenance of equipment.. .. . . . . .	6,142 50		
Conducting transportation.....	10,583 58		\$18,735 02
General expenses.....	\$17,558 55		
Insurance and taxes .....	2,045 92		19,604 47
Total .....			\$38,339 49
Recapitulation of expenses:			
Maintenance of way and structures.....	\$2,008 94		
Maintenance of equipment.....	6,142 50		
Conducting transportation.....	10,583 58		
General expenses.....	19,604 47		
Grand total .....	\$38,339 49		

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.		Amount of mort- gage per mile of line.
		Miles.	
First mortgage bonds.....	Bangor Street Railway.....	8.25	\$24,242 00

All cars and tools mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2			\$2 00
Conductors.....	16			1 50
Motormen.....	18			1 50
Other shopmen.....	10			1 75
Section foremen.....	1			1 75
Total (including "general officers").....	47			
Less "general officers".....	2			
Total (excluding "general officers").....	45			

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.....	892,212		
Total passenger revenue.....		\$47,213	08
Average amount received from each passenger.....			05 2
Passenger earnings per mile of road.....		5,722	79
Passenger earnings per train mile.....			18 5
Total train mileage.....	254,102		

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.....		25				

## 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.
Trestles ...	1	400.00					

Gauge of track, 4 feet,  $8\frac{1}{2}$  inches—8.25 miles.

**Report of the Biddeford and Saco Railroad Company for the Year  
Ending June 30, 1893.**

[STREET—ELECTRIC.]

**HISTORY.**

Name of common carrier making this report. Biddeford and Saco Railroad Company.

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 11, 1894.
JOSEPH GOOCH .....	“ “ .....	“
JOHN F. NOURSE.....	“ “ .....	“
CHAS. H. PRESCOTT .....	“ “ .....	“
FRANKLIN NOURSE.....	Saco, Maine.....	“
S. S. MITCHELL.....	“ “ .....	“
CHAS. B. PRATT .....	Worcester, Mass.....	“

Total number of stockholders at date of last election, 86.

Date of last meeting of stockholders for election of directors, July 12, 1893.

Post office address of general office, 154 Main Street, Biddeford, Me.

Post office address of operating office, 154 Main Street, Biddeford, Me.

**OFFICERS.**

Title.	Name.	Location of Office.
Chairman of the Board .....	ESREFF H. BANKS .....	Biddeford, Maine.
President .....	ESREFF H. BANKS .....	“ “
Secretary .....	CHAS. H. PRESCOTT.....	“ “
Treasurer .....	CHAS. H. PRESCOTT.....	“ “
Auditor .....	JOHN F. NOURSE .....	“ “

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Biddeford and Saco Railroad ....	Biddeford.....	Old Orchard.....	5.728	
Total .....			5.728	

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 00	\$100,000	\$40,000			
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.....						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.
Mortgage, 1888...	1908...		\$90,000	\$40,000	\$40,000	6	Semi-annually	\$2,400	\$2,400	
Mortgage, 1892...	1908...		.....	50,000	50,000	6		3,000	1,500	
Grand total,			\$90,000	\$90,000	\$90,000			\$5,400	\$3,900	



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	\$5,400 00	\$3,900 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$4,351 17	Loans on bills payable.....	\$15,000 00
		Matured interest coupons unpaid (including coupons due July 1) .....	\$2,700 00
Total .....	\$4,351 17	Total .....	\$17,700 00

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, 1892.	Total cost to June 30, 1893.	Cost per mile.
Construction .....	\$1,605 37	\$56,675 07	\$58,280 44	
Overhead construction.....	429 93	8,192 13	8,622 06	
Other real estate and buildings .....	647 04	11,917 33	12,564 37	
Total construction .....	\$2,682 34	\$76,784 53	\$79,466 87	
Equipment:				
Passenger cars.....	\$13,932 92	\$19,156 42	\$33,089 34	
Power station equipment.....	1,547 04	13,070 37	14,617 41	
Miscellaneous equipment .....	64 23	3,185 30	3,249 53	
Snow plow .....	559 82	.....	559 82	
Total equipment.....	\$16,104 01	\$35,412 09	\$51,516 10	
Grand total cost construction, equipment, etc.....	\$18,786 35	\$112,196 62	\$130,982 97	

## INCOME ACCOUNT.

Gross earnings from operation.....	\$28,213 05	
Less operating expenses.....	19,471 46	
Income from operation .....	\$8,741 59	
Total income.....		\$8,741 59
Deductions from income:		
Interest on funded debt accrued.....	\$5,400 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	1,535 94	
Taxes .....	142 55	
Total deductions from income .....		7,078 49
Net income .....		\$1,663 10
Surplus from operations of year ending June 30, 1893 .....		\$1,663 10
Deficit on June 30, 1892.....		9,928 96
Deficit on June 30, 1893.....		\$8,265 86

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$28,302 85		
Less repayments:			
Tickets redeemed .....		\$92 80	
Total deductions .....		\$92 80	
Total passenger revenue .....			\$28,210 05
Other earnings from operation:			
Advertising .....	3 00		3 00
Total gross earnings from operation.....			\$28,213 05

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$1,472 39		
Renewals of ties.....	197 40		
Repairs of buildings.....	18 18		
Overhead repairs.....	148 29		
Ice and snow.....	321 92		
Total .....	\$2,158 18		
<b>Maintenance of equipment:</b>			
Repairs and renewals of passenger cars.....	\$337 88		
Repairs of electric equipment.....	807 36		
Repairs of electric plant.....	14 53		
Repairs of steam plant.....	24 20		
Miscellaneous expense.....	31 41		
Total .....	\$1,215 38		
<b>Conducting transportation:</b>			
Car service.....	\$4,656 68		
Fuel for power station.....	2,573 24		
Car house expense.....	1,513 47		
Lubricants and waste—car house.....	38 58		
Electric supplies.....	115 91		
Operation of power station.....	2,877 14		
Lubricants and waste—power station.....	241 29		
Total .....	\$12,016 31		
<b>General expenses:</b>			
Salaries of officers.....	\$2,075 00		
Insurance.....	932 44		
Stationery and printing.....	169 46		
Other general expenses.....	852 19		
Injuries and damages.....	52 50		
Total .....	\$4,081 59		
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$2,158 18		
Maintenance of equipment.....	1,215 38		
Conducting transportation.....	12,016 31		
General expenses.....	4,081 59		
Grand total.....	\$19,471 46		

## COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road.....		\$66,902 50	\$ 2,035 30	
Cost of equipment.....		51,516 10	23,039 31	
Lands and buildings owned.....		12,564 37		\$7,888 26
Cash and current assets.....		4,351 17	301 75	
Other assets:				
Sinking fund.....		4,100 00	1,300 00	
Profit and loss.....		8,265 86		1,663 10
Grand total.....		\$147,700 00	\$26,676 36	\$9,551 36
Liabilities.				
Capital stock.....		\$40,000 00.		
Funded debt.....		90,000 00	\$50,000 00	
Current liabilities.....		15,000 00		\$34,375 00
Accrued interest on funded debt not yet payable.....		2,700 00	1,500 00	
Grand total.....		\$147,700 00	\$51,500 00	\$34,375 00

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers:				
Treasurer.....			\$ 575 00	
Superintendent.....			1,500 00	
Chief engineer.....			960 00	
Other engineers and firemen.....			1,619 95	\$1 25 to 2 00
Conductors and motormen.....			4,584 35	1 50 to 1 25
Trackmen.....			1,169 18	1 50 to 1 25
Watchmen and car house men.....			1,488 49	1 50 to 1 25
Employees—account floating equipment.....			423 36	to 1 50
Total (including "general officers").....			12,320 33	
Less "general officers".....			2,075 00	
Total (excluding "general officers").....			\$10,245 33	

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.....	393,018		
Total passenger revenue.....		28,210	05
Total passenger earnings.....		28,210	05
Passenger earnings per mile of road.....		4,924	93 889
Passenger earnings per train mile.....			20 464
<b>PASSENGER AND FREIGHT:</b>			
Gross earnings from operation.....		28,213	05
Gross earnings from operation per mile of road.....		4,925	46 263
Gross earnings from operation per train mile.....			20 466
Expenses.....		19,471	46
Expenses per mile of road.....		3,399	34 706
Income from operation.....		8,741	59
Income from operation per mile of road.....		1,526	11 557
<b>TRAIN MILEAGE:</b>			
Miles run by passenger trains.....	137,852		

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Number.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
				Kind.	Number.	Kind.	Number.
Motor cars .....	1	7					
Trail cars.....	1	7					
Close cars .....		4					
Herdlies.....		3					
Total.....	2	21					

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under con- tract, etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	5.728	.....	.....	5.728		
Miles of yard track and sidings...	.300	.....	.....	.300		
Total mileage operated (all tracks.....)	6.028	.....	.....	6.028		

**Report of the Boston and Maine Railroad Company for the Year  
Ending June 30, 1893.**

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; give reference to each statute and all amendments thereof.

Under the laws of the Commonwealth of Massachusetts, State of New Hampshire and State of Maine.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. SEE REPORT OF 1891.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
FRANK JONES .....	Portsmouth, N. H. ....	October 11, 1893.
SAMUEL C. LAWRENCE.....	Medford, Mass.....	“
JOSEPH S. RICKER.....	Portland, Maine.....	“
GEO. M. PULLMAN.....	Chicago, Ill. ....	“
RICHARD OLNEY.....	Boston, Mass. ....	“
WM. C. WHITNEY .....	New York, N. Y.....	“
GEO. H. HAVEN.....	New York, N. Y.....	“
WM. T. HART .....	Boston, Mass. ....	“
A. W. SULLOWAY.....	Franklin, N. H.....	“
CHARLES A. SINCLAIR....	Portsmouth, N. H.....	“
JOSEPH H. WHITE .....	Brookline, Mass.....	“
WALTER HUNNEWELL.....	Boston, Mass. ....	“
W. S. WEBB .....	New York, N. Y.....	“
ARTHUR SEWALL.....	Bath, Maine.....	“
HENRY R. REED .....	Boston, Mass. ....	“
ARETAS BLOOD... ..	Manchester, N. H.....	“
A. A. MCLEOD*.....	Philadelphia, Penn.....	“

Total number of stockholders at date of last election, 6,100.

Date of last meeting of stockholders for election of directors, December 14, 1892.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

\* Resigned June 3, 1893. Lewis C. Ledyard, New York, N. Y., elected June 27 to fill vacancy.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	FRANK JONES.....	Boston, Mass.
President .....	FRANK JONES .....	“ “
Corporation Clerk .....	SIGOURNEY BUTLER .....	“ “
Treasurer .....	AMOS BLANCHARD.....	“ “
Assistant Treasurer .....	HERBERT E. FISHER.....	“ “
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. T. PERKINS, Eastern Div.	“ “
Division Superintendent.....	J. W. SANBORN, Northern Division.....	Wolfboro' Junct., N. H.
Division Superintendent.....	FRANK BARR, W. N. & P. Division .....	Nashua, N. H.
Division Superintendent.....	GEO. F. EVANS, Southern Division.....	Boston, Mass.
Division Superintendent.....	H. E. CHAMBERLIN, Con- cord Division.....	Concord, N. H.
Division Superintendent.....	H. E. FOLSOM, Passumpsic Division.....	Lyndonville, Vt.
Division Superintendent.....	H. E. HOWARD, Connecticut River Division.....	Springfield, Mass.
Superintendent of Telegraph.	H. N. ROWELL.....	Boston, Mass.
General Traffic Manager .....	W. F. BERRY .....	“ “
General Freight Agent .....	M. T. DONOVAN .....	“ “
General Passenger and Ticket Agent .....	D. J. FLANDERS .....	“ “
General Ticket Agent .....	FRANK E. CHASE. ....	“ “
General Baggage Agent .....	W. R. BRACKETT.....	“ “



PROPERTY OPERATED.

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.....	New Hamp. State Line	41.45	
Boston & Maine R. R....	Conway June, N. H....	North Conway, N. H....	78.37	
Medford Branch.....	Medford June, Mass....	Medford, Mass.....	2.00	
Methuen Branch.....	Lawrence, Mass.....	New Hamp. State Line	3.75	
Great Falls Branch....	Rollingsford, N. H....	Great Falls, N. H....	2.75	
Dover & Winn'gee Br.	Dover, N. H.....	Alton Bay, N. H.....	29.00	
East Boston Branch....	East Boston, Mass....	Revere, Mass.....	3.47	
Charlestown Branch..	Freight track in Bos	ton.....	1.09	
Saugus Branch.....	Everett, Mass.....	West Lynn, Mass....	9.55	
Chelsea Beach Branch	Revere June, Mass....	Saugus Riv. Jct., Mass.	3.34	
Swampscott Branch....	Swampscott, Mass....	Marblehead, Mass....	3.96	
Marblehead Branch....	Salem, Mass.....	Marblehead, Mass....	3.52	
Lawrence Branch....	Salem, Mass.....	North Andover, Mass.	19.89	
South Reading Branch	Peabody, Mass.....	Wakefield Jct., Mass.	8.12	
Gloucester Branch....	Beverly, Mass.....	Rockport, Mass....	16.94	
Essex Branch.....	Wenham, Mass.....	Essex, Mass.....	6.00	
Asbury Grove Branch	Wenham, Mass.....	Asbury Grove, Mass..	1.06	
Salisbury Branch....	Salisbury, Mass.....	Amesbury, Mass.....	3.79	
Wolfboro' Branch....	Wolfboro' Jct., N. H..	Wolfboro', N. H....	12.03	
Newburyport City R. R.	Eastern R. R. tracks.	Newburyport wharves	1.37	
Orchard Beach R. R....	Saco River, Me.....	Old Orchard Beach, Me.	3.00	365.55
Wor., Nash. & Roch. R. R.	Worcester, Mass....	Rochester, N. H....	94.48	
Eastern R. R. in N. H....	N. H. State Line....	Maine State Line....	16.08	
Port., Saco & Ports. R. R.	Maine State Line....	Portland, Me.....	50.76	
Ports. & Dover R. R....	Portsmouth, N. H....	Dover, N. H.....	10.88	
Danvers Railroad.....	Wakefield Jct., Mass.	Danvers, Mass.....	9.26	
Newburyport Railroad }	Braintree, Mass....	Newburyport, Mass.. }		
	Georgetown, Mass.. }	Danvers, Mass..... }		26.98
Lowell & Andover R. R.	Lowell Junction....	Lowell, Mass.....	8.73	
W. Amesbury Br. R. R..	Newton Junction....	Merrimac, Mass.....	4.45	
Manchester & Law. R. R.	State Line.....	Manchester, N. H....	22.39	
Kenb'k & Ken'pt R. R....	Kennebunk, Me.....	Kennebunkport, Me....	4.50	
Boston & Lowell R. R....	Boston, Mass.....	Lowell, Mass.....	26.75	
Mystic Branch.....	Somerville, Mass....	Mystic wharves, Bost'n	2.25	
Lex. & Arling. Branch	Somerville, Mass....	Lexington, Mass....	9.25	
Woburn Branch.....	Winchester, Mass....	No. Woburn Jct., Mass.	6.20	
Stoneham Branch....	Montvale, Mass....	Stoneham, Mass....	2.50	
Lawrence Branch....	Wilmington, Mass..	Wilmington Jct., Mass.	3.21	
Salem & Lowell Br....	Peabody, Mass.....	Tewksbury, Mass....	16.80	
Lowell & Law. Branch	Lowell, Mass.....	Lawrence, Mass.....	12.42	
Middlesex Central Br.	Lexington, Mass....	Concord, Mass.....	11.08	
Bedford & Billerica Br.	Bedford, Mass.....	No. 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.....	29.59	
Central Mass. Railroad	No. Camb. Jct., Mass.	Northampton, Mass..	98.77	
Conn. & Pass. River R. R.	White River Jct., Vt.	Canada Line.....	110.30	
Massawippi Valley Ry..	Vermont State Line..	Lennoxville, P. Q....	36.75	
Northern Railroad.....	Concord, N. H.....	White River Jct., Vt..	69.50	
Bristol Branch.....	Franklin, N. H.....	Bristol, N. H.....	13.41	82.91
Con. & Clare, N. H., R. R.	Concord, N. H.....	Claremont Jct., N. H..	56.00	
Hillsboro' Branch....	Contoocook, N. H....	Hillsboro' Bridge, N. H.	14.90	70.90
Peter'b & Hills'b R. R..	Peterboro', N. H....	Hillsboro' Bridge, N. H.	18.51	
Connecticut River R. R.	Springfield, Mass....	Keene, N. H.....	74.00	
Chicopee Falls Branch	Chicopee Jct., Mass..	Chicopee Falls, Mass..	2.85	
Easthampton Branch..	Mt. Tom Jct., Mass..	Easthampton, Mass....	3.00	79.85
Total mileage operated.				1,293.39

\* Owned by Boston & Lowell and Concord & Montreal Railroads.

## 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 by votes of company.	Par value of shares.	Total par value authorized by votes of the company.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: Boston and Maine, common .....	187,542	\$100 00	\$18,754,200 00	\$18,734,500 00	† 8%	\$1,391,167 50
Boston and Maine, scrip .....				* 2,361 38		
Eastern, common .....				† 1,332 48		
Wolfboro, common .....				176 47		
South Reading Branch, common .....				54 94		
Boston and Maine, preferred .....	31,498	100 00	3,149,800 00	3,149,800 00	§ 6%	188,988 00
<b>Total .....</b>	<b>219,040</b>		<b>\$21,904,000 00</b>	<b>\$21,888,225 27</b>		<b>\$1,580,155 50</b>

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 .....	852	\$85,200 00	116,406	\$11,561,874 52
Issued in exchange, common .....				
Issued for capital stock of the				
Dover and Winn. Railroad .....				
Wolfboro Railroad .....				
South Reading Branch Railroad .....				
Newburyport City Railroad .....				
Orchard Beach Railroad .....				
Chelsea Beach Railroad .....				
Scrip .....				
<b>Total .....</b>	<b>10,375</b>	<b>\$85,200 00</b>	<b>218,866</b>	<b>\$11,561,874 52</b>

\* 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 Railroad 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 15, 1892, 4 % on 173,440 shares, \$693,760; May 15, 1893, 4 % on 174,148 shares, \$696,592. Back dividends on stock issued this year, \$815.50; total, \$1,391,167.50. § September, 1892, 3 % on 31,498 shares, \$94,494; March, 1893, 3 % on 31,498 shares, \$94,494; total, \$188,988.

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

Class of Bond or Obligation.	TIME.		Amount of author- ized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of Issue.	When Due.					Rate %	When payable.	Amount accrued during year.
Bonds .....	Jan. 1, 1873 ...	Jan. 1, 1893 ...	\$1,500,000 00	\$1,500,000 00	\$ 3,000 00	\$1,555,774 39 7	Jan. & July ...	\$ 52,500 00	\$105,385 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	140,087 50
Improvement bonds.....	Feb. 2, 1885...	Feb. 2, 1905 ...	1,000,000 00	1,000,000 00	1,000,000 00	1,036,352 70 4	Feb. & Aug. 2..	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. 1..	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. 1..	76,760 00	76,760 00
Bonds .....	Aug. 1, 1892...	Aug. 1, 1942...	2,500,000 00	2,500,000 00	2,500,000 00	2,515,458 60 4	Feb. & Aug. ...	48,683 35	29,620 00
P. G. F. & C. R. R. bonds—mort- gage .....	Dec. 1, 1887...	June 1, 1937...	1,000,000 00	998,000 00	998,000 00	998,000 00 4½	June & Dec....	.....	43,942 50
P. G. F. & C. R. R. bonds—mort- gage .....	Dec. 1, 1887...	Dec. 1, 1892 ...	.....	2,000 00	* 2,000 00	2,000 00 ..	June & Dec....	45,000 00	.....
E. R. R. £ Sterling certificates of indebtedness—mortgage ...	Sept. 1, 1876..	Sept. 1, 1906..	3,070,274 85	3,070,274 85	†1,610,324 85	3,070,274 85 6	Mar. & Sept. 1,	99,305 80	100,765 75
E. R. R. U. S. Gold certificates of indebtedness—mortgage ...	Sept. 1, 1876..	Sept. 1, 1905..	10,392,645 77	10,392,645 77	‡7,301,000 21	10,392,645 77 6	Mar. & Sept. 1,	438,860 00	438,420 00
Essex R. R. bonds—mortgage...	Sept. 15, 1851.	Sept. 15, 1891.	194,400 00	194,400 00	1,900 00	194,400 00 4½	Mar. & Sept. 15,	.....	18 00
Grand total.....	.....	.....	\$24,157,320 62	\$24,076,320 62	\$17,835,225 06	\$24,342,103 83 ..	.....	\$961,109 15	\$994,998 75

\* 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.

† E. R. R. £ Sterling certificates, \$1,717,874.50, 3 months at 6%, \$25,768.12; \$1,646,983.80, 7 months at 6%, \$57,434.43; \$1,610,324.85 2 months at 6%, \$16,103.25; total, \$99,305.80.

‡ E. R. R. U. S. Gold certificates, \$7,324,000.00, 3 months at 6%, \$109,860.00; \$7,314,000.00, 7 months at 6%, \$255,990.00; \$7,301,000.00, 2 months at 6%, \$73,010.00; total, \$438,860.00.

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	\$9,913,225 06	\$583,165 80	\$583,146 25
Miscellaneous obligations .....	9,419,000 00	7,922,000 00	377,943 35	411,852 50
Total .....	\$24,076,320 62	\$17,835,225 06	\$961,109 15	\$994,998 75

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$ 482,552 64	Charlestown land mortgage notes.....	\$ 597,300 00
Bills receivable.....	1,111,916 35	Loans and bills payable.....	3,235,000 00
Due from agents.....	856,201 57	Audited vouchers and acc'ts.	1,155,378 98
Due from solvent companies and individuals.....	3,456,632 87	Wages and salaries.....	278,398 48
		Net traffic balances due to other companies.....	449,869 84
		Dividends not called for....	42,754 25
		Matured interest coupons unpaid (including coupons due July 1) ..	70,000 00
		Rents due July 1 .....	45,000 00
Balance—current liabilities..	212,336 31	Miscellaneous (injury and equipment funds) .....	245,938 19
Total .....	\$6,119,639 74	Total .....	\$6,119,639 74

Materials and supplies on hand, \$2,189,274.29.

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 .....	\$ 21,888,225 27	\$ 21,888,225 27	.....	365.55	\$59,877 51
Bonds .....	17,835,225 06	13,602,422 69	\$4,232,802 37	.....	48,790 11
Total .....	\$39,723,450 33	\$35,490,647 96	\$4,232,802 37	365.55	\$108,667 62

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 .....	\$21,888,225 27	\$17,835,225 06		\$39,723,450 33	365.55	\$108,667 62
Worcester, Nashua and Rochester Railroad.....	3,099,800 00	1,162,000 00		4,261,800 00	94.48	45,107 97
Eastern Railroad in New Hampshire.....	750,000 00			750,000 00	16.08	46,641 79
Portland, Saco and Portsmouth Railroad .....	1,500,000 00			1,500,000 00	50.76	29,726 51
Portsmouth and Dover Railroad .....	769,000 00			769,000 00	10.88	70,680 14
Danvers Railroad *.....	58,300 00	125,000 00	\$25,000 00	208,300 00	9.26	22,494 60
Newburyport Railroad † .....	200,900 00	445,800 00		646,700 00	26.98	23,969 61
Lawrence and Andover Railroad .....	500,000 00	178,000 00		678,000 00	8.73	77,663 23
West Amesbury Branch Railroad .....	57,000 00	57,000 00		114,000 00	4.45	25,617 98
Manchester and Lawrence Railroad .....	1,000,000 00	274,000 00		1,274,000 00	22.39	56,900 40
Kennebunk and Kennebunkport Railroad .....	65,000 00			65,000 00	4.30	14,444 44
Boston and Lowell Railroad.....	6,129,400 00	7,622,400 00		13,751,800 00	98.09	140,195 74
Stony Brook Railroad.....	300,000 00			300,000 00	13.16	22,796 33
Wilton Railroad .....	240,000 00			240,000 00	15.50	15,483 87
Peterboro Railroad .....	385,000 00			385,000 00	10.50	36,666 67
Central Massachusetts Railroad .....	7,399,000 00	2,000,000 00		9,399,000 00	98.77	95,168 58
Connecticut and Passumpsic River Railroad.....	2,500,000 00	1,900,000 00		4,400,000 00	110.30	39,891 21
Massawippi Valley Railroad .....	800,000 00			800,000 00	36.75	21,768 70
Northern Railroad .....	3,068,400 00			3,068,400 00	82.91	37,008 80
Concord and Claremont Railroad .....	412,400 00	500,000 00		912,400 00	70.90	12,868 82
Peterboro and Hillsboro Railroad .....	45,000 00	165,000 00		210,000 00	18.51	11,345 22
Manchester and Keene Railroad † .....						29.59
Connecticut River Railroad .....	2,580,000 00	1,290,000 00		3,870,000 00	79.85	48,465 87
Nashua and Lowell Railroad .....	800,000 00	300,000 00		1,100,000 00	14.50	75,892 06
Grand total.....	\$54,548,225 27	\$33,854,425 06	\$25,000 00	\$88,427,650 33	1,293.39	\$68,368 90

\* Excludes \$9,200, amount paid in on shares not issued.

† Excludes \$19,440.82, 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 its lease is \$300,000.

‡ Owned jointly by the Boston & Lowell and Concord & 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, 1892.	Total cost to June 30, 1893.	Cost per mile.
<b>Construction:</b>				
Right of way.....	\$244,149 67	\$7,757,780 42	\$8,036,742 59	\$21,985 35
Other real estate.....				
Grading and bridge and culvert masonry.....	26,640 36	6,108,047 72	6,269,841 03	17,151 81
Bridges and trestles.....	6,500 00	3,262,005 77	3,322,872 65	9,090 06
Rails.....				
Ties.....	74,833 28	6,149,434 07	6,333,121 46	17,324 92
Other superstructure.....				
Buildings, furniture and fixtures..	122,484 58	3,310,827 19	3,467,180 30	9,484 83
Shop machinery and tools.....	30,043 59	953,852 67	987,896 26	2,702 47
Engineering expenses.....	3,200 00	1,207,047 90	1,304,352 87	3,568 19
Interest during construction.....		82,028 44	82,028 44	224 40
Purchase of constructed road, Dover & Winn. Railroad.....		*375,159 94		
Union Passenger Station and Danvers tracks under construction.....	617,780 54		617,780 54	1,690 00
<b>Total construction.....</b>	<b>†1,125,632 02</b>	<b>\$29,296,184 12</b>	<b>\$30,421,816 14</b>	<b>\$83,222 03</b>
<b>Equipment:</b>				
Locomotives.....	\$4,000 00	\$1,299,165 06	1,303,165 06	\$3,564 94
Passenger cars.....				
Sleeping, parlor and dining cars	6,000 00	1,478,923 54	1,484,923 54	4,062 16
Baggage, express and postal cars				
Combination cars.....				
Freight cars.....		1,575,839 03	1,575,839 03	4,310 87
Other cars of all classes.....		18,766 31	18,766 31	51 34
Floating equipment.....		5,000 00	5,000 00	13 68
<b>Total equipment.....</b>	<b>\$10,000 00</b>	<b>\$4,377,693 94</b>	<b>\$4,387,693 94</b>	<b>\$12,002 99</b>
<b>Grand total cost construction, equipment, etc.....</b>	<b>\$1,135,632 02</b>	<b>\$33,673,878 06</b>	<b>\$34,809,510 08</b>	<b>\$95,225 02</b>

\* The purchase of the Dover & Winnipiseogee Railroad, as shown in one amount last year, is this year distributed in the various construction accounts as follows: Grading and masonry, \$135,152.95; bridges and trestles, \$54,366.88; right of way and other real estate, \$34,812.88; superstructure, \$108,854.11; buildings, \$33,868.53; shop machine tools, \$4,000.00; engineering, \$4,104.97; total, \$375,159.94.

† Orchard Beach Railroad, \$32,326.64, and Newburyport City Railroad, \$55,500, included in construction accounts.

## INCOME ACCOUNT.

Gross earnings from operation.....	\$17,257,986 65	
Less operating expenses .....	11,708,362 66	
Income from operation .....		\$5,549,623 99
Dividends on stocks owned.....	\$255,584 80	
Interest on bonds owned.....	30,788 89	
Miscellaneous income—less expenses.....	256,761 75	
Income from other sources. ....		543,135 44
Total income .....		\$6,092,759 43
Deductions from income:		
Interest on funded debt accrued.....	\$961,109 15	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	140,540 66	
Rents.....	2,167,413 97	
Taxes .....	726,136 41	
Total deductions from income .....		3,995,200 19
Net income.....		\$2,097,559 24
Dividends, 8 per cent, common stock * .....	\$1,391,167 50	
Dividends, 6 per cent, preferred stock.....	188,988 00	
Other payments from net income:		
Sinking fund payment account Boston & Maine R. R. bonds .....	51,285 00	
Sinking fund payment account Eastern R. R. bonds †..	29,128 61	
Total .....		1,660,569 11
Surplus from operations of year ending June 30, 1893.....		\$436,990 13
Surplus on June 30, 1892.....		2,048,690 66
		\$2,485,680 79
Deductions for year:		
Amount transferred September 30, 1892, to the credit of equipment fund.....		425,000 00
Surplus on June 30, 1893.....		\$2,060,680 79

\* November 15, 1892, 4 % on 173,440 shares, \$693,760.00; May 15, 1893, 4 % on 174,14 shares, \$696,592.00; back dividends on stock issued this year, \$815.50; total, \$1,391,167.50.

† Cash paid trustees Eastern Railroad, \$159,678.26; less bonds purchased and cancelled by them, \$130,549.65; reducing debt, \$29,128.61.



EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue.....	\$8,580,031 30		
Less repayments:			
Tickets redeemed.....		\$11,746 22	
Excess fares refunded.....		97,141 72	
Other repayments .....		8,000 00	
Total deductions .....		\$116,887 94	
Total passenger revenue .....			\$8,463,143 36
Mail .....	\$205,992 93		
Express .....	512,840 81		
Extra baggage and storage .....	55,557 15		
			774,330 89
Total passenger earnings .....			\$9,237,474 25
<b>Freight:</b>			
Freight revenue.....	\$8,046,947 79		
Less repayments:			
Overcharge to shippers. ....		\$59,096 20	
Total deductions .....		\$59,096 20	
Total freight revenue .....			\$7,987,851 59
Elevators.....	\$13,707 33		
Other items—Eastern transfer .....	11,252 21		
			24,959 54
Total freight earnings .....			8,012,811 13
Total passenger and freight earnings.....			\$17,250,285 38
<b>Other earnings from operation:</b>			
Telegraph companies .....	\$ 5,712 84		
Rents from tracks, yards and terminals .....	21,436 07		
Other sources: Coal hoisting engines.....	3,888 67		
Str. Mt. Washington—deficit,	23,336 31		
Total other earnings .....			7,701 27
Total gross earnings from operation—entire line .....			\$17,257,986 65

## STOCKS OWNED.

Name.	Total par value.	Rate—%.	Income or dividends received.	Valuation.	Shares.
Boston & Maine Railroad .....	\$1,391,600 00			\$1,582,203 75	13,196
Boston & Maine Railroad rights.....	468 00			468 00	26
Danvers Railroad.....	47,100 00			2,345 00	471
York Harbor & Beach Railroad .....	248,550 00	3	\$7,456 50	248,550 00	4,971
Portland Union Railway Station Co..	25,000 00			25,000 00	250
Portland & Ogdensburg Railroad ....	395,240 00	2	7,904 80	146,238 80	3,952 <sup>3</sup> / <sub>8</sub>
St. Johnsbury & Lake Champ. R. R....	40,450 00			4,303 56	809
Newburyport Railroad .....	135,900 00			4,077 00	1,359
Franklin & Tilton Railroad .....	125,000 00			125,000 00	1,250
St. John Bridge & Railway Exp. Co..	12,000 00	5	600 00	684 00	240
Eastern Railroad in New Hampshire	1,500 00	1 <sup>1</sup> / <sub>2</sub>	22 50	900 00	15
Port., Mt. Des. & M. Steamboat Co...	15,000 00			15,060 00	300
Portland, Saco & Portsmouth R. R....	3,500 00	3	105 00	4,375 00	35
Maine Central Railroad *.....	2,516,000 00		207,570 00	2,516,000 00	25,160
Northern Railroad.....	50,000 00	6	3,000 00	70,000 00	500
Portland & Rochester Railroad.....	482,100 00	6	28,926 00	482,050 00	4,821
Total .....	\$5,489,408 00		\$255,584 80	\$5,227,195 11	

\* 7 <sup>1</sup>/<sub>2</sub> % on 22,644 shares, \$169,830; 1 <sup>1</sup>/<sub>2</sub> % on 25,160 shares, \$37,740; total, \$207,570.00.  
 Dividends changed from semi-annual to quarterly payments.

## BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
St. Johnsbury & Lake Champlain Railroad	\$510,000 00	6	\$30,600 00	\$615,900 00
Danvers Railroad.....	125,000 00			125,000 00
Newburyport Railroad.....	300,000 00			298,464 95
Boston & Maine Railroad * .....	100,000 00			102,122 22
U. S. Government 4 % (sold October, 1892) † .....		4	60 00	
Boston & Maine Improvement ‡ .....			128 89	
Total.....	\$1,035,000 00		\$30,788 89	\$1,141,487 17

\* Bonds due August 1, 1942, purchased to be used later in settlement for road franchise and property of West Amesbury Branch Railroad.

† Three months interest on \$6,000 United States Government 4 % Bonds, \$60.00.

‡ \$58,000 Boston & Maine Improvement Bonds bought January 11, 1893, and sold to Boston Safe Deposit and Trust Company Trustees of Boston & Maine Sinking Fund. Two-thirds of a month's interest on \$58,000 at 4 % p. a., \$128.89.

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:				
Main and side tracks	Portsmouth, N.H.	Concord & Mont. R.R.	\$11,478 86	
Sundry track rentals			4,065 21	
Total .....				\$15,544 07
Terminals:				
Passenger & freight,	Lowell, Mass.....	Old Colony Railroad.	\$3,600 00	
	Rochester, N. H..	Port. & Roch. R. R...	1,392 00	
	Worcester, Mass.	Fitchburg Railroad..	600 00	
	Sherbrook, P. Q.,	Quebec Central R. R.,	300 00	
Total .....				5,892 00
Grand total rents rec'd				\$21,436 07

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents of tenements, lands, etc.....	\$201,979 12	\$32,422 83	\$169,556 29
Interest.....	72,055 46		72,055 46
Portsmouth and Dover bridges .....	10,291 45	1,430 00	8,861 45
Lyndonville Water Works .....	1,279 69		1,279 69
Dividend on 331 shares Peterboro Railroad stock, owned by Boston and Lowell Railroad..	3,310 00		3,310 00
Dividend on 136 shares Mt. Washington Railroad stock, owned by Conn. & Pass. River Railroad.	1,224 00		1,224 00
Sundry items .....	474 86		474 86
Total .....	\$290,614 58	\$33,852 83	\$256,761 75

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$713,682 39	\$475,788 20	\$1,189,470 50
Renewals of rails.....	105,574 27	70,382 85	175,957 12
Renewals of ties.....	141,582 86	94,388 58	235,971 44
Repairs of bridges and culverts.....	192,620 56	128,413 71	321,034 27
Repairs of fences, road-crossings, signs and cattle guards.....	52,300 67	34,867 12	87,167 79
Repairs of buildings.....	318,249 27	212,166 17	530,415 44
Repairs of docks and wharves.....	.....	5,300 08	5,300 08
Repairs of telegraph.....	2,887 17	1,924 78	4,811 95
Other expenses.....	468 83	312 56	781 39
Total.....	\$1,527,365 93	\$1,023,544 05	\$2,550,909 98
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives...	\$269,760 03	\$179,840 01	\$449,600 04
Repairs and renewals of passenger cars.....	593,714 32	.....	593,714 32
Repairs and renewals of freight cars.....	.....	695,243 95	695,243 95
Shop machinery, tools, etc.....	41,730 96	2,860 62	69,651 58
Other expenses.....	219 44	146 30	365 74
Total.....	\$905,484 75	\$903,090 88	\$1,808,575 63
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen.....	\$440,629 95	\$539,871 50	\$ 980,501 45
Fuel for locomotives.....	697,611 11	776,379 13	1,473,990 24
Water-supply for locomotives.....	42,750 79	28,500 52	71,251 31
All other supplies for locomotives.....	23,808 28	15,872 19	39,680 47
Wages of other trainmen.....	428,082 38	436,036 89	864,119 27
All other train supplies.....	78,395 83	41,353 08	119,748 91
Wages of switchmen, flagmen, and watchmen.....	334,142 86	222,761 91	556,904 77
Expense of telegraph, including train dispatchers and operators.....	89,485 61	59,637 07	149,142 68
Wages of station agents, clerks and laborers.....	588,023 51	946,339 60	1,534,363 11
Station supplies.....	143,027 87	39,431 79	182,459 66
Car mileage—balance.....	14,498 51	270,816 20	285,314 71
Loss and damage.....	22,070 90	46,721 94	68,792 84
Injuries to persons.....	132,099 63	51,474 72	183,574 35
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies.....	.....	3,733 17	3,733 17
Other expenses.....	12,602 52	1,378 31	13,980 83
Total.....	\$3,047,229 75	\$3,480,328 02	\$6,527,557 77
<b>General expenses:</b>			
Salaries of officers.....	\$66,803 30	\$49,521 69	\$116,324 99
Salaries of clerks.....	79,201 21	79,704 81	158,906 02
General office expenses and supplies.....	15,735 36	11,789 08	27,524 44
Agencies, including salaries and rent. } Advertising.....	44,698 03	5,624 38	50,322 41
Insurance.....	73,561 98	49,041 32	*122,603 30
Expense of fast freight lines.....	.....	7,207 06	7,207 06
Rents for tracks, yards and terminals..	27,577 94	3,385 29	30,963 23
Rents not otherwise provided for.....	10,356 25	6,406 25	16,762 50
Legal expenses.....	54,854 24	36,569 49	91,423 73
Stationery and printing.....	65,955 00	49,459 84	115,414 84
Other general expenses.....	50,503 25	33,363 51	83,866 76
Total.....	\$489,246 56	\$332,072 72	\$821,319 28

\* Including \$67,500, amount paid American Casualty Insurance and Security Company for six months to January 1, 1893, being insurance against injuries to persons.

OPERATING EXPENSES—CONCLUDED.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures. . . . .	\$1,527,365 93	\$1,023,544 05	\$2,550,909 98
Maintenance of equipment . . . . .	905,484 75	903,090 88	1,808,575 63
Conducting transportation . . . . .	3,047,229 75	3,480,328 02	6,527,557 77
General expenses . . . . .	489,246 56	332,072 72	821,319 28
<b>Grand total . . . . .</b>	<b>\$5,969,326 99</b>	<b>\$5,739,035 67</b>	<b>\$11,708,362 66</b>

Percentage of expenses to earnings—entire line, 67.84.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
Lowell & Andover Railroad . . . . .	\$52,500 00	
Kennebunk & Kennebunkport Railroad . . . . .	2,925 00	
Portland, Saco & Portsmouth Railroad . . . . .	90,500 00	
Portland & Dover Railroad . . . . .	46,140 00	
Eastern Railroad in New Hampshire . . . . .	22,500 00	
West Amesbury Branch Railroad . . . . .	5,700 00	
Newburyport City Railroad . . . . .	2,970 00	
Worcester, Nashua & Rochester Railroad . . . . .	250,000 00	
Manchester & Lawrence Railroad . . . . .	112,960 00	
Boston & Lowell Railroad . . . . .	762,069 80	
Nashua & Lowell Railroad . . . . .	73,000 00	
Stony Brook Railroad . . . . .	21,500 00	
Wilton Railroad . . . . .	20,400 00	
Peterboro' Railroad . . . . .	30,699 73	
Northern Railroad . . . . .	197,920 00	
Massawippi Valley Railroad . . . . .	37,711 11	
Connecticut & Passumpsic River Railroad . . . . .	221,750 00	
Connecticut River Railroad . . . . .	175,168 33	
Central Massachusetts Railroad . . . . .	101,500 00	
		\$2,167,913 97
Newport & Richford Railroad . . . . .	12,500 00	
Sub-let to Canadian Pacific Railway for the sum of . . . . .	18,000 00	Cr. 500 00
<b>Total rents . . . . .</b>		<b>\$2,167,413 97</b>

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>				
Passenger sta. . . . .	Northampton, Mass.	Connecticut Riv. R. R.	\$3,225 00	
	Lennoxville, P. Q. } to Sherbrook . . . . .	Grand Trunk Railway,	1,750 00	
	Portland, Me. . . . .	Port. & Rochester R. R.	1,868 23	
<b>Total . . . . .</b>				<b>\$6,843 23</b>
<b>Terminals:</b>				
Passenger sta. . . . .	Springfield, Mass. . . . .	Boston & Albany R. R.	\$5,500 00	
Passenger sta. . . . .	Worcester, Mass. . . . .	Boston & Albany R. R.	7,000 00	
Passenger sta. . . . .	Portland, Me. . . . .	Port. Union R'y Sta. Co	10,000 00	
Pass. sta. & serv. . . . .	Keene, N. H. . . . .	Fitchburg Railroad . . . . .	840 00	
Pass. sta. & serv. . . . .	Peterboro', N. H. . . . .	Fitchburg Railroad . . . . .	420 00	
Pass. sta. & serv. . . . .	Claremont Jc., N. H. . . . .	Connecticut River R. R.	360 00	
<b>Total . . . . .</b>				<b>24,120 00</b>
<b>Grand total rents. . . . .</b>				<b>\$30,963 23</b>

## COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road.....	\$30,421,816 14			
Cost of equipment .....	4,387,693 94			
Stocks owned .....	5,227,195 11			
Bonds owned .....	1,141,487 17			
Str. Mt. Washington and wharves	73,455 32			
Richford elevator .....	52,261 43			
		\$41,303,909 11	\$1,601,743 62	
Lands owned.....		638,613 82	226,041 28	
Cash and current assets .....		5,907,303 43	1,266,934 25	
Other assets:				
Materials and supplies.....	\$2,189,274 29			
Sinking fund: Trustees E. R. R.,	1,596 11			
Trustees B. & M. R. R.,	415,189 30			
Sundries .....	487,692 72			
		3,093,752 42	235,087 84	
Grand total.....		\$50,943,378 78	\$3,329,806 97	
Liabilities.				
Capital stock .....		\$21,888,225 27	\$284,525 27	
Funded debt .....		17,835,225 06	871,950 35	
Current liabilities .....		6,119,639 74	1,582,228 58	
Accrued interest on funded debt				
not yet payable.....	\$312,754 38			
Accrued rentals, not yet due .....	125,669 14			
Accrued taxes, not yet due.....	335,798 02			
Sundry lease accounts.....	801,230 04			
Suspense account .....	1,027,570 93			
		2,623,022 51	507,234 25	
Sinking fund for redemption of				
Boston & Maine Railroad bonds,	\$415,189 30			
Sinking fund for redemption of				
Eastern Railroad bonds.....	1,596 11			
		416,785 41	71,878 39	
Profit and loss .....		2,060,680 79	11,990 13	
Grand total.....		\$50,943,578 78	\$3,329,806 97	

## IMPORTANT CHANGES DURING THE YEAR.

Road extended from North Conway Junction, New Hampshire, to Intervale Junction, 0.22 mile.

Newburyport City Railroad, purchased in January, 1893, for \$55,500 in Boston and Maine stock at par.

Orchard Beach Railroad, purchased in January, 1893, for \$29,100 in Boston and Maine stock at par.

South Reading Branch, purchased in July, 1892, for \$114,700 in Boston and Maine stock at par.

The Connecticut River Railroad, leased for a period of 99 years from January 1, 1893.

New stock, 852 shares, \$85,200, issued for cash.

Issued in exchange for Dover and Winn. Railroad,	} 9,523 shares.
Issued in exchange for Wolfboro Railroad,	
Issued in exchange for South Reading Branch Railroad,	
Issued in exchange for Newburyport City Railroad,	
Issued in exchange for Orchard Beach Railroad,	
Issued in exchange for Chelsea Beach Railroad,	
Issued in exchange for scrip,	

New bonds, \$2,500,000, issued August 1, 1892, of which amount \$1,500,000 were to take up bonds due January 1, 1893, and \$1,000,000 were for improvements.

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 R. R. certificates of indebtedness .....	Boston, Mass.....	N. H. State line and sundry branches . . . . .	*110.72	\$80,485 23	Equipment formerly owned by the Eastern Railroad, viz.: 87 locomotives, 212 passenger cars, 1,609 freight cars.	Sundry stocks, formerly owned by the Eastern Railroad, viz.: Maine Central Railroad, Eastern Railroad in New Hampshire; Portland, Mount Desert and Machias Steamboat Company, Portland and Rochester Railroad; also, Wolfboro, and Portsmouth, Great Falls and Conway Railroad stock, which has since been exchanged for that of Boston and Maine Railroad.
Essex Railroad bonds....	Salem, Mass.....	North Andover.....	19.89	95 53		
Portsmouth, Great Falls and Conway R. R. bonds	Conway Junction, Me..	North Conway, N. H.....	72.86	13,724 95		

\* Included in 110.72 miles is Lawrence Branch.

The Essex Railroad bonds are a first mortgage on the Lawrence Branch of the Eastern Railroad.

The Eastern Railroad certificates of indebtedness are a first mortgage on the main line and branch of the Eastern Railroad, excepting the Lawrence Branch as above stated, on which they are a second mortgage.

BOSTON AND MAINE RAILROAD.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	52	17,615	\$161,616 83	\$9 17
General office clerks.....	253	77,657	155,185 76	1 99
Station agents.....	530	174,684	316,412 52	1 81
Other station men.....	944	292,826	499,282 48	1 70
Enginemen.....	558	173,634	549,994 84	3 18
Firemen.....	563	180,072	333,894 22	1 85
Conductors.....	476	144,120	380,586 66	2 64
Other trainmen.....	1,418	416,874	776,749 24	1 86
Machinists and foremen.....	296	87,462	195,312 94	2 23
Carpenters.....	580	169,726	342,146 92	2 01
Other shopmen.....	367	105,818	210,211 42	1 98
Section foremen.....	470	145,790	287,468 86	1 97
Other trackmen.....	1,529	423,894	605,006 52	1 42
Switchmen, flagmen, and watchmen.....	1,269	429,418	593,357 32	1 98
Telegraph operators and dispatchers.....	199	63,750	107,329 36	1 68
Employees—account floating equipment.....	1	313	780 00	2 49
All other employes and laborers.....	3,778	896,628	1,392,688 94	1 55
Total (including "general officers").....	12,583	3,800,281	\$6,908,024 83	\$1 81
Less "general officers".....	12,531	3,782,666	6,746,408 00	1 78
Distribution of above:				
General administration.....	305	95,272	\$ 316,802 59	\$3 32
Maintenance of way and structures.....	3,701	1,055,958	1,698,415 50	1 60
Maintenance of equipment.....	1,735	515,592	920,775 42	1 78
Conducting transportation.....	6,842	2,133,459	3,972,031 32	1 86
Total (including "general officers").....	12,583	3,800,281	\$6,908,024 83	\$1 81
Less "general officers".....	52	17,615	161,616 83	—
Total (excluding "general officers").....	12,531	3,782,666	\$6,746,408 00	—
Total (including "general officers")—entire line.....	12,583	3,800,281	\$6,908,024 83	\$1 81



## 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	36,247,601			
Number of passengers carried one mile.....	469,323,316			
Average distance carried (miles).....	12.948			
Total passenger revenue.....		8,463,143	36	
Average amount received from each passenger			23	348
Average receipts per passenger per mile . . . . .			01	503
Estimated cost of carrying each passenger one mile . . . . .			01	272
Total passenger earnings . . . . .		9,237,474	25	
Passenger earnings per mile of road . . . . .		7,142	06	
Passenger earnings per train mile . . . . .		1	33	362
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue . . . . .	8,065,167			
Number of tons carried one mile.....	519,236,621			
Average distance haul of one ton . . . . .	64.380			
Total freight revenue . . . . .		7,987,851	59	
Average amount received for each ton of freight			99	041
Average receipts per ton per mile.....			01	538
Estimated cost of carrying one ton one mile....			01	105
Total freight earnings.....		8,012,811	13	
Freight earnings per mile of road . . . . .		6,195	20	
Freight earnings per train mile.....		1	73	989
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		16,450,994	95	
Passenger and freight revenue per mile of road			12,719	28
Passenger and freight earnings . . . . .		17,250,285	38	
Passenger and freight earnings per mile of road			13,357	26
Gross earnings from operation.....		17,257,986	65	
Gross earnings from operation per mile of road			13,343	22
Gross earnings from operation per train mile..			1	49
Expenses . . . . .		11,708,362	66	653
Expenses per mile of road.....			9,052	46
Income from operation . . . . .		5,549,623	99	
Income from operation per mile of road . . . . .		4,290	76	
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains . . . . .	6,926,620			
Miles run by freight trains . . . . .	4,605,340			
Total mileage trains earning revenue . . . . .	11,531,960			
Miles run by switching trains.....	2,541,601			
Miles run by construction and other trains . . . . .	509,095			
Grand total train mileage . . . . .	14,582,656			

## 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 .....	129					
Freight.....	107					
Switching.. ..	64					
Total locomotives .....	26	300	213	Automatic.		
<b>Cars in Passenger Service:</b>						
First-class passenger cars .....	448	448			448	Miller.
Combination passenger cars .....	63	63			63	Miller.
Parlor cars.....	1	1			1	Miller.
Baggage, express and postal cars .....	95	95			95	Miller.
Other cars in passenger service.....	2	2			2	Miller.
Tourists cars .....	6	6			6	Miller.
Total .....		615	615		615	
<b>Cars in Freight Service:</b>						
Box cars .....	2272				418	Safford
Flat cars .....	1942				69	Autom.
Stock cars .....	46					
Coal cars .....	573				573	
Refrigerator cars.....	22					
Total .....		4856			1060	
<b>Cars in Company's Service:</b>						
Gravel cars .....	39					
Derrick cars .....	122				15	
Caboose cars.....	51					
Other road cars.....	48					
Total .....		260				
<b>Total cars owned .....</b>		<b>5731</b>			<b>1690</b>	

DESCRIPTION OF EQUIPMENT OWNED BY LEASED ROADS.

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 .....	96					
Freight .....	99					
Switching .....	63					
<b>Total .....</b>		258	158	Automatic.		
<b>Cars in Passenger Service:</b>						
First-class passenger cars .....	225	225		Automatic.. .....	225	Miller.
Combination passenger cars .....	91	91		Automatic. ....	91	Miller.
Parlor cars .....	10	10		Automatic.....	10	Miller.
Sleeping cars .....	2	2		Automatic.....	2	Miller.
Baggage, express and postal cars .....	55	55		Automatic. . . . .	55	Miller.
Other cars in passenger service.....	1	1		Automatic.....	1	Miller.
<b>Total .....</b>		384	384	Automatic.....	384	Miller.
<b>Cars in Freight Service:</b>						
Box cars.....	2037			.....	24	Safford
Flat cars.....	1817			.....	16	Autom.
Coal cars .....	1934			.....	290	
<b>Total .....</b>		5788		.....	330	
<b>Cars in Company's service:</b>						
Caboose cars.....	59					
Other road cars .....	10					
Snow plow and ice cutters .....	20					
<b>Total .....</b>		89				
<b>Grand total cars . . . . .</b>		6261		.....	714	

## 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 .....	230.32	135.84	927.84	1293.39	95.39	1198.
Miles of second track .....	120.49	24.57	125.50	270.56	.....	271.36
Miles of third track .....	.80	.....	.....	.80		
Miles of yard track and sidings ...	220.76	.....	395.70	616.46	262.75	353.71
Total mileage operated (all tracks .....	572.37	159.80	1449.04	2181.21	358.14	1823.07

## 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 excluding track-age rights.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Massachusetts .....	78.20	88.45	361.76	528.41	4.66	523.75
New Hampshire .....	105.20	43.78	363.06	512.04	88.23	423.81
Maine .....	46.92	3.00	55.26	105.18	2.50	102.68
Vermont .....	.....	.....	111.01	111.01	.....	111.01
Canada .....	.....	.....	36.75	36.75	.....	36.75
Total mileage operated (single track) .....	230.32	135.23	927.84	1293.39	95.39	1198.00

## MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Massachusetts .....	78.20	88.45	.....	166.65	2.53	164.12
Maine .....	46.92	3.00	.....	49.92	2.50	47.42
New Hampshire .....	105.20	43.78	.....	148.98	30.37	118.61
Total mileage owned (single track) .....	230.32	135.23	.....	365.55	35.40	330.15

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Iron:			Cedar.....	54,931	.30
Old .....	49		Chestnut.....	1,930	.40
			Oak.....	503	.35
Steel:			Pine .....	2,792	.26
New .....	1309	28.70	Hackmatack.....	3,160	.26
Old .....	459	23.00	Switch (60 ft. to each tie)	2,217	1.02
Total steel.....	1768		Total .....	65,533	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— Tons.		WOOD— Cords.		Total fuel consumed—tons.*	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger .....	192,166	.....	.....	806	213,707	6,926,620	
Freight .....	162,396	.....	.....	622	180,571	4,605,340	
Switching.....	1,526	40,834	.....	228	47,134	2,541,601	
Construction.....	.....	8,485	.....	57	9,447	509,095	
Total .....	1,526	403,881	.....	1,713	450,890	14,582,656	\$61.83
Av. cost at distributing point.....	† \$4.82	† \$4.13 ‡ 4.63	.....	† \$2.59 ‡ 2.30			

\* Basis 2,220 pounds per ton.

† Boston & Maine Railroad.

‡ Passumpsic Division.

## ACCIDENTS TO PERSONS—MAINE.

Kind of Accident.	EMPLOYEES.								
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling and uncoupling...	.....	8	.....	.....	.....	.....	.....	8	
Other train accidents .....	.....	2	.....	.....	.....	.....	.....	2	
Other causes .....	.....	.....	.....	.....	.....	1	.....	1	
Total.. .....	.....	10	.....	.....	.....	1	.....	11	
	OTHERS.								
	PASSENGERS		Trespassing.		Not trespassing.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Collisions.....	.....	1	.....	.....	.....	.....	.....	1	
Derailments .....	.....	7	.....	.....	.....	.....	.....	7	
At highway crossings.....	.....	.....	.....	.....	.....	2	.....	2	
Other causes .....	.....	1	.....	2	2	.....	3	2	
Total .....	.....	1	8	2	2	.....	2	3	12

One employee, struck by engine, injured.

One trainman, thrown from car while setting brake, injured.

One trainman, thrown against car window while shifting cars.

One passenger, jumped from train, killed.

One trespasser, stealing ride, struck overhead bridge, killed.

One trespasser, walking on track, struck by train, killed.

One trespasser, stealing ride, fell from train, injured.

One trespasser, struck by engine, 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.
<b>Bridges:</b>					<b>Overhead Highway Crossings:</b>		
Stone....	13	351.0	10.0	68.00	Bridges.....	24	14.9
Iron .....	30	2512.8	11.0	606.00	Trestles .....	15	15.0
Wooden..	6	342.5	10.2	157.11	Total ....	39	
Total ..	49	3206.1					
Trestles....	11	5119.10	45.3	1406.4			

Gauge of track, 4 feet, 8½ inches; 49.92 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 Bridgton and Saco River Railroad Company for the  
Year Ending June 30, 1893.**

[NARROW GAUGE.]

**HISTORY.**

Name of common carrier making this report. Bridgton and Saco River Railroad Company.

Date of organization. July, 1881.

Under laws of what government, State or Territory, organized. Organized under the general laws of Maine.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WM. F. PERRY.....	Bridgton, Maine .....	November 15, 1893.
WM. A. STEVENS.....	“ “ .....	“ “
A. H. BURNHAM .....	“ “ .....	“ “
DAVID P. CHAPLIN .....	“ “ .....	“ “
SAMUEL S. FULLER.....	“ “ .....	“ “
W. M. STAPLES .....	“ “ .....	“ “
ALMON YOUNG.....	Hiram, “ .....	“ “

Total number of stockholders at date of last election, 86.

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

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 .....	WM. F. PERRY.....	Bridgton, Maine.
President.....	WM. F. PERRY.....	“ “
Secretary .....	JOS. A. BENNETT.....	“ “
Treasurer .....	P. P. BURNHAM.....	“ “
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.	Miles of line for each class of roads named.
	From--	To--		
Bridgton & Saco River Railroad..	Bridgton .....	Bridgton Junct...	16	

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,	1,800	\$50 00	\$90,000	\$90,000	None.		
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.....						1,800	\$85,554

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.	INTEREST.			
	Date of issue.	When due.					Rate %.	When payable.	Amount accrued during year.	Amount paid during year.
1st Mort...	1882...	1902...	\$80,000	\$80,000	\$80,000	\$80,000	6	March	\$4,800	\$4,800
2d Mort...	1884...	1904...	30,000	26,500	26,500	26,500	6	Sept...	1,590	1,590
Grand total,	.....	.....	\$110,000	\$106,500	\$106,500	\$106,500	..	.....	\$6,390	\$6,390

## 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	\$6,390 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$3,101 08	Loans and bills payable .....	\$3,700 00
Net traffic balances due from other companies.....	276 88	Audited vouchers and accounts.....	579 81
Due from solvent companies and individuals.....	180 74	Net traffic balances due to other companies.....	1,086 40
Balance—current liabilities,	1,807 51		
Total.....	\$5,366 21	Total .....	\$5,366 21

Materials and supplies on hand, \$346.12.

## 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.....	\$89,554	\$89,554	.....	16	\$5,597 12
Bonds .....	106,500	106,500	.....	16	6,656 25
Total.....	\$196,054	\$196,054	.....	16	\$12,253 37

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Construction .....			\$169,848 00		
Fences .....	\$ 77 37				
Bridges and trestles.....	269 91				
Ties .....	456 76				
Other superstructure.....	4,536 54				
Buildings, furniture and fixtures .....	316 05	1,084 95		\$1,084 95	
Total construction.....	\$5,656 63	\$1,084 95	\$169,848 00	\$170,932 95	\$10,683 31
Equipment:					
Locomotives .....	\$672 17				
Passenger cars.....	771 45				
Freight cars .....	650 20				
Total equipment .....			\$33,592 00		\$2,099 50
Grand total cost construction, equipment, etc.....	\$7,750 45	\$1,084 95	\$203,440 00	\$204,524 95	\$12,782 81

## INCOME ACCOUNT.

Gross earnings from operation .....	\$31,810 68	
Less operating expenses .....	18,464 80	
Income from operation.....		\$13,345 88
Miscellaneous income—less expenses .....		387 00
Total income.....		\$13,732 88
Deductions from income:		
Interest on funded debt accrued .....	\$6,390 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	328 41	
Taxes .....	116 41	
Total deductions from income .....		6,834 82
Net income.....		\$6,898 06
Surplus from operations of year ending June 30, 1893 .....		\$6,898 06
Deficit on June 30, 1892.....		1,980 45
Surplus on June 30, 1893.....		\$4,917 61

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$11,828 13		\$11,828 13
Mail.....			867 32
Express .....			3,181 95
Extra baggage and storage .....			160 78
Total passenger earnings.....			\$15,978 18
Freight revenue.....	\$15,832 50		\$15,832 50
Total passenger and freight earnings.....			\$31,810 68
Total gross earnings from operation.....			\$31,810 68

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscella- neous income.
Interest on deposit in bank.....	\$137 39		\$137 39
Bridgton Telegraph Company.....	180 00		180 00
Rent on use of derrick.....	48 00		48 00
Old iron and empties sold.....	11 61		11 61
For damages, etc.....	10 00		10 00
Total .....	\$387 00		\$387 00

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$1,935 62	\$2,600 92	\$4,536 54
Renewals of ties.....	212 51	244 25	456 76
Repairs of bridges and culverts.....	116 31	153 60	269 91
Repairs of fences, road-crossings, signs, and cattle guards.....	33 34	44 03	77 37
Repairs of buildings.....	136 18	179 87	316 05
Total.....	\$2,433 96	\$3,222 67	\$5,656 63
<b>Maintenance of equipment:</b>			
Repairs of renewals of locomotives.....	\$289 65	\$382 52	\$672 17
Repairs and renewals of passenger cars.....	771 45	.....	771 45
Repairs and renewals of freight cars.....	.....	650 20	650 20
Total.....	\$1,061 10	\$1,032 72	\$2,093 82
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen.....	\$736 33	\$964 00	\$1,700 33
Fuel for locomotives.....	646 55	853 75	1,500 30
Water-supply for locomotives.....	19 46	26 46	45 92
All other supplies for locomotives.....	67 36	88 89	156 25
Wages of other trainmen.....	485 40	641 03	1,126 43
All other train supplies.....	62 56	82 62	145 18
Wages of switchmen, flagmen and watchmen.....	215 53	284 65	500 18
Expense of telegraph, including train dispatchers and operators.....	11	16	27
Wages of station agents, clerks and laborers.....	1,585 73	2,102 38	3,688 11
Station supplies.....	85 88	113 42	199 30
Loss and damage.....	.....	18 27	18 27
Injuries to persons.....	6 46	8 54	15 00
Other expenses.....	397 00	.....	397 00
Total.....	\$4,308 37	\$5,184 17	\$9,492 54
<b>General expenses:</b>			
Salaries of officers.....	\$309 18	\$408 32	\$717 50
General office expenses and supplies.....	102 08	134 64	236 72
Advertising.....	141 70	.....	141 70
Insurance.....	36 12	47 71	83 83
Stationery and printing.....	18 12	23 94	42 06
Total.....	\$607 20	\$614 61	\$1,221 81
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$2,433 96	\$3,222 67	\$5,656 63
Maintenance of equipment.....	1,061 10	1,032 72	2,093 82
Conducting transportation.....	4,308 37	5,184 17	9,492 54
General expenses.....	607 20	614 61	1,221 81
Grand total.....	\$8,410 63	\$10,054 17	\$18,464 80

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....		\$170,932 95	\$1,084 95	
Cost of equipment .....		33,592 00		
Cash and current assets.....		3,558 70		\$870 89
Other assets:				
Materials and supplies.....		346 12		367 41
Grand total.....		\$208,429 77	\$1,084 97	\$1,238 30
LIABILITIES.				
Capital stock.....		\$ 89,554 00		
Funded debt.....		106,500 00		
Current liabilities .....		5,366 21		\$ 702 91
Accrued interest on funded debt not yet payable .....		2,091 95		6,348 50
Profit and loss.....		4,917 61		
Grand total.....		\$208,429 77		\$7,051 41

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mort- gage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.....	Bridgton .....	Bridgton Junc..	16	\$5,000 00
Second mortgage bonds .....				1,656 25

Equipment, income, securities not mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	\$ 717 50	\$1 14
Station agents.....	4	1,352	1,308 25	1 12
Other station men.....	6	1,753	2,289 86	1 30
Enginemen.....	2	417	1,040 79	2 50
Firemen.....	2	442	659 54	1 49
Conductors.....	2	354	551 24	1 55
Other trainmen.....	2	455	595 19	1 26
Machinists.....	1	207 $\frac{1}{2}$	542 99	2 50
Carpenters.....	2	42	68 55	1 50
Other shopmen.....	2	361	543 56	1 50
Section foremen.....	3	944 $\frac{1}{2}$	1,476 11	1 56
Other trackmen.....	5	1,459	1,843 27	1 27
Switchmen, flagmen and watchmen.....	1	365	500 18	1 37
All other employees and laborers.....	.....	727 $\frac{1}{4}$	974 90	1 34
Total (including "general officers").....	34	9,406 $\frac{1}{2}$	\$13,181 93	
Less "general officers".....	2	626	717 50	
Total (excluding "general officers").....	32	8,780 $\frac{1}{2}$	\$12,464 43	
Distribution of above:				
General administration.....	2	626	\$ 717 50	\$1 14
Maintenance of way and structures.....	.....	2,818 $\frac{1}{2}$	3,897 28	1 38
Maintenance of equipment.....	.....	611 $\frac{1}{4}$	1,155 10	1 89
Conducting transportation.....	.....	5,356	7,412 05	1 38
Total (including "general officers").....	34	9,406 $\frac{1}{2}$	\$13,181 93	
Less "general officers".....	2	626	717 50	
Total (excluding "general officers").....	32	8,780	\$12,464 43	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	16,097			
Number of passengers carried one mile.....	237,752			
Average distance carried.....	14.37			
Total passenger revenue.....		11,828	13	
Average amount received from each passenger.....			73	48
Average receipts per passenger per mile.....			4	975
Total passenger earnings.....		15,978	18	
Passenger earnings per mile of road.....		998	63	
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	14,140			
Number of tons carried one mile.....	212,983			
Average distance haul of one ton.....	15			
Total freight revenue.....		15,832	50	
Average amount received for each ton of freight.....			1	11 26
Average receipts per ton per mile.....			7	433
Total freight earnings.....		15,832	50	
Freight earnings per mile of road.....		989	53	4
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		27,660	63	
Passenger and freight revenue per mile of road.....		1,728	78	
Passenger and freight earnings.....		31,810	68	
Passenger and freight earnings per mile of road.....		1,988	17	
Gross earnings from operation.....		31,810	68	
Gross earnings from operation per mile of road.....		1,988	68	
Gross earnings from operation per train mile.....			1	25 6
Expenses.....		18,464	80	
Expenses per mile of road.....		1,154	05	
Income from operation.....		13,345	88	
Income from operation per mile of road.....		834	12	
<b>TRAIN MILEAGE:</b>				
Miles run by mixed trains.....	27,040			
Miles run by construction and other trains.....	4,500			
Grand total train mileage.....	31,540			



## 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 .....	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.....	16					
Other cars.....	1					
Total .....	24					

## 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 .....	16					
Miles of yard track and sidings...	1					
Total mileage owned and operated (all tracks).....	*17					

\* All steel.

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

Kind.	Number.	Average price at distributing point.
Pine .....	3,049	.14
Hemlock .....	299	.10
Total .....	3,348	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Total .....		275					
Average cost at distributing point .....		\$4.75					

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 .....		2						
Total .....		2						2

## 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:		
Wooden,	14	139.0	5.0	14.0			
Combina-	2	31.5	13.5	18.0			
tion....							
Trestles ...	5	421.0	38.0	199.0			

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, 1893.**

**HISTORY.**

Name of common carrier making this report. The Canadian Pacific Railway Company operating the International Railway of Maine and the Houlton and Aroostook River Branches.

Date of organization. 1881.

Under laws of what government, State or Territory, organized. Lines in Maine under laws of State of Maine. Canadian Pacific Railway under laws of Dominion of Canada.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
SIR DONALD A. SMITH, K. C.		
M. G., M. P. ....	Montreal, P. Q. ....	May, 1894.
MR. WM. C. VAN HORNE. ....	" " .....	" "
MR. RICHARD B. ANGUS. ....	" " .....	" "
MR. T. G. SHAUGHNESSY. ....	" " .....	" "
MR. EDMUND B. OSLER. ....	Toronto, Ont. ....	" "
MR. SANDFORD FLEMING, C. E. C. M. G. ....	Ottawa, " .....	" "
MR. GEORGE R. HARRIS. ....	Boston, Mass. ....	" "
MR. RICHARD J. CROSS. ....	New York City, N. Y. ....	" "
MR. WILMOT D. MATTHEWS, ....	Toronto, Ont. ....	" "
HON. DONALD McINNIS. ....	Hamilton, Ont. ....	" "
LT. GOV. GEORGE A. KIRK- PATRICK. ....	Toronto, " .....	" "
MR. THOMAS SKINNER. ....	London, Eng. ....	" "
GENL. SAMUEL THOMAS. ....	New York City, N. Y. ....	" "
MR. JOHN W. MACKAY. ....	" " " " .....	" "

Total number of stockholders at date of last election, 5,921.

Date of last meeting of stockholders for election of directors, May 10, 1893.

Post office address of general office, Canadian Pacific Railway, Montreal, P. Q.

Post office address of operating office, Canadian Pacific Railway, Montreal, P. Q.

**OFFICERS.**

Title.	Name.	Location of Office.
President. ....	MR. WM. C. VAN HORNE. ....	Montreal, P. Q.
Vice President. ....	MR. THOS. G. SHAUGHNESSY, .....	" "
Secretary. ....	MR. CHAS. DRINKWATER. ....	" "
Treasurer. ....	MR. W. SUTHERLAND TAYLOR .....	" "
Chief Solicitor. ....	MR. GEORGE M. CLARK. ....	" "
Comptroller. ....	MR. I. G. OGDEN. ....	" "
Auditor of Disbursements. ....	MR. H. L. PENNY. ....	" "
General Traffic Manager. ....	MR. GEORGE OLDS. ....	" "
General Superintendent At- lantic Division and lines in Maine. ....	MR. H. P. TIMMERMAN. ....	St. John, N. B.
Manager of Telegraph. ....	MR. C. R. HOSMER. ....	Montreal, P. Q.
General Passenger Agent. ....	MR. D. MCNICOLL. ....	" "
Asst. Gen'l Passenger Agent, .....	MR. C. E. E. USSHER. ....	" "
General Baggage Agent. ....	MR. GEORGE S. CANTLIE. ....	" "

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
International Railway of Maine .	Boundary....	Mattawankeag ..	144.50	
Houlton Branch R. R. of Maine ..	Boundary.....	Houlton .....	3.00	
Aroostook River R. R. of Maine..	Boundary.....	Presque Isle ....	29.20	
Total.....			176.70	

The International Railway of Maine, the Houlton Branch Railroad of Maine and the Aroostook River Railroad of Maine are operated under lease by the Canadian Pacific Railway.

## 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:						
International Railway of Me., Atlantic & 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 00
Aroostook River 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.

## RAILROAD COMMISSIONERS' REPORT.

## 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.	
Internatl R'y of Me Atl. & N. W. R'y 1st mortgage bonds lien on this road .....	1887	1987	\$ 2,890,000	\$ 2,890,000	\$ 2,890,000	\$2,890,000	5	Jan. & July.	\$ 144,500 115,500*		
Aroostook Riv. R. R. in Maine, for pro- portion of mort- bonds of N. B. R'y.	.....	.....	.....	600,000	.....	.....	.....	5	Feb. & Aug.	30,000	30,000
Houlton Br. R. R. 1st mort- bonds ...	.....	.....	24,000	24,000	24,000	.....	.....	6	Jan. & July.	1,440	1,440
Grand Total .....	.....	.....	.....	3,514,000	.....	.....	.....	.....	.....	\$60,440	\$60,440

\* Less \$115,500, amount paid by Dominion Government.

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$3,514,000	3,514,000	\$60,440	\$60,440

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	.....	176.7	\$12,863 61
Bonds .....	3,514,000 00	3,514,000 00	.....	176.7	19,886 81
Total .....	\$5,787,000 00	\$5,787,000 00	.....	176.7	\$32,750 42

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.
International Railroad of Maine.....	\$1,445,000	\$2,890,000	.....	\$4,335,000	144.50	\$30,000 00
Houlton Branch Railroad of Maine.	28,000	24,000	.....	52,000	3.00	17,333 33
Arroosook River Railroad of Maine.....	800,000	600,000	.....	1,400,000	29.20	47,945 00
Total.....	\$2,273,000	\$3,514,000	.....	\$5,787,000	176.70	\$32,750 42

## INCOME ACCOUNT.

Gross earnings from operation.....	\$246,556 33	
Less operating expenses.....	213,310 66	
Income from operation .....		\$33,245 67
Total income. ....		\$33,245 67
Deductions from income:		
Interest on funded debt accrued .....	\$60,440 00	
Taxes .....	829 59	
Total deductions from income .....		61,269 59
Deficit .....		\$28,023 92
Dividends, 6%, common stock, Houlton Branch.....		1,680 00
Deficit from operations of year ending June 30, 1893, paid by lessees.....		\$29,703 92
Deficit on June 30, 1892 [Report of 1892] .....		32,476 18
Deficit on June 30, 1893.....		\$62,180 10

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue .....			\$71,891 27
Mail .....			13,054 33
Express .....			5,205 33
Extra baggage and storage .....			830 15
Other items.....			2,853 07
Total passenger earnings .....			\$93,834 15
Total freight revenue .....			\$155,010 65
Other items.....			153 46
Total freight earnings .....			\$155,164 11
Total passenger and freight earnings.....			\$248,998 26
Other earnings from operation:			
Car mileage—balance .....			915 24
Rents not otherwise provided for .....			193 51
Other sources .....			1,449 32
Total other earnings .....			\$2,558 07
Total gross earnings from operation—Maine.....			\$251,556 33



## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$13,710 11	\$19,356 58	\$33,066 69
Renewals of ties.....	749 02	1,057 51	1,806 53
Repairs of bridges and culverts.....	992 70	1,401 54	2,394 24
Repairs of fences, road-crossings, signs and cattle guards.....	398 59	562 76	961 35
Repairs of buildings.....	1,289 11	1,820 02	3,109 13
Repairs of docks and wharves.....	22 38	31 60	53 98
Repairs of telegraph.....	26 80	29 37	56 17
Other expenses.....	1,026 70	1,449 54	2,476 24
<b>Total .....</b>	<b>\$18,209 41</b>	<b>\$25,708 92</b>	<b>\$43,918 33</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives...	\$3,811 54	\$5,381 32	\$9,192 86
Repairs and renewals of passenger cars.....	6,474 06	.....	6,474 06
Repairs and renewals of freight cars.....	.....	8,577 15	8,577 15
Shop machinery, tools, etc.....	554 64	783 06	1,337 70
Other expenses.....	271 96	383 96	655 92
<b>Total .....</b>	<b>\$11,112 20</b>	<b>\$15,125 49</b>	<b>\$26,237 69</b>
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen.....	\$10,148 03	\$14,327 46	\$24,475 49
Fuel for locomotives.....	16,251 30	22,944 35	39,195 65
Water-supply for locomotives.....	1,262 11	1,781 91	3,044 02
All other supplies for locomotives.....	802 87	1,133 52	1,936 39
Wages of other trainmen.....	8,025 38	11,330 61	19,355 99
All other train supplies.....	2,839 27	4,008 61	6,847 88
Expense of telegraph, including train dispatchers and operators.....	1,791 17	2,528 85	4,320 02
Wages of station agents, clerks and laborers.....	5,730 82	8,091 06	13,821 89
Station supplies.....	922 78	1,302 83	2,225 61
Car mileage—balance.....	.....	177 77	177 77
Loss and damage.....	.....	675 73	675 73
Injuries to persons.....	381 95	.....	381 95
Other expenses.....	913 50	1,289 72	2,203 22
<b>Total .....</b>	<b>\$49,069 19</b>	<b>\$69,592 42</b>	<b>\$118,661 61</b>
<b>General expenses:</b>			
Salaries of officers, and expenses.....	\$3,480 20	\$4,913 51	\$8,393 71
Salaries of clerks.....	2,980 58	4,208 13	7,188 71
General office expenses and supplies.....	1,190 49	1,680 78	2,871 27
Rents not otherwise provided for.....	386 33	545 44	931 77
Stationery and printing.....	1,484 59	2,096 01	3,580 60
Other general expenses.....	633 11	893 86	1,526 97
<b>Total .....</b>	<b>\$10,155 30</b>	<b>\$14,337 73</b>	<b>\$24,493 03</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures....	\$18,209 42	\$25,708 91	\$43,918 33
Maintenance of equipment.....	11,112 20	15,125 49	26,237 69
Conducting transportation.....	49,069 19	69,592 42	118,661 61
General expenses.....	10,155 30	14,337 73	24,493 03
<b>Grand total .....</b>	<b>\$88,546 11</b>	<b>\$124,764 55</b>	<b>\$213,310 66</b>

Percentage of expenses to earnings—entire line, 86.50.

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mort- gage per mile of line.
	From--	To--	Miles.	
International R'y of Maine. Atlantic & Northwestern Rail- way first mortgage bonds, lien on this road. ....	Boundary .....	Mattawamkeug,	144.5	\$20,000
Aroostook River R. R. in Maine. New Brunswick Railway first mortgage bonds, proportion.	Boundary .....	Presque Isle'....	29.2	30,548
Houlton Branch R. R. in Maine.	Boundary .....	Houlton .....	3.0	8,000

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	.....	\$7,450 00	\$4 76
General office clerks.....	9	.....	7,250 00	2 57
Station agents.....	12	.....	6,420 00	1 71
Other station men.....	20	.....	6,154 00	3 98
Enginemen.....	15	.....	15,212 00	3 24
Firemen.....	14	.....	9,111 00	1 99
Conductors.....	15	.....	11,148 00	2 37
Other trainmen.....	46	.....	14,520 00	1 01
Machinists.....	4	.....	1,911 00	1 53
Carpenters.....	2	.....	989 00	1 58
Other shopmen.....	28	.....	10,884 00	1 24
Section foremen.....	1	.....	960 00	3 07
Other trackmen.....	199	.....	63,012 00	1 01
Switchmen, flagmen and watchmen.....	1	.....	436 00	1 55
Telegraph operators and dispatchers.....	17	.....	8,340 00	1 57
All other employees and laborers.....	45	.....	12,345 00	1 88
Total (including "general officers").....	433	Av. 313	176,192 00	\$1 30
Less "general officers".....	5	.....	7,450 00	4 76
Total (excluding "general officers").....	428	.....	\$168,742 00	\$1 26
Distribution of above:				
General administration.....	14	.....	\$14,700 00	\$3 35
Maintenance of way and structures.....	245	.....	76,317 00	1 00
Maintenance of equipment.....	34	.....	13,784 00	1 30
Conducting transportation.....	140	.....	71,391 00	1 63
Total (including "general officers").....	433	.....	\$176,192 00	\$1 30
Less "general officers".....	5	.....	7,450 00	4 76
Total (excluding "general officers").....	428	.....	\$168,742 00	\$1 26
Total (including "general officers") in Maine. ...	433	.....	176,192 00	1 30

## 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.....	101,008		
Number passengers carried one mile.....	3,767,861		
Average distance carried.....	37.3		
Total passenger revenue.....		71,891	27
Average amount received from each passenger.....			71.174
Average receipts per passenger per mile.....			01.908
Estimated cost of carrying each passenger one mile.....			02.350
Total passenger earnings.....		93,834	15
Passenger earnings per mile of road.....		531	03.650
Passenger earnings per train mile.....			68.642
<b>FREIGHT TRAFFIC:</b>			
Number of tons carried of freight earning revenue.....	267,508		
Number of tons carried one mile.....	18,477,780		
Average distance haul of one ton.....	69.07		
Total freight revenue.....		155,010	65
Average amount received for each ton of freight.....			57.946
Average receipts per ton per mile.....			839
Estimated cost of carrying one ton one mile.....			675
Total freight earnings.....		155,164	11
Freight earnings per mile of road.....		878	12.173
Freight earnings per train mile.....			80.396
<b>PASSENGER AND FREIGHT:</b>			
Passenger and freight revenue.....		226,901	92
Passenger and freight revenue per mile of road.....		1,284	10.821
Passenger and freight earnings.....		248,998	26
Passenger and freight earnings per mile of road.....		1,409	15.823
Gross earnings from operation.....		251,556	33
Gross earnings from operation per mile of road.....		1,423	63.514
Gross earnings from operation per train mile.....			76.299
Expenses.....		213,310	66
Expenses per mile of road.....		1,207	19.111
Income from operation.....		33,245	67
Income from operation per mile of road.....		188	14.754
<b>TRAIN MILEAGE:</b>			
Miles run by passenger trains.....	131,144		
Miles run by freight trains.....	176,331		
Miles run by mixed trains.....	22,225		
Total mileage trains earning revenue.....	329,700		
Miles run by construction and other trains.....	18,019		
Grand total train mileage.....	347,719		
Mileage of loaded freight cars—north or west..	989,562		
Mileage of loaded freight cars—south or east..	1,292,891		
Mileage of empty freight cars—north or west..	224,234		
Mileage of empty freight cars—south or east..	137,055		
Average number of freight cars in train.....		13.32	
Average number of loaded cars in train.....		11.47	
Average number of empty cars in train.....		1.85	

## 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.....	10	10		Westinghouse.		
Cars in freight service:						
Box cars.....	500					
Other road cars.....	6					
Total cars owned.....	506					

## 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.....	176.7			176.7		176.7
Miles of yard track and sidings ...	13.1			13.1		13.1
Total mileage operated (all tracks in Maine).....	189.8			189.8		189.8

## RENEWALS OF RAILS AND TIES.

## NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Pine.....	5,622	16c.
Cedar.....	4,450	18c.
Total.....	10,072	

ACCIDENTS TO PERSONS—MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains and engines .....		1						1
Collisions.....		3						3
Jumping on or off trains in motion.....	2						2	
Falling of train .....		1						1
<b>Total..</b> .....	<b>2</b>	<b>5</b>					<b>2</b>	<b>5</b>
	OTHERS.							
	PASSENGERS		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Jumping on or off trains in motion.....				1				1
Walking, standing or lying on track .....			3	1			3	1
<b>Total</b> .....			<b>3</b>	<b>2</b>			<b>3</b>	<b>2</b>

## 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....	1	14	14	14			
Iron.....	13	3492	30	1180			
Wooden..	6	137	15	37			
Total..	20	3643					
Trestles....	59	8326	26	698			

Gauge of track, 4 feet, 8½ inches; 176.7 miles.

**Report of the Franklin and Megantic Railroad Company for the  
Year Ending June 30, 1893.**

[NARROW GAUGE.]

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railroad Company.

Date of organization. July 1, 1884.

Under laws of what government, State, or territory organized. Organized under the laws of the State of Maine. Revised Statutes, 1883, chapter 51.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
V. B. MEAD.....	35 No. Market St., Boston Mass.....	November 8, 1893.
S. W. SARGENT .....	Boston, Mass.....	“ “
PHILLIP H. STUBBS .....	Strong, Maine.....	“ “
J. WINTER .....	Kingfield, Maine.....	“ “
W. S. HEATH.....	Salem, Mass.....	“ “
FRANK J. D. BARNJUM .....	Lynfield Center, Mass ...	“ “
SAM'L A. PARSONS .....	Dead River, Maine.....	“ “

Total number of stockholders at date of last election, 128.

Date of last meeting of stockholders for election of directors, November 8, 1892.

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 North Market St., Boston, Mass.
President .....	V. B. MEAD.....	35 North 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 North Market St., Boston, Mass.
Assistant Auditor .....	C. P. BRYANT.....	Kingfield, Maine.
Superintendent .....	FRED S. MEAD.....	35 North 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.

## RAILROAD COMMISSIONERS' REPORT.

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Franklin and Megantic Railroad,	Strong .....	Kingfield .....	15.	15.
Mt. Abram Branch.....	Mt. Abram Junct.,	Mt. Abram .....	1.7	1.7
Total .....	.....	.....	16.7	16.7

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total per value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.		
					Rate.	Amount.	
Capital stock: Common,	1,000	\$50 00	\$50,000	\$36,275	None.		
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.....				.....	.....	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.
1st mort. bonds,	Sept. 15, 1884,	Sept. 15, 1904,	\$50,000	\$50,000	\$50,000	\$45,000 00	6	Mar. 2 & Sept. 15.	\$3,000	None.
2d mort. bonds,	Nov. 15, 1885,	Nov. 15, 1895,	30,000	3,000	3,000	1,487 67	6	May 2 & Nov. 15.	180	
Grand total ..	.....	.....	\$80,000	\$53,000	\$53,000	\$46,487 67	.....	.....	\$3,180	

EQUIPMENT TRUST OBLIGATIONS—GENERAL STATEMENT.

Series or Other Designation.	Date of Issue.	Equipment Covered.
Equipment note "A" * ..	Jan. 1, 1893 ...	No. 2 Locomotive, 1 express and baggage car, 7 flat, 3 box and 4 log cars.
Equipment, note "B" ...	Jan. 1, 1891 ...	1 combination car.
Equipment, note "C" ...	July 7, 1890 ...	5 flat cars.
Equipment, note "D" ...	July 7, 1890 ...	5 flat cars.

\* Renewal note, on demand. One payment.

STATEMENT OF AMOUNT.

Series or Other Designation.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Original amount.	Amount outstanding.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate—%.
Equipment, note "A" ...	\$15,000 00	\$13,000 00	.....	\$742 50	\$742 50	5 1/2
Equipment, note "B" ...	1,750 00	1,750 00	.....	105 00	105 00	6
Equipment, note "C" ...	1,317 02	1,317 02	\$235 74	79 02	.....	6
Equipment, note "D" ...	1,317 02	1,317 02	235 74	79 02	.....	6
Total .....	\$19,384 04	\$17,884 04	\$471 48	\$1,005 50	\$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, 1893.	
Cash.....	\$ 56 14	Notes .....	\$29,325 50
Bills receivable.....	162 23	Audited vouchers and ac- counts.....	11,225 30
Due from agents.....	53 85	Wages and salaries.....	1,068 66
Net traffic balances due from other companies.....	42 57	Matured interest coupons unpaid (including coupons due July 1) .....	26,850 00
Due from solvent companies and individuals .....	825 23		
Balance—current liabilities, .....	67,329 44	Total .....	\$68,469 46
Total .....	\$68,469 46		

Materials and supplies on hand, \$1,250.

## 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 00	.....	16.7	\$2,195 44
Bonds .....	53,000 00	53,000 00	.....	15.	\$3,533 33
Equipment trust obliga- tions .....	17,884 04	17,884 04	.....	15.	1,189 33
Total .....	\$107,159 04	\$107,159 04	.....	.....	\$6,918 10

\* First and second mortgages cover road except branch, and all equipment not covered by equipment trust obligations.

## RECAPITULATION.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME.

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	\$68,469 46	\$157,744 46	15	\$10,516 29

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Total construction.....		\$456 20	\$100,398 32	\$100,854 52	\$6,051 90
Total equipment.....			19,887 73	19,887 73	1,217 78
Grand total cost construction, equipment, etc.....		\$456 20	\$120,286 05	\$120,742 25	\$7,269 68

## INCOME ACCOUNT.

Gross earnings from operation.....	\$7,937 51	
Less operating expenses.....	8,150 60	
Deficit.....		\$213 09
Miscellaneous income—less expenses.....		125 00
Deficit.....		\$88 09
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.....	53 00	
Permanent improvements.....	456 20	
Total deductions from income.....		4,694 74
Deficit.....		\$4,782 83
Deficit June 30, 1892 (Report of 1892).....		25,815 63
Deficit June 30, 1893.....		\$30,598 46

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$3,306 70		
Less repayments:			
Tickets redeemed.....		\$649 15	
Total passenger revenue .....			\$2,657 55
Mail.....			648 92
Express .....			329 51
Total passenger earnings.....			\$3,635 98
Freight:			
Freight revenue.....	\$9,722 78		
Less repayments.....		\$5,675 91	
Total freight earnings .....			4,046 87
Total passenger and freight earnings.....			\$7,682 85
Other earnings from operation:			
Car mileage—balance.....			129 66
Rents from tracks, yards and terminals.....			125 00
Total other earnings.....			\$254 66
Total gross earnings from operation.....			\$7,937 51

## STOCKS OWNED.

Name.	Total par value.	Rate—%.	Income or dividends received.	Valuation.	Shares.
Franklin and Megantic Railroad.....	\$700 00				

## 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: Side track to Foster's mill.....	Strong R. R. yard		\$125 00	\$125 00

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Expenses .....			\$2,591 80
Maintenance of equipment:			
Repairs and renewals of locomotives.....			\$370 48
Repairs and renewals of freight cars .....			233 82
Total .....			\$604 30
Conducting transportation:			
Wages of enginemen, firemen and round-housemen, and other trainmen .....			\$1,851 78
Fuel for locomotives.....			513 41
All other supplies for locomotives .....			40 00
All other train supplies.....			70 94
Wages of station agents, clerks and laborers .....			1,054 68
Total.....			\$3,530 81
General expenses:			
Salaries of officers.....			\$600 00
General office expenses and supplies .....			130 92
Insurance .....			25 00
Other general expenses .....			667 77
Total .....			\$1,423 69
Recapitulation of expenses:			
Maintenance of way and structures.....			\$2,591 80
Maintenance of equipment.....			604 30
Conducting transportation.....			3,530 81
General expenses.....			1,423 69
Grand total .....			\$8,150 60

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.					
	Item.	Total.	Increase.	Decrease.				
Cost of road.....	Not returned.							
Cost of equipment.....								
Stocks owned.....								
Bonds owned.....								
Other permanent investments...								
Lands owned.....								
Cash and current assets.....								
Other assets:								
Materials and supplies.....								
Sinking fund.....								
Sundries.....								
Profit and loss.....								
Grand total.....								
LIABILITIES.								
Capital stock.....	Not returned.							
Funded debt.....								
Current liabilities.....								
Accrued interest on funded debt not yet payable.....								
Profit and loss.....								
Grand total.....								

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MAINE.

Express business conducted by the railroad.

The United States government pays \$528.92 for transportation of mail annually.

No contracts with car companies.

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mort- gage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, \$50,000...	Strong .....	Kingfield .....	15	\$3,333 00
Second mortgage bonds, \$30,000	Strong .....	Kingfield. ....	15	2,000 00

All equipment mortgaged except what is named in "A," page 83. Income and securities not mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Treasurer .....	1	.....	\$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
Other shopmen .....	1	200	220 00	1 10
Section foremen .....	3	936	1,267 65	1 35
Other trackmen .....	3	936	1,032 90	1 10
Switchmen, flagmen, and watchmen .....	1	365	419 75	1 15
Total (including "general officers") .....	15	4,628	\$6,234 80	
Less "general officers" .....	1	313	600 00	
Total (excluding "general officers") .....	14	4,315	\$5,634 80	
Distribution of above:				
General administration .....	1	313	\$ 600 00	
Maintenance of way and structures .....	6	1,872	2,300 55	
Maintenance of equipment .....	3	878	1,187 50	
Conducting transportation .....	5	1,565	2,146 75	
Total (including "general officers") .....	15			
Less "general officers" .....	1			
Total (excluding "general officers") .....	14			
Total (including "general officers")—entire line.	15	4,628	\$6,234 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.....	5,638		
Number of passengers carried one mile.....	73,536		
Total passenger revenue.....		\$2,657	55
Total passenger earnings.....		3,635	98
<b>FREIGHT TRAFFIC:</b>			
Number of tons carried of freight earning revenue.....	3,667		
Total freight revenue.....		4,046	87
Total freight earnings.....		4,046	87
<b>PASSENGER AND FREIGHT:</b>			
Passenger and freight revenue.....		7,682	85
Expenses.....		8,150	60
<b>TRAIN MILEAGE:</b>			
Miles run by passenger trains.....	16,570		
Miles run by mixed trains.....	8,653		
Total mileage trains earning revenue.....	25,223		
Miles run by switching trains.....	320		
Miles run by construction and other trains.....	500		
Grand total train mileage.....	26,043		

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.
Total locomotives.....	2	2				
<b>Cars in Passenger Service:</b>						
Combination passenger cars.....	1	1			1	Miller.
Baggage, express and postal cars.....	1	1			1	Miller.
Total.....	2	2			2	
<b>Cars in Freight Service:</b>						
Box cars.....	7					
Flat cars.....	21					
Other cars.....	10					
Total.....	40					
Total cars.....	40	40				



## 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 .....	15.	1.7	.....	16.7	1.7	15.
Miles of yard track and sidings...	.4	.1	.....	.....	.1	.4
Total mileage owned and oper- ated (all tracks).....	15.4	1.8	.....	16.7	1.8	15.4

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Iron:			Cedar.....	4,200	.10
Old .....			Ash.....	1,860	.10
New .....			Total .....	6,060	.10
Steel:					
New .....					
Old .....					
Total steel.....					

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger .....	.....	.....	} 525	} 100	.....	26,300	
Freight .....	.....	.....					
Switching.....	.....	.....					
Construction.....	.....	.....					
Total .....							
Av. cost at distributing point.....	.....	.....	\$2.50				

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.
Trestles ...	6	823	36	327	Overhead Highway Crossings :	2	17

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 Telegraph & Telephone Co.—Farmington to Eustis	North Franklin Telegraph and Telephone Company.

**Report of the Fryeburg Horse Railroad Company for the Year  
Ending June 30, 1893.**

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 the laws of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
FREEMAN HATCH .....	Cornish, Maine.....	June, 1894.
CASSIUS W. PIKE.....	Fryeburg, 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 6, 1893.

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 .....	SETH W. FIFE .....	Fryeburg, Maine.
Treasurer .....	JOHN LOCKE.....	" "
General Manager .....	SETH W. FIFE .....	" "



CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$3.10	Bills payable.....	\$742 72
Balance—current liabilities .	\$5,817 72		
Total .....	\$5,820 82	Total .....	\$742 72

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 .....	\$5,075 00				
Debt .....	742 72				
Total .....	\$5,817 72				

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, 1892.	Total cost to June 30, 1893.	Cost per mile.
Construction .....			\$6,674 11	
Other items—horse and cars .....			846 51	
Total construction .....			\$7,502 62	\$2,506 87

INCOME ACCOUNT.

Gross earnings from operation.....	\$533 35	
Less operating expenses.....	355 45	
Income from operation .....		\$178 10
Paid on indebtedness .....		175 00
Total income.....		\$3 10
Surplus from operations of year ending June 30, 1893 .....		\$3 10
Deficit June 30, 1892 .....		6 27
Deficit June 30, 1893 .....		\$9 37

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger earnings.....			\$533 55

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC: Number of passengers carried earning revenue,	6,335			

Gauge of track, 4 feet, 8½ inches; 3 miles.

**Report of the Grand Trunk Railway Company for the Year  
Ending June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. Grand Trunk Railway Company.

Date of organization. September 25, 1845.

Under laws of what government, State, or Territory organized. If more than one, name all; give reference to each statute and all amendments thereof.

Chartered by the State of Maine, 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, Canada.....	1st Tuesday in August, 1894.
PHILIP H. BROWN .....	Portland, Maine .....	“ “ “
SIR ALEXANDER I. GALT....	Montreal, Canada .....	“ “ “
FRANKLIN R. BARRETT .....	Portland, Maine .....	“ “ “
FRANCIS K. SWAN.....	“ “ .....	“ “ “
GEORGE P. WESCOTT .....	“ “ .....	“ “ “
W. W. DUFFETT .....	“ “ .....	“ “ “
STEPHEN R. SMALL.....	“ “ .....	“ “ “
WILLIAM W. BROWN .....	“ “ .....	“ “ “

Total number of stockholders at date of last election, 1,503.

Date of last meeting of stockholders for election of directors, August 1, 1893.

Post office address of general office, Portland, Maine.

Post office address of operating office, Montreal, Canada.

**OFFICERS.**

Title.	Name.	Location of Office.
President .....	L. J. SEARGEANT .....	Montreal, Canada.
Vice President .....	PHILIP H. BROWN.....	Portland, Maine.
Secretary .....	F. R. BARRETE.....	“ “
Treasurer .....	W. W. DUFFETT.....	“ “
General Solicitor.....	A. A. STROUT.....	“ “

NOTE—The statistics herein given, unless otherwise stated, are for the whole line, extending from Portland to Island Pond, Vermont, and including the extension to boundary line; and also the Lewiston & Auburn and Norway branches, the accounts not being so kept as to give the Maine Division separately.

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Grand Trunk.....	Portland, Maine..	Island Pond, Vt..	149.58	165.22
Norway Branch Railroad.....	Extension to South Paris, Me...	Boundary Line... Norway, Me.....	15.64 1.36	
Lewiston and Auburn Branch ...	Lewiston Jct., Me	Lewiston, Me.....	5.41	6.77
Total .....				171.99

## 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.	Miles of line.
	From—	To—		
Atlantic and St. Lawrence Railroad.....	Portland .....	Island Pond.....	Grand Trunk R'y	149.58
Norway Branch R. R..	Extension South Paris .....	Boundary Line . . . . .	Grand Trunk R'y	15.64 1.36
Lewiston & Auburn Br	Lewiston Junc...	Lewiston .....	Grand Trunk R'y	5.41
Total.....				171.99

The Atlantic and St. Lawrence Railway is leased to the Grand Trunk Railway Company of Canada for 999 years from August 5, 1853. Interest and dividends guaranteed at 6% per annum.

The Norway Branch Railroad is leased to the Grand Trunk Railway Company of Canada at a nominal rent of one dollar per annum.

The Lewiston and Auburn Branch Railroad is leased to the Grand Trunk Railway Company of Canada, the latter company paying \$18,000 per annum to the former company, and also receiving all income and paying all expenses.



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: U. S. currency —common....	54,840	\$100	\$5,484,000	\$5,484,000	6 %	\$329,040 00
Sterling—common.....		£100				
Total .....	54,840	.....	\$5,484,000	\$5,484,000		\$329,040 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.
Issued for reorganization: common.....	.....	.....	All.	
Total.....	.....	.....	.....	\$5,484,000

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.
1st mort. bonds...	Oct. 1, 1864	5-20	\$1,500,000	\$1,499,916	All..	.....	6			
2d mort. bonds...	May 1 1871	5-20	713,000	712,932	All..	.....	6			
3d mort. bonds...	July 1 1889	20	787,000	786,984	All..	.....	6			
Bal. on exchange of bonds	.....	.....	.....	168	.....	.....				
Island Pond de-ventures	Dec. 1852	30	438,000	438,000	All..	.....	6			
Grand Total..	.....	.....	\$3,438,000	\$3,438,000	.....	.....				

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$3,438,000	3,438,000		

## CURRENT ASSETS AND LIABILITIES.

The line is leased and operated by the Grand Trunk Railway Company; hence, there are no current balances.

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To rail-roads.	To other properties.	Miles.	Amount.
Capital stock.....	\$5,484,000	\$5,484,000	.....	165.22	\$33,192 11
Bonds .....	3,438,000	3,438,000	.....	165.22	20,808 62
Total .....	\$8,922,000	\$8,922,000	.....	165.22	\$54,000 73

## 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.
Atlantic & St. Lawrence, Extension to boundary line .....	\$5,484,000	\$3,000,000				
Norway Branch .....	8,750	438,000	.....	\$8,922,000	165.22	\$54,000 73
Lewiston & Auburn Br.,	300,000	.....	.....	8,750	1.36	6,433 82
Total .....	\$5,792,750	\$3,438,000	.....	300,000	5.41	55,452 86
				\$9,230,750		

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenses during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
*Grand total cost construction, equipment, etc.....		\$8,922,000	\$8,922,000	\$54,000 73

\*Equipment furnished by the lessees.

INCOME ACCOUNT.

Gross earnings from operation.....	\$1,231,704 16	
Less operating expenses .....	934,598 10	
Income from operation .....		\$297,106 06
Total income .....		\$297,106 06
Deductions from income:		
Interest on funded debt accrued—capital stock.....	\$553,320 00	
Taxes .....	22,509 54	
Total deductions from income .....		575,829 54
* Deficit .....		\$278,723 48
*Deficit from operations of year ending June 30, 1893 .....		\$278,723 48

\* Deficit paid by lessees.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue .....			\$319,340 66
Mail .....			22,608 91
Express .....			23,123 58
Other items.....			3,259 54
Total passenger earnings . . . . .			\$368,332 69
Total freight earnings .....			881,358 20
Total passenger and freight earnings.....			\$1,231,704 16
Total gross earnings from operation—entire line *.....			\$1,231,704 16

\* Portland to boundary line, Lewiston & Auburn Branch, Norway Branch.

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures.....			\$188,949 20
Maintenance of equipment.....			160,539 40
Conducting transportation.....			542,709 58
Total.....			\$892,198 18
General expenses.....			42,399 92
Grand total.....			\$934,598 10
Percentage of expenses to earnings—entire line.....			75.88%

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
Norway Branch.....	\$1.00 per annum.	
Lewiston and Auburn Branch.....	\$18,000 per annum.	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Capital stock.....		\$5,484,000		
Funded debt.....		3,438,000		
Grand total.....		\$8,922,000		
Assets.....		\$8,922,000		

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mort- gage per mile of line.
	From—	To—	Miles.	
Mortgage bonds.....	Portland.....	Island Pond ...	149.58	\$20,056 15
Island Pond Debentures'.....	Island Pond....	Boundary Line.	15.64	28,005 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.....	418,644			
Number of passengers carried one mile.....	12,397,757			
Total passenger revenue.....		319,340	66	
Average amount received from each passenger.....			87	203
Average receipts per passenger per mile.....			02	944
Total passenger earnings.....		368,332	69	
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	1,036,677			
Number of tons carried one mile.....	109,491,242			
Total freight revenue.....		881,358	20	
Average amount received for each ton of freight.....			85	018
Average receipts per ton per mile.....				805
Total freight earnings.....		881,358	20	
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		1,182,712	13	
Passenger and freight earnings.....		1,182,712	13	
Gross earnings from operation.....		1,249,690	89	
Gross earnings from operation per mile of road.....			7,266	06
Expenses.....			934,598	10
Income from operation.....			315,092	79
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	361,892			
Miles run by freight trains.....	615,128			
Miles run by mixed trains.....	176,545			
Total mileage trains earning revenue.....	1,153,565			
Miles run by switching trains.....	323,002			
Grand total train mileage.....	1,476,567			
Average number of freight cars in train.....			20	
Average number of loaded cars in train.....			20	
Average number of empty cars in train.....			240	
Average number of tons of freight in each loaded car.....				12

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 .....	165.22	.....	6.77	171.99		*
Miles of yard track and sidings...	37.41	.....	.30	37.71		*
Total mileage operated (all tracks) .....	202.63	.....	7.07	209.70		

\* All steel.

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 excluding track rights	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Maine .....	82.60	.....	6.77	89.37		
New Hampshire .....	52.06	.....		52.06		
Vermont.....	30.56	.....		30.56		
Total mileage operated (single track).....	165.22	.....	6.77	171.99	.....	All.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Maine .....	82.60	.....		82.60		
New Hampshire .....	52.06	.....		52.06		
Vermont.....	14.92	.....		14.92		
Total mileage owned (single track).....	149.58	.....		149.58	.....	All.

ACCIDENTS TO PERSONS—MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling....	.....	.....	.....	.....	3	.....	3	
Total.. .. .	.....	.....	.....	.....	3	.....	3	
	PASSENGERS				OTHERS.			
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....	.....	.....	1	.....	.....	.....	1	
Other causes .....	.....	.....	.....	5	.....	.....	.....	5
Total.....	.....	.....	1	5	.....	.....	1	5

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.					
Bridges:						Overhead Highway Crossings:		
Iron .....	23	2933		21	155.11	Bridges.....	7	15.6
Trestles:						Overhead Railway Crossings:		
Piling ...	1	1513				Bridges.....	1	166

Gauge of track, 4 feet, 8½ inches; 89.37 miles.

## TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT, OPERATED BY ANOTHER COMPANY.

Miles of line.	Miles of wire.	Name of Operating Company.
8,937	8,937	Great Northwestern Telegraph Company.



**Report of the Kennebec Central Railroad Company for the Year  
Ending June 30, 1893.**

[NARROW GAUGE.]

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. State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WESTON LEWIS .....	Gardiner, Maine.....	September 4, 1893.
A. C. STILPHEN.....	“ “ .....	“ “
J. S. MAXCY.....	“ “ .....	“ “
H. W. JEWETT .....	“ “ .....	“ “
J. B. DINGLEY.....	“ “ .....	“ “

Total number of stockholders at date of last election, 81.

Date of last meeting of stockholders for election of directors, November, 1892.

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 .....	“ “
Attorney, or General Counsel,	A. C. STILPHEN.....	“ “
Auditor .....	A. C. STILPHEN.....	“ “
General Manager.....	WESTON LEWIS .....	“ “
Chief Engineer.....	FREDERICK DANFORTH .....	“ “
General Superintendent.....	F. A. LAWTON .....	“ “
General Freight Agent.....	P. H. WINSLOW .....	“ “
General Ticket Agent.....	P. H. WINSLOW .....	“ “

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads 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 00	\$5,000	\$40,000	6	\$2,400	
Payments on stock not issued .....				1,250			
Total .....	500	\$100 00	\$5,000	\$41,250			
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.....						* 400	\$40,000

\* Dividends declared in November, 1892, on 400 shares.

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.
1st mort. bonds,	Nov. 15, 1890,	Nov. 15, 1910,	\$40,000	\$40,000	\$17,000	\$17,000	5	May & Nov..	\$800 00	\$800 00
Bills payable.....					19,400	19,400	5	De- mand	1,132 73	826 48
Grand total ..			\$40,000	\$40,000	\$36,400	\$36,400			\$1,932 73	\$1,626 48

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	\$17,000 00	\$ 800 00	\$800 00
Miscellaneous obligations .....		19,400 00	1,132 73	826 48
Total .....	\$40,000 00	\$36,400 00	\$1,932 73	\$1,626 48

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$2,294 91	Audited vouchers and ac- counts .....	\$128 82
Due from agents.....	93 84	Matured interest unpaid.....	306 25
Net traffic balances due from other companies. ....	94 43	Balance—cash assets.....	2,117 86
Due from solvent companies and individuals.....	69 75		
Total .....	\$2,552 93	Total .....	\$2,552 93

Materials and supplies on hand, \$226.33.

## 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 00	.....	5	\$8,000 00
Bonds .....	17,000 00	17,000 00	.....	.....	3,400 00
Equipment trust obligations .....	19,400 00	19,400 00	.....	.....	3,880 00
Current liabilities .....	2,552 93	2,552 93	.....	.....	510 58
Total .....	\$78,952 93	\$78,952 93	.....	5	\$15,790 58

## 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, 1892.	Total cost to June 30, 1893.	Cost per mile.
<b>Construction:</b>				
Right of way .....	\$800 00	\$4,764 99	\$5,564 99	\$1,132 99
Other real estate.....	.....	2,200 00	2,200 00	440 00
Fences .....	.....	275 48	275 48	55 09
Grading and bridge and culvert masonry .....	500 00	17,109 05	17,609 05	3,521 81
Bridges and trestles.....	.....	338 32	338 32	67 66
Rails .....	.....	10,241 05	10,241 05	2,048 21
Other superstructure.....	.....	11,455 68	11,455 68	2,291 13
Buildings, furniture and fixtures..	.....	5,943 18	5,943 18	1,188 63
Engineering expenses .....	.....	4,639 57	4,639 57	927 91
Terminal facilities and elevators..	.....	3,250 00	3,250 00	650 00
Total construction.....	\$1,300 00	\$60,217 32	\$61,517 32	
<b>Equipment:</b>				
Locomotives.....	.....	\$8,224 85	\$8,224 85	
Passenger cars.....	.....	7,995 87	7,995 87	
Freight cars.....	.....	2,173 41	2,173 41	
Total equipment.....	.....	\$18,394 13	\$18,394 13	
<b>Grand total cost construction, equipment, etc.....</b>	<b>\$1,300 00</b>	<b>\$78,611 45</b>	<b>\$79,911 45</b>	<b>\$15,982 29</b>

## INCOME ACCOUNT.

Gross earnings from operation.....	\$14,202 64	
Less operating expenses.....	8,805 18	
Income from operation .....	\$5,397 46	
Total income. ....		\$5,397 46
Deductions from income:		
Interest on funded debt accrued .....	\$1,932 73	
Taxes .....	185 21	
Total deductions from income .....		2,117 94
Net income .....		\$3,279 52
Dividends, 6 %, common stock .....		2,400 00
Surplus from operations of year ending June 30, 1893 .....		\$879 52
Surplus on June 30, 1892.....		3,726 12
Surplus on June 30, 1893.....		\$4,605 64

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue .....	\$5,727 52		
Less repayments.....		\$63 50	
Total passenger revenue.....			\$5,664 02
Mail .....			223 28
Express .....			246 44
Total passenger earnings .....			\$6,133 74
Freight:			
Freight revenue.....	\$11,324 82		
Less repayments.....		\$3,448 59	
Total freight earnings .....			7,876 23
Total passenger and freight earnings.....			\$14,009 97
Other earnings from operation .....			192 67
Total gross earnings from operation .....			\$14,202 64

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$586 58	\$586 58	\$1,173 16
Repairs of bridges and culverts .....	4 76	4 76	9 52
Repairs of fences, road-crossings, signs and cattle guards.....	18 37	18 36	36 73
Repairs of buildings .....	5 53	5 53	11 06
Total .....	\$615 24	\$615 23	\$1,230 47
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives...	\$157 19	\$157 19	\$314 38
Repairs and renewals of passenger cars .....	450 00	.....	450 00
Repairs and renewals of freight cars .....	.....	51 81	51 81
Total .....	\$607 19	\$209 00	\$816 19
<b>Conducting transportation:</b>			
Wages of engine-men, firemen, and roundhousemen .....	\$973 95	\$973 95	\$1,947 90
Fuel for locomotives.....	379 52	379 51	759 03
Water-supply for locomotives .....	62 50	62 50	125 00
All other supplies for locomotives .....	31 60	31 59	63 19
Wages of other trainmen .....	908 17	908 16	1,816 33
All other train supplies .....	71 23	71 22	142 45
Wages of station agents, clerks and laborers .....	483 88	483 87	967 75
Station supplies .....	36 16	36 16	72 32
Other expenses.....	32 60	32 61	65 21
Total .....	\$2,979 61	\$2,979 57	\$5,959 18
<b>General expenses:</b>			
Salaries of officers.....	\$250 00	\$250 00	\$500 00
General office expenses and supplies .....	2 67	2 68	5 35
Advertising.....	55 29	55 29	110 58
Insurance .....	43 50	43 50	87 00
Stationery and printing .....	48 20	48 21	96 41
Total .....	\$399 66	\$399 68	\$799 34
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures. ....	\$615 24	\$615 23	\$1,230 47
Maintenance of equipment .....	408 10	408 09	816 19
Conducting transportation.....	2,979 59	2,979 59	5,959 18
General expenses .....	399 66	399 68	799 34
Grand total .....	\$4,402 59	\$4,402 59	\$8,805 18

Percentage of expenses to earnings—entire line, 61.99.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road.....		\$61,517 32		
Cost of equipment .....		18,394 13		
Cash and current assets .....		2,552 93		
Other assets:				
Materials and supplies.....		226 33		
Grand total.....		\$82,690 71		
LIABILITIES.				
Capital stock .....		\$41,250 00		
Funded debt .....		36,400 00		
Current liabilities .....		128 82		
Accrued interest on funded debt not yet payable.....		306 25		
Profit and loss .....		4,605 64		
Grand total.....		\$82,690 71		

IMPORTANT CHANGES DURING THE YEAR.

Forty bonds of \$1,000 each were issued November 15, 1890, payable in twenty years, optional after one year, interest at 5 %, payable in May and November. Secured by first mortgage on the entire property of the company, to be used as collateral for bills payable.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MAINE.

Contract with the National Home Disabled Volunteer Soldiers, by W. B. Franklin, President, to transport all their freight from Gardiner to the Home at \$1.50 per ton.

To transport the members of the Home at 20 cents each way or 30 cents round trip.

Contract to be in force from July 1, 1890, to July 1, 1895.

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	679	967 75	1 42
Enginemen .....	1	319	797 50	2 50
Firemen .....	2	309	682 03	1 70
Conductors .....	1	312	1,200 00	3 84
Other trainmen .....	1	358 $\frac{1}{2}$	616 33	1 71
Section foremen .....	1	300	600 00	2 00
Other trackmen .....	4	617 $\frac{1}{2}$	874 61	1 41
Switchmen, flagmen and watchmen .....	2	374 $\frac{1}{2}$	475 69	1 27
All other employees and laborers .....	2	133 $\frac{1}{2}$	265 38	1 99
Total (including "general officers") .....	17	3,804 $\frac{1}{2}$	\$6,979 29	
Less "general officers" .....	1	312	500 00	
Total (excluding "general officers") .....	16	3,492 $\frac{1}{2}$	\$6,479 29	
Distribution of above:				
General administration ...	1	312	\$ 500 00	\$1 25
Maintenance of way and structures .....	9	2,077 $\frac{1}{2}$	4,263 61	2 05
Conducting transportation .....	7	1,415	2,215 68	1 49
Total (including "general officers") .....	17	3,804 $\frac{1}{2}$	\$6,979 29	
Less "general officers" .....	1	312	500 00	
Total (excluding "general officers") .....	16	3,492 $\frac{1}{2}$	\$6,479 29	
Total (including "general officers") ..	17	3,804 $\frac{1}{2}$	\$6,979 29	



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	35,392			
Number passengers carried one mile.....	171,191			
Average distance carried.....	4.84			
Total passenger revenue.....		5,664	02	
Average amount received from each passenger.....			16	044
Average receipts per passenger per mile.....			03	392
Estimated cost of carrying each passenger one mile.....			02	571
Total passenger earnings.....		6,133	74	
Passenger earnings per mile of road.....		1,226	74	8
Passenger earnings per train mile.....			56	023
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	6,219			
Number of tons carried one mile.....	31,065			
Average distance haul of one ton.....	5			
Total freight revenue.....		7,876	23	
Average amount received for each ton of freight.....			1	26 647
Average receipts per ton per mile.....			25	355
Estimated cost of carrying one ton one mile.....			14	158
Total freight earnings.....		7,876	23	
Freight earnings per mile of road.....		1,575	24	6
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		13,540	25	
Passenger and freight revenue per mile of road.....		2,708	05	
Passenger and freight earnings.....		14,009	97	
Passenger and freight earnings per mile of road.....		2,801	99	5
Gross earnings from operation.....		14,202	64	
Gross earnings from operation per mile of road.....		2,840	52	8
Gross earnings from operation per train mile.....			10	076
Expenses.....		8,805	18	
Expenses per mile of road.....		1,761	03	6
Income from operation.....		5,397	46	
Income from operation per mile of road.....		1,079	49	2
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	10,945			
Miles run by mixed trains.....	3,150			
Total mileage trains earning revenue.....	14,095			
Miles run by switching trains.....	3,700			
Grand total train mileage.....	17,795			
Average number of freight cars in train.....	4			
Average number of loaded cars in train.....	4			
Average number of empty cars in train.....	4			
Average number of tons of freight in train.....	18			
Average number of tons of freight in each loaded car.....	4½			

## 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 .....	2	2	2	Eames.		
Cars in passenger service:						
First-class passenger cars .....	1	1	1	Eames.		
Excursion passenger cars .....	2	2	2	Eames.		
Combination pass. cars .....	1	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	12				

## 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 .....	5.	.....	.....	.....	.....	5.
Miles of yard track and sidings...	.50	.....	.....	.....	.....	.50
Total mileage operated (all tracks) .....	5.50	.....	.....	.....	.....	5.50

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— Tons.		WOOD— Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger .....	.....	118	.....	.....	.....	100.45	
Freight .....	.....	35	.....	.....	.....	31.50	
Switching.....	.....	40	.....	.....	.....	37.00	
Total .....	.....	193	.....	.....	.....	177.95	24.29
Av. cost at distributing point.....	.....	\$3.93					

## 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.
Trestle ....	1	45			Overhead Highway Crossings:		
Trestle ....	1	42					

Gauge of track, 2 feet—5 miles.

**Report of the Lewiston and Auburn Horse Railroad Company for  
the Year Ending June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. Lewiston and Auburn Horse Railroad Company.

Date of organization. 1881.

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.
T. W. DANA .....	Lewiston, Maine .....	July, 1894.
J. L. H. COBB .....	“ “ .....	“
JOHN W. WOOD.....	“ “ .....	“
HORACE C. LITTLE.....	“ “ .....	“
F. R. CONANT.....	Auburn, “ .....	“
L. S. RUGGLES .....	“ “ .....	“
N. M. NEAL.....	“ “ .....	“

Total number of stockholders at date of last election, 51.

Date of last meeting of stockholders for election of directors, July 4, 1893.

Post office address of general office, Lewiston, Maine.

Post office address 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 .....	HORACE C. LITTLE.....	“ “
Treasurer . . . . .	HORACE C. LITTLE.....	“ “
Attorney or general counsel..	F. W. DANA.....	“ “
Auditor .....	S. A. CUMMINGS.....	“ “
General Manager.....	F. W. DANA.....	“ “
General Superintendent.....	L. G. PARKER .....	“ “

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Lewiston and Auburn Horse Railroad.....	Lewiston .....	Auburn .....	14	

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	\$97,800		
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.....					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.	INTEREST.			
	Date of issue.	When due.					Rate %.	When payable.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.	Apr. 1 1885.	Apr. 1 1895.	\$25,000	\$25,000	\$25,000	\$24,462 64	5	Apr. 1 & Oct. 1	\$1,250 00	\$1,250 00
Mortgage bonds.	Jun. 1 1891.	Jun. 1 1911.	85,000	85,000	85,000	85,000 00	5	Jun. 1 & Dec. 1	3,000 00	3,000 00

\$25,000 of the issue of June 1, 1891, is deposited with the Portland Trust Company, Portland, Maine, to secure the payment of bonds due April 1, 1895, above set forth. The entire outstanding bonded debt of this company is \$85,000 at 5 %.

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$85,000	\$85,000	\$4,250	\$4,250

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$3,476 00	Loans and bills payable .....	\$1,310 00
Bills receivable.....	425 00	Wages and salaries.....	180 00
		Rents due July 1.....	28 70
Total.....	\$3,901 00	Total.....	\$1,518 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 .....	\$97,000 00				
Bonds.....	85,000 00			14	\$6,985 71

## 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.
Lewiston & Auburn Horse Railroad.....	\$ 100,000	\$85,000	\$10,000	\$195,000	14	\$13,928 57

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Construction:					
Road bed and track.....				\$51,697 82	
Other real estate.....				18,224 04	
East Auburn Extension.....				7,840 90	
Paving account.....				36,000 00	
Total construction.....				\$113,762 76	
Equipment:					
General equipment account...				41,431 26	
Grand total cost construction, equipment, etc.....				\$155,194 02	11,085 28

## INCOME ACCOUNT.

Gross earnings from operation.....	\$29,029 00
Less operating expenses.....	20,823 45
Income from operation.....	\$8,205 55
Total income.....	\$8,205 55
Surplus from operations of year ending June 30, 1893.....	\$8,205 55
Deficit June 30, 1892 (Report of 1892).....	6,919 32
Surplus on June 30, 1893.....	\$1,286 23

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger.....	\$28,199 00		\$28,199 00
Other earnings from operation:			
Rents not otherwise provided for.....	\$330 00		
Other sources .....	500 00		
Total other earnings .....			\$30 00
Total gross earnings from operation .....			\$29,029 00

From February 19 to March 19, 1893, no cars were running on any part of the road on account of the "tie-up." Expense during time of the "tie-up" continued same as when cars were running.

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Salaries of officers.....			\$3,000 00
Salaries of clerks .....			1,000 00
General office expenses and supplies .....			500 00
Insurance .....			151 25
Total .....			\$4,651 25
Maintenance of way and structures.....			304 00
Maintenance of equipment.....			210 00
Conducting transportation.....			8,416 00
General expenses—hay, grain, etc.....			7,242 00
Grand total .....			\$20,823 45

## ACCIDENTS.

Five persons, passengers, claim to have been injured.



COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$95,538 72			
Cost of equipment .....	41,431 26			
Lands owned .....	18,224 04			
Cash and current assets.....	3,901 00			
Profit and loss.....	35,785 48			
Grand total.....	\$194,880 50			
<b>LIABILITIES.</b>				
Capital stock.....	\$97,800 00			
Funded debt .....	85,000 00			
Current liabilities.....	1,518 00			
Accrued interest on funded debt not yet payable.....	562 50			
Note.....	10,000 00			
Grand total .....	\$194,880 50			

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.
\$25,000 5% bond due July 1, 1895, secured by mortgage on the entire road and franchise.				
\$85,000 5 % bonds secured by mortgage on the entire road and franchise, \$25,000 of the above being deposited with the Portland Trust Company of Portland, Maine, to secure the payment of the \$25,000 falling due July 1, 1895 ... ..	Lewiston & Auburn Horse R. R.		14	\$6,071 42

Rolling stock and other personal property mortgaged.

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, .....	551,817			
Total passenger revenue.....		\$28,199		

**Report of the Lime Rock Railroad Company for the Year Ending  
June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. Lime Rock Railroad Company.

Date of organization. 1864.

Under laws of what government, State or Territory, organized. State of Maine  
by special charter. Amended 1873, 1887 and 1889.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WM. T. COBB .....	Rockland, Maine.....	Last Tuesday in Jan., 1894.
A. F. CROCKETT.....	Rockland, Maine.....	“ “ “
JOHN T. BERRY.....	Rockland, Maine.....	“ “ “
E. R. SPEAR. ....	Rockland, Maine.....	“ “ “
G. L. FARRAND. ....	Rockland, Maine.....	“ “ “
S. M. BIRD.....	Rockland, Maine.....	“ “ “
N. F. COBB .....	Rockland, Maine.....	“ “ “

Total number of stockholders at date of last election, 40.

Date of last meeting of stockholders for election of directors, January 31, 1893.

Post office address of general office, Rockland, Maine.

**OFFICERS.**

Title.	Name.	Location of Office.
Chairman of the Board.....	WM. T. COBB .....	Rockland, Maine.
President .....	WM. T. COBB .....	“ “
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.	Miles of line for each class of roads named.
	From—	To—		
Lime Rock Railroad.....	Lime quarries....	Kilns, Rockland..	.....	\$10 62
Knox and Lincoln Extension....	.....	.....	.....	1 27
Total .....	.....	.....	.....	\$11 89

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	2	\$ 6,000 00
Increased Dec. 3, 1892, to	4,500	100	450,000	450,000	2½	11,250 00
Total .....	4,500	.....	\$450,000	\$450,000	.....	\$17,250 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.
Issued for cash: common.....	1,500	.....	\$4,500	\$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.
1st mort. bonds...	1888.	1908.	\$250,000	\$208,000	\$208,000	\$195,250	5	Apr. & Oct...	\$10,343 75	\$10,368 75
2d mort. bonds...	1891.	1901.	150,000	122,000	122,000	121,345	6	Jan. & July..	7,290 00	6,990 00
Grand Total..	.....	.....	\$400,000	\$330,000	\$330,000	\$316,595	.....	.....	\$17,633 75	\$17,358 75

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$330,000 00	\$330,000 00	\$17,633 75	\$17,358 75

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$ 4,501 40	Loans and bills payable .....	\$71,539 30
Due from solvent companies and individuals.....	14,678 33	Audited vouchers and accounts .....	2,199 86
Other cash assets (excluding "materials and supplies")..	1,020 92	Matured interest coupons unpaid (including coupons due July 1) .....	3,890 00
Balance—current liabilities .	77,836 95	Other unpaid interest.....	207 79
Total .....	\$98,037 60	Balance—cash assets.....	20,200 65
		Total .....	\$98,037 60

Materials and supplies on hand, \$7,129.82.

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.....	\$450,000 00	\$450,000 00	.....	10.62	\$42,372 88
Bonds .....	330,000 00	330,000 00	.....	.....	31,073 44
Total .....	\$780,000 00	\$780,000 00	.....	10.62	\$73,446 32

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, 1892.	Total cost to June 30, 1893.	Cost per mile.
<b>Construction:</b>				
Right of way .....	\$3,329 00	\$76,732 17	\$80,061 17	
Fences .....	233 66	881 77	1,115 43	
Grading and bridge and culvert masonry .....	814 75	1,665 35	2,480 10	
Bridges and trestles .....	2,674 11	128,100 06	130,774 17	
Rails, frogs, switches, bolts and spikes .....	161 21	37,575 55	37,736 76	
Ties .....	99 70	6,359 70	6,459 40	
Other superstructure .....	423 32	19,576 04	19,999 36	
Buildings, furniture and fixtures .....	310 26	10,703 87	11,014 13	
Shop machinery and tools .....	.....	598 09	598 09	
Engineering expenses .....	72 50	4,936 56	5,009 06	
Interest during construction .....	.....	13,190 73	13,190 73	
Road built by contract .....	.....	19,000 00	19,000 00	
Other items .....	464 82	21,138 20	21,603 02	
<b>Total construction.....</b>	<b>\$8,583 33</b>	<b>\$340,458 09</b>	<b>\$349,041 42</b>	<b>\$32,866 42</b>
<b>Equipment:</b>				
Locomotives .....	.....	\$18,811 53	\$18,811 53	
Cars of all classes .....	\$11,800 00	84,466 51	96,266 51	
<b>Total equipment.....</b>	<b>\$11,800 00</b>	<b>\$103,278 04</b>	<b>\$115,078 04</b>	<b>\$10,835 97</b>
<b>Grand total cost construction, equipment, etc.....</b>	<b>\$20,383 33</b>	<b>\$443,736 13</b>	<b>\$464,119 46</b>	<b>\$43,702 39</b>

## INCOME ACCOUNT.

Gross earnings from operation.....	\$77,607 70	
Less operating expenses.....	32,674 25	
Income from operation.....		\$44,933 45
Miscellaneous income—less expenses....		1,469 21
Total income.....		\$46,402 66
Deductions from income.....		
Interest on funded debt accrued.....	\$17,633 75	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	2,741 20	
Taxes.....	1,172 70	
Other deductions.....	347 46	
Total deductions from income.....		21,895 11
Net income.....		\$24,507 55
Dividends, 2 per cent, common stock, of 300,000.....	\$ 6,000 00	
Dividends, 2½ per cent, common stock, of 450,000.....	11,250 00	
Total.....		17,250 00
Surplus from operations of year ending June 30, 1893.....		\$7,257 55
Surplus June 30, 1892.....		9,136 38
Deductions for year, carried to surplus fund.....		\$16,393 93
Surplus on June 30, 1893.....		\$10,393 93

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total freight revenue.....			\$76,836 70
Other earnings from operation.....			
Switching charges—balance.....			771 00
Total gross earnings from operation.....			\$77,607 70

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents received.....			\$952 87
Gravel sold.....			3 70
Income from sinking fund.....			512 64
Total.....			\$1,469 21

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....		\$2,332 86	
Renewals of ties.....		48 10	
Repairs of trestle.....		5,434 69	
Repairs of buildings.....		242 72	
Total.....		\$8,058 37	
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives....		\$1,227 07	
Repairs and renewals of freight cars...		5,567 15	
Total.....		\$6,794 22	
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen.....		\$3,191 77	
Fuel for locomotives.....		2,833 66	
Wages of other trainmen.....		4,421 62	
All other train supplies.....		688 16	
Wages of switchmen, flagmen and watchmen.....		638 44	
Total.....		\$11,773 65	
<b>General expenses:</b>			
Salaries of officers.....		\$4,050 00	
General office expenses and supplies...		139 68	
Insurance.....		1,303 00	
Legal expenses.....		314 00	
Other general expenses.....		241 33	
Total.....		\$6,048 01	
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures....		\$8,058 37	
Maintenance of equipment.....		6,794 22	
Conducting transportation.....		11,773 65	
General expenses.....		6,048 01	
Grand total.....		\$32,674 25	

Percentage of expenses to earnings—42.1.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$349,041 42			
Cost of equipment.....	115,078 04	\$464,119 46	\$20,383 33	
Real estate .....		14,166 65	14,166 67	
Cash and current assets.....		20,200 65	2,221 91	
Other assets:				
Materials and supplies.....	7,129 82			
Sinking fund .....	12,000 00	19,129 82	5,580 38	
Grand total.....		\$517,616 60	\$42,352 29	
LIABILITIES.				
Capital stock—cash paid in.....		\$ 48,000 00		
Funded debt.....		330,000 00	\$ 4,000 00	
Current liabilities .....		77,836 95	21,407 78	
Depreciation account .....	\$28,110 06			
Contingent fund .....	11,275 66			
Surplus fund .....	12,000 00	51,385 72	15,686 96	
Profit and loss .....		10,393 93	1,257 55	
Grand total.....		\$517,616 60	\$42,352 29	

## IMPORTANT CHANGES DURING THE YEAR.

Issued \$4,000 5 % first mortgage bonds.

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st and 2d mortgage bond .....	Whole road.		10.62	Bonds. \$31,073 44

Total equipment mortgaged.



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
Roundhouse men.....	1	327	501 04	1 53
Enginemen.....	2	689	1,624 79	2 35
Firemen.....	2	656	1,039 94	1 58
Conductors.....	2	648	1,452 40	2 24
Other trainmen.....	7	1,910	2,927 22	1 53
Section foremen.....	1	313	548 89	1 75
Other trackmen.....	4	911	1,366 55	1 50
Flagmen.....	2	628	633 44	1 00
Total (including "general officers").....	30	\$8,899	\$14,144 27	\$1 59
Less "general officers".....	9	2,817	4,050 00	
Total (excluding "general officers").....	21	\$6,082	\$10,094 27	\$1 66
Distribution of above:				
General administration.....	9	\$2,817	\$4,050 00	
Maintenance of way and structures.....	5	1,224	1,915 44	
Conducting transportation.....	16	4,858	8,178 83	
Total (including "general officers").....	30	\$8,899	\$14,144 27	
Less "general officers".....	9	2,817	4,050 00	
Total (excluding "general officers").....	21	\$6,082	\$10,094 27	

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.
Freight traffic:				
Number of tons carried of freight earning revenue.....	269,320			
Total freight revenue.....		76,836	70	
Average am't received for each ton of freight..			28	529
Freight earnings per mile of road.....		6,462	29	604
Expenses.....		32,674	25	
Expenses per mile of road.....		2,748	04	457
Average number of tons of freight in each loaded car.....	6			

## 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 .....		3	3	Steam.		
Cars in freight service:						
Flat cars.....		13				
Dump cars .....	50	401				
Total.....		414				
Cars in company's service:						
Caboose cars.....		1				
Grand total cars .....		415				

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under track-age rights.	Total mileage operated.	RAILS.	
	Main line.	Branche and spur $\frac{1}{2}$			Iron.	Steel.
Miles of single track .....	10.62	.....	1.27	11.89	3.16	7.46
Total mileage operated (all tracks) .....	10.62	.....	1.27	11.89	3.16	7.46

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Freight.....	.....	662					
Average cost at distributing point .....	.....	\$4.28					

## 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: Wooden,	1	33.6			Overhead Bridges:		
Trestles...	9	13,136.6	48.0	3,396.0			

Gauge of track, 4 feet, 8½ inches; 10.62 miles.

**Report of the Maine Central Railroad Company for the Year  
Ending June 30, 1893.**

HISTORY.

Name of common carrier making this report. Maine Central Railroad Company.  
Date of organization. October 28, 1862.

Under laws of what Government, State, or Territory organized. Under Laws of 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 17, 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 years.

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 20, 1893.
ARCHIBALD A. MCLEOD....	Philadelphia, Penn....	“ “
FRANK JONES.....	Portsmouth, N. H.....	“ “
SAM'L C. LAWRENCE .....	Medford, Mass.....	“ “
JOSEPH I. RICKER.....	Deering, Me. ....	“ “
GEO. M. PULLMAN.....	Chicago, Ill.....	“ “
CHAS. A. SINCLAIR .....	Portsmouth, N. H....	“ “
WM. T. HART.....	Boston, Mass.....	“ “
THOS. W. HYDE .....	Bath, Maine .....	“ “
AMOS PAUL .....	So. Newmarket, N. H..	“ “
PAYSON TUCKER.....	Portland, Maine.....	“ “
JOHN WARE.....	Waterville, Maine .....	“ “
FRANKLIN A. WILSON .....	Bangor, Maine .....	“ “
FRANCIS W. HILL.....	Exeter, Maine.....	“ “

Total number of stockholders at date of last election, 683.  
 Date of last meeting of stockholders for election of directors, December 21, 1892.  
 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.....	ELTON A. HALL.....	“ “
Division Superintendent.....	JONAS HAMILTON.....	“ “
Division Superintendent.....	H. W. WALDRON .....	Lancaster, N. H.
Division Superintendent.....	W. L. WHITE.....	Bath, Maine.
General Eastern Agent.....	GEORGE A. ALDEN .....	Waterville, Maine.
Paymaster.....	THOS. P. SHAW.....	Portland, “
General Freight Agent .....	W. S. EATON.....	“ “
Gen'l Pass. and 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 .....	136.6	
	Brunswick .....	Bath .....	8.9	
	Cumberland .....	Skowhegan .....	91.2	
	Leeds Junc. ....	Farmington .....	36.4	
	Penobscot Junc..	Mt. Desert Ferry.	41.13	314.23
Androscoggin Railroad .....	Crowley's .....	Lewiston... 4.8	31.	
	Brunswick .....	Leeds Jct. ...26.2		
Dexter and Newport Railroad....	Newport Junc....	Dexter .....	14.23	
Dexter and Piscataquis Railroad	Dexter .....	Dover & Foxcroft	16.54	
Belfast and Moosehead Lake R. R.	Burnham .....	Belfast .....	33.13	
European & No. American Rwy.,	Bangor .....	Vanceboro 114.3		
Stillwater Branch.....	Orono .....	Stillwater.. 3.01	120.34	
Enfield Branch.....	Enfield.....	Montague. 3.03		
Eastern Maine Railroad.....	Bangor .....	Bucksport .....	18.8	
Portland and Ogdensburg Ry....	Portland .....	Lunenburg .....	109.1	
Upper Coos Railroad.....	Quebec Junc....	Beecher Falls ....	55.	
Hereford Railway .....	Beecher Falls ...	Lime Ridge .....	53.	
Knox and Lincoln Railway .....	Bath .....	Rockland.....	48.39	499.53
Total .....				813.76

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,	100,000	\$100	\$10,000,000	\$4,974,700	3% Aug. 15, 1892. 1½% Oct. 1, 1892. 1½% Jan. 1, 1893. 1½% Apr. 1, 1893.	* \$335,965.50

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.....	4,958	\$495,800	13,738	\$1,373,800
Issued for consolidation.....	10	.....	36,009	
Total .....	4,968	\$495,800	49,747	\$1,373,800

\* Dividend No. 21, August 15, 1892, 3 % on \$4,477,900—\$134,337. Dividend No. 22, October 1, 1892, 1½ % on \$4,478,900—\$67,183.50. Dividend No. 23, January 1, 1893, 1½ % on \$4,481,500—\$67,222.50. Dividend No. 24, April 1, 1893, 1½ % on \$4,481.50—\$67,222.50. Total, \$335,965.50

Issued during year; for cash subscriptions, 4,958 shares. For A. & K. R. R. stock, 10 shares. The amount of capital stock account on general ledger is \$4,982,900; of this amount \$8,200 has not been issued, being exchangeable for securities not yet presented, so the amount of stock on which dividends are payable is \$4,974,700.

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

Class of Bond or Obligation.	TIME.		Amount of author- ized 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.
Andros. & Ken. R. R. bonds	Jan. 1, 1860	Aug. 1, 1890, to Sept. 1, 1891	\$1,100,000	\$1,100,000	\$3,600 00	No record.	6	1st each mo.		\$ 123 00
City of Bath loan	Jan. 1, 1861	April 1, 1893	425,000	425,000	3,500 00	"	6	Apr. & Oct.	\$ 1,125 00	1,728 00
City of Bangor	Jan. 1, 1869	Jan. 1, 1894	1,000,000	1,000,000	910,000 00	"	6	Jan. & July	58,378 49	58,999 49
Portland & Ken. R. R. cons.	April 1, 1865	April 1, 1895	1,500,000	1,166,700	1,166,700 00	"	6	April & Oct.	70,002 00	71,832 00
Leeds & Farmington R. R. bds.	July 1, 1871	July 1, 1896	633,000	633,000	633,000 00	"	6	Jan. & July	37,980 00	37,890 00
Maine Central 7% bonds	Sept. 1, 1868	July 1, 1898	1,100,000	756,800	756,800 00		7	Jan. & July	52,976 00	53,049 50
Maine Central extension bonds	Oct. 1, 1870	Oct. 1, 1900	500,000	496,500	496,500 00		6	April & Oct.	29,790 00	30,480 00
Maine Central consols	April 1, 1872	April 1, 1912	9,000,000	3,907,200	3,907,200 00	3,744,867 00	7	April & Oct.	273,504 00	279,933 50
Maine Central consols	April 1, 1872	April 1, 1912		269,500	269,500 00	269,500 00	5	April & Oct.	13,475 00	14,370 00
Maine Central consols	April 1, 1872	April 1, 1912		1,520,000	1,520,000 00	1,627,470 15	4	April & Oct.	67,561 06	69,435 00
Maine Central consols	April 1, 1872	April 1, 1912		10,000	10,000 00	10,000 00	4	April & Oct.	69 99	None.
Maine Central coll. trust bonds	June 1, 1883	June 1, 1923	700,000	706,000	679,000 00	706,500 00	5	June & Dec.	34,316 67	34,350 00
Maine Shore Line bonds	June 1, 1883	June 1, 1923	750,000	42,000	42,000 00	52,920 00	6	June & Dec.	2,520 00	2,520 00
Maine Cent. 40 yr. E. & N. A. bds.	Jan. 1, 1892	Jan. 1, 1932	1,000,000	38,000	38,000 00	38,000 00	4	Jan. & July	1,410 00	200 06
			\$17,708,000	\$12,064,700	\$10,435,800 00				\$643,108 21	\$654,910 49



MISCELLANEOUS OBLIGATIONS.

Maine Central debentures.....	Aug. 1, 1884 ..	Feb. 1, 1894 ..	\$ 58,000	\$ 58,000	\$ 58,000 00	\$ 58,000 00.5	Feb. & Aug....	\$ 2,900 00	\$ 2,900 00
Maine Central sinking fund ....	Feb. 1, 1885 ..	Feb. 1, 1905 ..	600,000	600,000	600,000 00	600,000 00.6	Feb. & Aug....	36,000 00	36,000 00
Maine Central Imp. Class A ....	July 1, 1886 ..	July 1, 1906 ..	200,000	200,000	200,000 00	204,000 00 $4\frac{1}{2}$	Jan. & July.. {	20,250 00	20,542 50
Maine Central Imp. Class B.....	July 1, 1887 ..	July 1, 1917 ..	250,000	250,000	250,000 00	255,000 00 $4\frac{1}{2}$	Jan. & July.. }		
			\$1,108,000	\$1,108,000	\$1,108,000 00	.....	.....	\$59,150 00	\$59,442 50
Grand total.....	.....	.....	\$18,816,000	\$13,172,700	\$11,543,800 00	.....	.....	\$702,258 21	\$714,352 99

FUNDED DEBT—CONCLUDED.  
EQUIPMENT TRUST OBLIGATIONS—STATEMENT OF AMOUNT.

Series or other Designations.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.	
		Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Miscellaneous obligations	\$1,108,000	\$1,108,000	\$1,108,000	\$59,150 00	\$59,442 50

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$12,064,700	\$10,435,800	\$643,108 21	\$654,910 49
Miscellaneous obligations .....	1,108,000	1,108,000	59,150 00	59,442 50
Total .....	\$13,172,700	\$11,543,800	\$702,258 21	\$714,352 99

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$425,291 61	Loans and bills payable .....	\$445,500 00
Bills receivable .....	132,500 00	Audited vouchers and accounts .....	447,291 76
Due from agents .....	92,740 33	Wages and salaries .....	174,469 67
Net traffic balances due from other companies. ....	86,727 29	Dividends not called for .....	10,501 04
Due from solvent companies and individuals .....	84,112 81	Matured interest coupons unpaid (including coupons due July 1) .....	114,069 75
Balance—current liabilities.	370,460 27		
Total .....	\$1,191,832 22	Total .....	\$1,191,832 22

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 .....	\$ 4,974,700	\$ 4,974,700	.....	314.23	\$15,831 40
Bonds.....	10,592,300	10,592,300	.....	314	33,708 75
Total .....	\$15,567,000	\$15,567,000	.....	314.23	\$49,540 15

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.
Maine Central R. R. ....	\$4,974,700	\$ 10,592,300	\$ 1,191,832 22	\$16,758,832 22	314.23	\$53,333 00
European and North American Railway.....	.....	948,000	.....	948,000 00	55.	17,236 36
Androscoggin R. R. ....	.....	3,500	.....	3,500 00	31.	112 90
Portland and Ogdensburg Railway.....	4,392,628	2,119,000	.....	6,511,628 00	109.10	59,685 13
Dexter & Piscataquis Railroad.....	.....	175,000	.....	175,000 00	16.54	10,580 41
Upper Coos Railroad...	350,000	916,000	.....	1,266,000 00	55.	.....
Hereford Railway.....	800,000	800,000	.....	1,600,000 00	53.	30,188 68
Dexter & Newport R.R.	122,000	175,000	.....	297,000 00	14.23	20,871 39
Belfast & Moosehead Lake Railroad.....	.....	.....	.....	.....	33.13	.....
Eastern Maine R. R. ....	.....	.....	.....	.....	18.80	.....
Knox & Lincoln Rwy.	200,000	1,413,000	.....	1,613,000 00	48.39	33,333 33
Total carried forward	10,839,328	17,141,800	\$1,191,832 22	\$29,172,960 22	748.52	\$38,979 40

Portion of European and North American Railway not covered by bonds, 65.34; total mileage, 813.76.

From the grand total of bonds, \$11,543,800, is deducted the Bath loan to Androscoggin Railroad Company, \$3,500, the Bangor loan to European & North American Railway, \$910,000, the Maine Central forty year European & North American Railway bonds, secured by mortgage of European & North American Railway, \$38,000, total, \$951,500; because the Androscoggin Railroad and European & North American Railway are operated under lease and not owned.

The Maine Central forty year European & North American bonds, \$38,000, are secured by mortgage of the European & North American Railway between Bangor and Winn and are therefore added to the bonds of the European & North American Railway, \$910,000, to get the total of \$948,000, used against European & North American Railway in "Funded Debt."

## 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, 1892.	Total cost to June 30, 1893.	Cost per mile.
<b>Construction:</b>				
Right of way .....	\$ 4,127 00			
Other real estate .....	18,498 00			
Fences .....	60 00			
Grading and bridge and culvert masonry .....	103,259 82			
Bridges and trestles .....	18,994 44			
Rails .....	23,957 18			
Ties .....	2,873 12			
Other superstructure .....	8,979 06			
Buildings, furniture and fixtures..	14,061 90			
Shop machinery and tools .....	1,565 11			
Total construction .....	\$196,975 63	\$11,779,043 95	\$11,976,019 50	\$38,112 27
Total equipment .....		2,119,801 36	2,119,801 36	6,746 02
<b>Grand total cost construction, equipment, etc. ....</b>	<b>\$196,975 63</b>	<b>\$13,898,845 31</b>	<b>\$14,095,820 94</b>	<b>\$44,858 29</b>

INCOME ACCOUNT.

Gross earnings from operation.....	\$5,059,234 59	
Less operating expenses.....	3,223,429 12	
Income from operation .....		\$1,835,805 47
Dividends on stocks owned .....	\$16,265 60	
Interest on bonds owned .....	5,820 00	
Miscellaneous income—less expenses .....	14,094 74	
Income from other sources.. .....		36,180 34
Total income. ....		\$1,871,985 81
Deductions from income:		
Interest on funded debt accrued .....	\$702,258 21	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	15,875 28	
Rents .....	596,504 46	
Taxes .....	86,759 66	
Total deductions from income .....		1,401,397 61
Net income .....		\$470,588 20
Dividends, 7½ %, common stock .....		335,965 50
Surplus from operations of year ending June 30, 1893 .....		\$134,622 70
Surplus on June 30, 1892.....		683,131 71
Additions for year.....	\$ 81,020 34	\$817,754 41
Deductions for year.....	187,765 72	106,745 38
Surplus on June 30, 1893.....		\$711,009 03

ADDITIONS FOR YEAR.

Premium on bonds sold.....	\$ 2,796 25
Interest on sinking fund.....	18,453 79
Sundry accounts.....	505 30
Sale of wild lands.....	40,405 00
Increase in value of St. John Bridge stock .....	18,860 00
	\$81,020 34

DEDUCTIONS FOR YEAR.

Commissions for sale of bonds.....	\$ 906 45
Premium and interest on bonds purchased for sinking fund .....	19,147 49
Sundry accounts.....	2,711 78
Transferred to equipment fund.....	125,000 00
Transferred to injury fund.....	40,000 00
	\$187,765 72

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$2,075,498 01
Mail .....	\$138,269 65		
Express .....	74,200 00		
Extra baggage and storage .....	18,013 13		230,482 78
Total passenger earnings .....			\$2,305,980 79
Total freight earnings .....			2,729,453 80
Total passenger and freight earnings.....			\$5,035,434 59
Other earnings from operation			
Rents from tracks, yards and terminals.....			23,800 00
Total gross earnings from operation—entire line .....			\$5,059,234 59

## STOCKS OWNED.

Name.	Total par value.	Rate— %.	Income or dividend received.	Valuation.	Shares.
Portland and Rochester R. R. Co.....	\$ 4,700 00	6	\$ 282 00	\$ 4,700 00	
Portland and Ogdensburg R'y Co.....	198,180 00	2	3,963 60	79,272 00	
Dexter and Piscataquis R. R. Co.....	17,000 00	6	1,020 00	17,000 00	
Portland, Mt. Desert and Machias Steambot Co. ....	110,000 00	..	.....	121,000 00	
Portland Union Railway Station Co..	25,000 00	..	.....	25,000 00	
Sebastieook and Moosehead R. R. Co.	8,000 00	..	.....	8,000 00	
St. John Bridge .....	20,000 00	5	1,000 00	20,000 00	
Northern Maine R. R. Co. ....	25,000 00	..	.....	27,503 97	
Knox and Lincoln Railway Co.....	200,000 00	5	10,000 00	200,000 00	
Phillips and Rangeley R. R. Co.....	25,000 00	..	.....	25,000 00	
Total .....	\$632,880 00		\$16,265 60	\$527,475 97	

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Penobscot Shore Line Railway.....	\$138,000	4	\$5,820	\$138,000

\$148,000 Penobscot Shore Line Railway bonds owned July 1, 1892, interest payable August 1st and February 1st. \$5,000 of same sold July 19, 1892; \$5,000 of same sold February 15, 1893. Interest received—4 % on \$143,000=\$5,720; accrued interest on \$10,000 sold=\$100; total, \$5,820.

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 Railway.	.....	\$23,800

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents and wharfage .....	\$14,165 29	.....	\$14,165 29

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$234,474 61	\$213,851 60	\$448,326 21
Renewal of rails.....	12,398 87	11,308 33	23,707 20
Renewals of ties.....	19,473 99	17,761 18	37,235 17
Repairs of bridges and culverts.....	33,505 41	30,558 48	64,063 89
Repairs of fences, road-crossings, signs, and cattle guards.....	29,133 25	26,570 86	55,704 11
Repairs of buildings.....	65,191 82	59,457 94	124,649 76
Repairs of docks and wharves.....	3,920 17	3,575 37	7,495 54
Other expenses.....	6,045 22	5,513 51	11,558 73
Total.....	\$404,143 34	\$368,597 27	\$772,740 61
<b>Maintenance of equipment:</b>			
Repairs of renewals of locomotives.....	\$134,356 87	\$122,539 63	\$256,896 50
Repairs and renewals of passenger cars.....	124,699 67	.....	124,699 67
Repairs and renewals of freight cars.....	.....	169,278 70	169,278 70
Shop machinery, tools, etc.....	8,771 21	14,380 22	23,151 43
Other expenses.....	23,114 81	12,546 36	35,661 17
Total.....	\$290,942 56	\$318,744 91	\$609,687 47
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen.....	\$127,150 69	\$150,348 65	\$277,499 34
Fuel for locomotives.....	164,847 02	229,053 90	393,900 92
Water-supply for locomotives.....	9,272 74	8,457 16	17,729 90
All other supplies for locomotives.....	9,923 77	9,050 93	18,974 70
Wages of other trainmen.....	93,643 62	118,215 15	211,858 77
All other train supplies.....	23,610 74	24,258 95	47,869 69
Wages of switchmen, flagmen and watchmen.....	48,446 01	44,184 98	92,630 99
Expense of telegraph, including train dispatchers and operators.....	26,994 85	24,620 54	51,615 39
Wages of station agents, clerks and laborers.....	86,651 95	142,641 60	229,293 55
Station supplies.....	48,655 23	20,434 10	69,089 33
Car mileage—balance.....	22,067 39	83,596 06	105,663 45
Loss and damage.....	484 80	2,933 51	3,418 31
Injuries to persons.....	20,892 15	19,054 59	39,946 74
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies.....	26,850 83	24,489 19	51,340 02
Other expenses.....	17,587 11	27,127 87	44,714 98
Total.....	\$727,078 90	\$928,467 18	\$1,655,546 08
<b>General expenses:</b>			
Salaries of officers.....	\$37,727 51	\$40,322 20	\$78,049 71
General office expenses and supplies.....	8,889 35	8,306 36	17,195 71
Agencies, including salaries and rent.....	3,271 33	.....	3,271 33
Advertising.....	19,273 12	556 01	19,829 12
Commissions.....	890 45	.....	890 45
Insurance.....	4,746 22	4,328 78	9,075 00
Legal expenses.....	8,617 09	7,859 19	16,476 28
Stationery and printing.....	12,114 42	5,349 86	17,464 28
Other general expenses.....	12,135 21	11,067 86	23,203 07
Total.....	\$107,664 70	\$77,790 26	\$185,454 96
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$404,143 34	\$368,597 27	\$772,740 61
Maintenance of equipment.....	290,942 56	318,744 91	609,687 47
Conducting transportation.....	727,078 90	928,467 18	1,655,546 08
General expenses.....	107,664 70	77,790 26	185,454 96
Grand total.....	\$1,529,829 50	\$1,693,599 62	\$3,223,429 12



RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
European & No. American Rwy. . . . .			\$125,500 00	\$125,500 00
Belfast and Moosehead Lake R. R. . . . .			36,000 00	36,000 00
Dexter and Newport Railroad. . . . .			18,000 00	18,000 00
Eastern Maine Railroad. . . . .			9,500 00	9,500 00
Portland and Ogdensburg R. R. . . . .	\$113,950 00	\$87,856 56	500 00	202,302 56
Dexter and Piscataquis Railroad. . . . .	7,000 00		6,350 00	13,350 00
Upper Coos Railroad . . . . .	39,185 00	21,000 00	500 00	60,685 00
Hereford Railroad . . . . .	32,000 00	32,000 00	500 00	64,500 00
Knox and Lincoln Railroad. . . . .	56,466 90	10,000 00	200 00	66,666 90
Total rents. . . . .	\$248,601 90	\$150,852 56	\$197,050 00	\$596,504 46

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1892.		Assets.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$11,779,043 95	Cost of road.....		\$11,976,019 58	\$196,975 63	
	2,119,801 36	Cost of equipment.....		2,119,801 36		
	501,115 97	Stocks owned.....		527,475 97	26,360 00	
	162,166 90	Bonds owned.....		138,000 00		\$24,166 90
\$ 768,333 33		Androscoggin Railroad lease.....	\$ 768,333 33			
1,000,000 00		European and North American Railway lease.....	1,016,091 57		16,091 57	
1,008,739 70		Portland and Ogdensburg Railway lease.....	1,008,739 70			
514,643 54		Portland and Ogdensburg Railway improvement.....	523,692 66		8,909 12	
489,442 80		Portland and Ogdensburg Railway extension.....	470,584 51		1,141 71	
175,000 00		Dexter and Piscataquis Railway lease.....	213,556 50		40,556 50	
44,556 50		Dexter and Piscataquis Railway improvement.....				40,556 50
353,448 34		Upper Coos Railroad lease.....	369,009 97		15,561 63	
679,181 10		Upper Coos Railroad extension.....	714,548 97		35,367 87	
800,500 00		Hereford Railway lease.....	821,531 63		21,031 63	
35,247 90		Coos and Hereford Railway improvement.....				35,247 90
1,416,292 92		Knox and Lincoln Railway lease.....	1,672,789 13		256,496 21	
177,007 59		Knox and Lincoln Railway improvement.....				177,007 59
838 67	7,439,232 39	Camden extension.....				838 67
		Cumberland Railroad double track.....	48,022 50	7,028,810 47	48,022 50	
	565,780 57	Cash and current assets.....	821,371 95		255,591 38	
		New rolling stock.....	108,730 47	930,002 42	108,730 47	
		Other assets:				
		Materials and supplies.....	724,953 23		201,623 13	
		Sinking fund.....	237,255 61	962,208 84	20,565 19	
	\$23,307,161 66	Grand total.....		\$24,282,418 64	\$1,253,074 54	* \$277,817 56

		Liabilities.			
	\$ 4,487,100 00	Capital stock.....		\$ 4,982,900 00	\$495,800 00
	11,597,500 00	Funded debt .....		11,543,800 00	\$53,700 00
	896,270 57	Current liabilities .....		1,191,832 22	295,561 65
\$144,181 37		Accrued interest on funded debt not yet payable .....	\$144,131 91		49 46
108,986 01		Accrued rent not yet payable .....	100,753 48		8,232 53
11,000 00		Androscoggin and Kennebec Railroad stock bonds.....	11,000 00		
8,992 00		Maine Central interest scrip.....	8,992 00		
800,000 00		Portland and Ogdensburg Railroad bonds, 4%.....	800,000 00		
1,319,000 00		Portland and Ogdensburg Railway bonds, 5%.....	1,319,000 00		
175,000 00		Dexter and Piscataquis Railroad bonds.....	175,000 00		
800,000 00		Hereford Railway bonds .....	800,000 00		
350,000 00		Upper Coos Railroad bonds .....	350,000 00		
547,000 00		Upper Coos extension bonds .....	566,000 00	19,000 00	
1,300,000 00		Penobscot Shore Line Railway bonds.....	1,300,000 00		
79,000 00	5,643,159 38	Knox and Lincoln Railway bonds .....	113,000 00	34,000 00	
		Equipment fund.....	125,000 00	125,000 00	
		Injury fund.....	40,000 00	5,852,877 39	40,000 00
		Profit and loss .....		711,009 03	27,877 32
	688,131 71	Grand total.....		\$24,282,418 64	\$1,037,238 97
	\$23,307,161 66				\$61,981 99

\* DECREASE.

\$24,166 90	Bonds owned. See under head of "Important Changes During the Year."
40,556 50	Dexter and Piscataquis improvement; transferred to account of Dexter and Piscataquis lease.
35,247 90	Coos and Hereford improvement; transferred to account of Coos lease and Hereford lease.
177,007 59	Knox and Lincoln improvement; transferred to account of Knox and Lincoln lease.
838 67	Camden extension; transferred to account of profit and loss.
\$277,817 56	

## IMPORTANT CHANGES DURING THE YEAR.

4,968 shares capital stock of Maine Central Railroad Company issued.  
 \$23,000 Maine Central Railroad Company 4½ % consols issued.  
 \$10,000 Maine Central Railroad Company 4 % consols issued.  
 \$38,000 Maine Central Railroad Company 40 years European and Northern American Railway 4 % bonds issued.  
 \$19,000 Upper Coos Railroad bonds guaranteed by Maine Central Railroad Company.  
 \$34,000 Knox and Lincoln Railway bonds guaranteed and sold by Maine Central Railroad Company.  
 \$2,600 Androscoggin and Kennebec Railroad Company bonds paid by Maine Central Railroad Company and retired.  
 \$24,100 City of Bath bonds paid by Maine Central Railroad Company and retired.  
 \$90,000 City of Bangor bonds paid by Maine Central Railroad Co. and retired.  
 \$8,000 Maine Central Collateral Trust bonds paid by Maine Central Railroad Company and retired.  
 \$12,500 Phillips and Rangeley Railroad stock purchased.  
 \$5,000 stock of Dexter and Newport Railroad sold.  
 \$10,000 Penobscot Shore Line Railroad bonds sold.  
 St. John Bridge and Extension stock raised on the books from \$1,140, the cost to Maine Central Railroad Company, to \$20,000, the par value as the stock commenced paying dividends.  
 \$891,000 European and North American Railway bonds carried on books at a value of \$14,166.90 charged at latter figures to the European and North American Railway lease account. These were old bonds purchased to save litigation and to settle an old claim.

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
And. & Ken. R. R. bonds.....	Danville Jct....	Waterville .....	54.6	\$ 65 90
Bath loan to And. R. R.....	Brunswick . . .	Leeds Junct. . .	31.	112 90
Bangor loan to E. & N. A. R'y.	Crowley's .....	Lewiston .....		
Me. Cen. 40 yrs. E. & N. A. b'ds	Bangor .....	Winn .....	55.	17,236 36
Portland & Kennebec consols	Portland .....	Augusta.....	72.	16,204 17
	Brunswick .....	Bath.....		
Leeds & Farm. R. R. bonds.....	Leeds Jct.....	Farmington .....	36.4	17,380 10
Maine Central 7 % loan.....	Danville Jct....	Bangor .....	109.5	6,911 42
Maine Central extension bonds	Danville Jct....	Cumberland Je.	18.3	17,390 10
	Portland .....	Bangor .....		
Maine Central consols .....	Brunswick .....	Bath.....	304.01	18,771 42
	Cumberland....	Skowhegan...		
	Leeds Junction.	Farmington...		
Me. Cent. Coll. Trust bonds ..	Penobscot Jct..	Mt. Des. Ferry..	41.13	17,529 78
Maine Shore Line bonds .....				

All equipment of Maine Central Railroad mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	14	4,382	\$38,846 39	\$2 86
General office clerks .....	74	22,185	54,012 96	2 43
Station agents.....	207	64,743	128,874 87	1 99
Other station men .....	182	55,355	94,115 04	1 70
Enginemen .....	158	49,057	152,527 06	3 11
Firemen.....	159	51,007	99,430 37	1 95
Conductors .....	102	31,128	83,552 88	2 69
Other trainmen.....	256	72,718	128,619 41	1 77
Machinists.....	68	24,758	50,382 75	2 04
Carpenters.....	148	48,715	89,725 11	1 84
Other shopmen.....	94	32,043	55,141 08	1 72
Section foremen.....	177	50,568	87,261 20	1 72
Other trackmen .....	777	192,071	250,980 65	1 31
Switchmen, flagmen and watchmen .....	253	81,562	114,845 48	1 31
Telegraph operators and dispatchers.....	53	15,379	25,512 49	1 66
Employees—account floating equipment.....	37	9,911	20,656 42	2 08
All other employees and laborers.....	654	197,174	292,142 30	1 48
Master mechanics, foremen and clerks in shops,	22	7,150	23,818 35	3 33
Total (including "general officers") entire line,	3,435	1,009,906	\$1,790,644 81	\$1 77
Less "general officers".....	14	4,382	38,846 39	8 86
Total (excluding "general officers") entire line,	3,421	1,005,524	\$1,751,798 42	\$1 74
Distribution of above:				
General administration .....	88	26,567	\$ 92,859 35	\$3 50
Maintenance of way and structures .....	1,290	350,931	531,616 07	1 51
Maintenance of equipment .....	362	103,597	177,097 07	1 71
Conducting transportation .....	1,695	528,811	989,072 32	1 87
Total (including "general officers") entire line,	3,435	1,009,906	\$1,790,644 81	\$1 77
Less "general officers" .....	14	4,382	38,846 39	8 86
Total (excluding "general officers") entire line,	2,421	1,005,524	\$1,751,798 42	\$1 74

## 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.....	2,317,689			
Number of passengers carried one mile.....	89,190,106			
Average distance carried.....	38.48			
Total passenger revenue.....		2,075,498	01	
Average amount received from each passenger.....			89	55
Average receipts per passenger per mile.....			02	327
Estimated cost of carrying each passenger one mile.....			01	715
Total passenger earnings.....		2,305,980	79	
Passenger earnings per mile of road.....		2,833	73	578
Passenger earnings per train mile.....			1	33 781
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	2,238,851			
Number of tons carried one mile.....	176,136,542			
Average distance haul of one ton.....	78.67			
Total freight revenue.....		2,729,453	80	
Average amount received for each ton of freight.....			1	21 913
Average receipts per ton per mile.....			01	549
Estimated cost of carrying one ton one mile.....			01	961
Total freight earnings.....		2,729,453	80	
Freight earnings per mile of road.....		3,354	12	627
Freight earnings per train mile.....			1	73 543
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		4,804,951	81	
Passenger and freight revenue per mile of road.....		5,904	63	012
Passenger and freight earnings.....		5,035,434	59	
Passenger and freight earnings per mile of road.....		6,187	86	201
Gross earnings from operation.....		5,059,234	59	
Gross earnings from operation per mile of road.....		6,217	10	896
Gross earnings from operation per train mile.....			1	53 473
Expenses.....		3,223,429	12	
Expenses per mile of road.....		3,961	15	454
Income from operation.....		1,835,805	47	
Income from operation per mile of road.....		2,255	95	442
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	1,723,702			
Miles run by freight trains.....	1,572,778			
Miles run by mixed trains.....				
Total mileage trains earning revenue.....	3,296,480			
Miles run by switching trains.....	1,071,181			
Miles run by construction and other trains.....	272,512			
Grand total train mileage.....	4,640,173			

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 .....	2	63	63	47 Westinghouse, 16 New York.		
Freight .....	5	67	27	24 Westinghouse, 3 New York.		
Switching .....	2	25	4	Westinghouse.		
Total locomotives.....	9	155	94			
<b>Cars in Passenger Service:</b>						
First-class passenger cars	3	122	122	Westinghouse.....	122	Miller.
Second-class passenger cars .....	.....	4	4	Westinghouse. ....	4	Miller.
Combination passenger cars .....	1	14	14	Westinghouse.....	14	Miller.
Emigrant cars .....	6	6	6	Westinghouse.....	6	Miller.
Baggage, express and postal cars .....	4	59	59	Westinghouse.....	59	Miller.
Other cars in passenger service.....	.....	5	5	Westinghouse. ....	5	Miller.
Total .....	14	210	210	.....	210	
<b>Cars in Freight Service:</b>						
Box cars.....	.....	931				
Flat cars.....	233	1804				
Stock cars.....	.....	80				
Coal cars .....	100	250				
Refrigerator cars.....	1	15				
Total .....	334	3080				
<b>Cars in Company's service:</b>						
Gravel cars.....	.....	70				
Derrick cars .....	.....	8				
Caboose cars .....	.....	56				
Other road cars .....	27	146				
Total .....	27	280				
<b>Cars contributed to fast freight line service.....</b>	.....	50				
<b>Grand total cars .</b>	.....	3620				

## 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 .....	314.23	.....	499.53	813.76	33.04	780.72
Miles of second track.....	22.6	.....	.....	22.6	.....	22.6
Miles of yard track and sidings...	110.21	.....	95.29	205.50	133.11	72.39
Total mileage operated (all tracks).....	447.04	.....	594.82	1041.86	166.15	875.71

## 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 excluding track'ge 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	.....	13.85
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.

Maine .....	314.23	.....	.....	.....	.....	314.23
Total mileage owned (single track).....	314.23	.....	.....	.....	.....	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.....	1055 $\frac{2}{3}$	67.832 75	Cedar.....	81,836	.22
			Hemlock .....	51,909	.18
			Hackmatack.....	10,771	.20
			Total .....	144,516	.20

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— Tons.	WOOD— Cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.	Soft.			
Passenger .....	51,444.75	232	51,560.75	1,770,397	58.25
Freight .....	50,946.35	236 $\frac{1}{2}$	51,064.55	1,553,575	65.74
Switching.....	22,060.70	76 $\frac{1}{2}$	22,099.25	1,075,032	41.11
Construction .....	5,254.55	11 $\frac{1}{2}$	5,260.	265,844	39.57
Total .....	129,706.35	556 $\frac{1}{2}$	129,984.55	4,664,848	55.73
Av. cost at distributing point.....	\$3.21	\$3.00	\$3.22		

## ACCIDENTS TO PERSONS—MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	.....	.....	2	.....	.....	.....	2
Falling from trains and engines.....	1	.....	.....	.....	.....	.....	1	.....
Other train accidents.....	.....	1	.....	.....	.....	.....	.....	1
At stations.....	.....	.....	.....	.....	.....	2	.....	2
Other causes.....	1	.....	.....	.....	.....	.....	1	.....
Total.....	2	1	.....	2	.....	2	2	5
	OTHERS.							
	PASSENGERS		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....	.....	.....	.....	.....	1	.....	1	.....
At stations.....	.....	2	.....	.....	.....	.....	.....	2
Other causes.....	.....	.....	7	.....	.....	.....	7	.....
Total.....	.....	2	7	.....	1	.....	8	2

REMARKS. Other train accidents—employees. An engineer had an arm broken by the breaking of a parallel rod on locomotive. Other causes—employees. A bridge watchman was caught by a train and dragged into a bridge. Other causes—others—not employees. Six persons killed while walking on track. One person killed jumping from moving train; trespasser, stealing a ride.

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:							
Iron .....	123	16,670.5	25.	913.2	Overhead Highway Crossings: Bridges.....	36	14.6
Wooden..	49	7,990.9	25.	1,919.9			
Part of span of wood, & p't iron	6	4,325.1	257.	1,661.	Overhead Railway Crossings: Bridges.....	1	155
Total ..	178	28,986.3					
Trestles:							
Wood....	32	10,080.2	21.	3,525.			
Iron . . .	1	517.6	517.6	517.6			

Gauge of track, 4 feet, 8½ inches; 314.23 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT, OPERATED BY ANOTHER COMPANY.

Miles of line.	Miles of wire.	Name of Operating Company.
*165.23	177.23	Western Union Telegraph Company.

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.
714.37	2,965.33	Western Union Telegraph Co. ....	Western Union Telegraph Co.

\* Telegraph lines owned by railroad companies whose property is leased to the M. C. R. R. Co., are entered as owned, viz.: M. C. R. R. Co., 13.13; P. & O. R. R., 59.30; Upper Coos, 9.80; Hereford Rwy., 53.; Knox & Lincoln Rwy., 10.; total, 165.23. Miles of wire, 177.23.

**Report of the Monson Railroad Company for the Year Ending  
June 30, 1893.**

[NARROW GAUGE.]

**HISTORY.**

Name of common carrier making this report. Monson Railroad Company.

Date of organization. October 9, 1882.

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.
HARVEY A. WHITING .....	Wilton, N. H.....	March 20, 1894.
JOHN T. KIMBALL.....	Lowell, Mass.....	“ “
GEO. O. WHITING.....	Lexington, Mass.....	“ “
JOHN F. SPRAGUE.....	Monson, Maine.....	“ “
ALBERT W. CHAPIN.....	Monson, Maine.....	“ “
WILMOT L. ESTABROOKE ...	Monson, Maine.....	“ “
THOMAS P. ELLIOTT .....	Monson, Maine.....	“ “

Total number of stockholders at date of last election, 17.

Date of last meeting of stockholders for election of directors, June 21, 1893.

Post office address of general office, Lowell, Mass.

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.....	Wilton, N. H.
Secretary .....	J. F. SPRAGUE.....	Monson, Maine.
Treasurer. ....	J. F. KIMBALL.....	Lowell, Mass.
Attorney or General Counsel.	J. F. SPRAGUE.....	Monson, Maine.
General Manager.....	J. F. KIMBALL.....	Lowell, Mass.
General Superintendent.....	W. L. ESTABROOKE .....	Monson, Maine.
General Freight Agent .....	W. L. ESTABROOKE .....	Monson, Maine.
General Passenger Agent.....	W. L. ESTABROOKE .....	Monson, Maine.
General Ticket Agent .....	W. L. ESTABROOKE .....	Monson, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From--	To--		
Monson Railroad .....	Monson Junction, Monson .....	Monson ..... State quarries ....	6.16 2.00	6.16 2.00
Total .....			8.16	8.16

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 .....	700	\$100	\$70,000	\$70,000		
<b>MANNER OF PAYMENT FOR CAPITAL STOCK.</b>						
			Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for construction: common .....					700	

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.
Mortgage	Apr. 1 1884.	Apr. 1 1904.	\$70,000	\$70,000	\$70,000	\$70,000	6	Apr. 1 & Oct. 1	\$4,200 00 * 613 68	\$613 68
Grand total ..									\$4,813 68	\$613 68

\* Floating debt.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$70,000	\$70,000	\$4,200	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$180 21	Loans and bills payable .....	\$11,124 07
Balance—current liabilities..	47,635 77	Matured interest coupons unpaid (including coupons due July 1).....	36,691 91
Total .....	\$47,815 98	Total .....	\$47,815 98

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	.....	8.16	\$8,578 43
Bonds .....	70,000 00	70,000 00	.....	8.16	8,578 43
Total .....	\$140,000 00	\$140,000 00	.....	8.16	\$17,156 86

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Total construction.....				\$60,886 68	\$7,461 60
Total equipment .....				17,261 95	2,115 43
Grand total cost construction, equipment, etc.....				\$78,148 63	\$9,577 03

INCOME ACCOUNT.

Gross earnings from operation .....	\$10,838 79	
Less operating expenses .....	8,713 73	
Income from operation.....	\$2,125 06	
Total income.....		\$2,125 06
Deductions from income:		
Interest on funded debt accrued.....	\$4,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	613 56	
Taxes .....	71 27	
Total deductions from income .....		4,884 83
Deficit from operations of year ending June 30, 1893. ....		\$ 2,759 77
Deficit June 30, 1892 .....		103,312 55
Deficit on June 30, 1893.....		\$106,072 32

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue .....			\$1,778 44
Mail .....	\$267 60		
Express .....	202 59		
Extra baggage and storage.....	36 10		506 29
Total passenger earnings .....			\$2,284 73
Total freight earnings .....			8,554 06
Total passenger and freight earnings.....			\$10,838 79
Total gross earnings from operation .....			\$10,838 79

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$430 47	\$1,291 42	\$1,721 89
Renewals of ties .....	42 29	126 86	169 15
Repairs of bridges and culverts .....	19 83	59 48	79 31
Repairs of fences, road crossings, signs and cattle guards.....	10 90	32 69	43 59
Repairs of buildings.....	43 07	129 21	172 28
Total .....	\$546 56	\$1,639 66	\$2,186 22
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives...	\$33 21	\$99 65	\$132 86
Repairs and renewals of passenger cars...	28 05	84 14	112 19
Repairs and renewals of freight cars ...	27 13	81 40	108 53
Total .....	\$88 39	\$265 19	\$353 58
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen .....	\$362 34	\$1,087 02	\$1,449 36
Fuel for locomotives.....	173 31	519 94	693 25
All other supplies for locomotives.....	14 10	42 29	56 39
Wages of other trainmen.....	150 00	450 00	600 00
All other train supplies .....	26 48	79 43	105 91
Wages of station agents, clerks and laborers .....	618 99	1,856 96	2,475 95
Station supplies.....	18 97	56 93	75 96
Loss and damage.....	24 54	73 63	98 17
Other expenses.....	47	1 43	1 90
Total .....	\$1,389 20	\$4,167 63	\$5,556 83
<b>General expenses:</b>			
Salaries of officers.....	\$75 00	\$225 00	\$300 00
General office expenses and supplies ...	2 65	7 95	10 60
Advertising .....	3 00	9 00	12 00
Insurance .....	62 50	187 50	250 00
Stationery and printing.....	7 62	22 88	30 50
Other general expenses .....	3 50	10 50	14 00
Total .....	\$154 27	\$462 83	\$617 10
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures. ...	\$546 56	\$1,639 66	\$2,186 22
Maintenance of equipment .....	88 39	265 19	353 58
Conducting transportation.....	1,389 20	4,167 63	5,556 83
General expenses .....	154 27	462 83	617 10
Grand total .....	\$2,178 42	\$6,535 31	\$8,713 73



COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road.....	\$60,886 68			
Cost of equipment.....	17,621 95			
Cash and current assets.....	180 21			
Profit and loss.....	106,072 32			
Grand total.....	\$184,761 16			
LIABILITIES.				
Capital stock.....	\$70,000 00			
Funded debt.....	70,000 00			
Current liabilities.....	47,635 77		\$4,868 70	
Grand total.....	\$187,635 77		\$4,868 70	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage.....	Abbot Junc....	Monson.....	8.16	\$8,750 00

All equipment mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	1	314	\$300 00	\$0 95
Station agents .....	2	628	690 00	1 10
Enginemen .....	1	314	706 50	2 25
Firemen .....	1	314	471 00	1 50
Conductors .....	1	314	600 00	1 91
Section foremen .....	1	303	606 00	2 00
Other trackmen .....	4	898	1,135 54	1 27
Switchmen, flagmen and watchmen .....	1	150	166 12	1 07
All other employees and laborers .....	6	1,185	1,729 70	1 46
Total (including "general officers") .....	18	4,420	\$6,398 86	\$1 45
Less "general officers" .....	1	314	300 00	95
Total (excluding "general officers") .....	17	4,106	\$6,098 86	\$1 49
Distribution of above:				
General administration .....	1	314	\$ 300 00	\$0 95
Maintenance of way and structures .....	5	1,201	1,741 54	1 45
Conducting transportation .....	12	2,591	4,357 32	1 68
Total (including "general officers") .....	18	4,490	\$6,398 86	\$1 45
Less "general officers" .....	1	314	300 00	95
Total (excluding "general officers") .....	17	4,106	\$6,098 86	\$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.....	5,940			
Number of passengers carried one mile.....	31,046			
Average distance carried.....	6.16			
Total passenger revenue.....		1,778	44	
Average amount received from each passenger.....			35	286
Average receipts per passenger per mile.....			05	881
Estimated cost of carrying each passenger one mile.....				08
Total passenger earnings.....		2,284	73	
Passenger earnings per mile of road.....		370	89	789
Passenger earnings per train mile.....			17	207
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	7,205			
Number of tons carried one mile.....	44,388			
Average distance haul of one ton.....	6.16			
Total freight revenue.....		8,554	06	
Average amount received for each ton of freight.....			1	18
Average receipts per ton per mile.....				19
Estimated cost of carrying one ton one mile.....				65
Total freight earnings.....		8,554	06	
Freight earnings per mile of road.....		1,388	64	610
Freight earnings per train mile.....			64	420
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		10,838	79	
Passenger and freight revenue per mile of road.....		1,759	52	110
Passenger and freight earnings.....		10,838	79	
Passenger and freight earnings per mile of road.....		1,759	52	110
Gross earnings from operation.....		10,838	79	
Gross earnings from operation per mile of road.....		1,759	52	110
Gross earnings from operation per train mile.....			81	627
Expenses.....		8,713	73	
Expenses per mile of road.....		1,414	56	656
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	3,320			
Miles run by freight trains.....	9,958			
Total mileage trains earning revenue.....	13,278			
Mileage of loaded freight cars—north or east.....	9,958			
Mileage of empty freight cars—north or east.....	6,639			
Average number of freight cars in train.....	4			
Average number of loaded cars in train.....	4			
Average number of empty cars in train.....	3			
Average number of tons of freight in train.....	19			
Average number of tons of freight in each loaded car.....	4½			

## 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 and passenger .....	2					
Cars in passenger service:						
Combination pass. cars.....	1					
Cars in freight service:						
Box cars .....	2					
Flat cars.....	2					
Other cars.....	2					
Total.....	18					
Total cars owned ... ..	21					

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under track-age rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	6.16	2.00	.....	8.16	.....	8.16
Total mileage owned and operated (all tracks) .....	6.16	2.00	.....	8.16	.....	8.16

## RENEWALS OF RAILS AND TIES.

## NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	1,590	10c.
Cedar.....	230	5c.
Total.....	1,793	7½c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— Tons.		WOOD— Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger .....	.....	.....	25	25.25	29.30	3,320	17.95
Freight.....	.....	.....	75	75.75	87.87	9,958	17.65
Total .....	.....	.....	100	101.00	117.17	13,278	
Average cost at distributing point .....	.....	.....	\$3.85	\$2.90	\$5.58		

Gauge of track, 2 feet; 6.16 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.
6.16	12.32	Moosehead Lake Telegraph Co.	Moosehead Lake Telegraph Co.

**Report of the Mousam River Railroad Company for the Year  
Ending June 30, 1893.\***

[ELECTRIC.]

HISTORY.

Name of common carrier making this report. Mousam River Railroad Company.

Date of organization. July 18, 1892.

Under laws of what government, State or Territory organized. Under special act of Legislature of State of Maine, chapter 550, Laws of 1889.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
ERNEST M. GOODALL . . . . .	Sanford, Maine . . . . .	October 3, 1893.
LOUIS B. GOODALL . . . . .	“ “ . . . . .	“ “
GEO. B. GOODALL . . . . .	“ “ . . . . .	“ “
THOMAS GOODALL . . . . .	“ “ . . . . .	“ “
GEO. F. WEST . . . . .	Portland, Maine . . . . .	“ “

Total number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, July 18, 1892.

Post office address of general office, Sanford, Maine.

Post office address of operating office, Sanford, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President . . . . .	E. M. GOODALL . . . . .	Sanford, Maine.
Treasurer . . . . .	GEO. F. WEST . . . . .	Portland, Maine.
General Superintendent . . . . .	EVERETT K. DAY . . . . .	Sanford, Maine.
General Freight Agent . . . . .	EVERETT K. DAY . . . . .	“ “

\* Commenced operations April 1, 1893.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Mousam River Railroad.....	Springvale.....	Sanford .....	2.94	
Side tracks.....			.23	
Total .....			3.17	

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.
1st mort. bonds...	De.15, 1892.	Dec.1, 1912.	\$65,000	\$65,000	\$65,000	\$65,000	6	Jun. & Dec.		

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expnditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
*Grand total cost construction, power, equipment, etc.....			* \$147,653 54	\$50,219

\* This includes road, equipment, power station, lands, etc., being contracted for excepting \$3,260 paid for lands. Payment to be made in stock and bonds of the railroad.

## INCOME ACCOUNT.

Gross earnings from operation.....	* \$5,235 15	
Less operating expenses.....	2,504 41	
Income from operation .....	\$2,730 74	
Total income.....		\$2,730 74
Deductions from income:		
Interest on funded debt accrued.....	\$907 50	
Interest on interest-bearing current liabilities accrued, not otherwise provided for. ....	315 08	
Total deductions from income.....		1,222 58
Net income .....		\$1,508 16
Surplus from operations of year ending June 30, 1893 .....		\$1,508 16
Surplus on June 30, 1893 .....		\$1,508 16

\* Commenced operations April 1, 1893.

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue .....			\$2,155 98
Mail.....			30 00
Total passenger earnings.....			\$2,185 98
Freight revenue .....	\$3,049 17		
Total freight earnings.....			3,049 17
Total passenger and freight earnings ..			\$5,235 15
Total gross earnings from operation.....			\$5,235 15



## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures.....			\$21 55
Maintenance of equipment: Shop machinery, tools, etc.....			\$21 20
Conducting transportation:			
Wages of enginemen, firemen and round-housemen.....			\$199 75
Water-supply for locomotives.....			269 79
Wages of trainmen.....			28 93
All other train supplies.....	\$694 05	\$913 87	1,607 92
Loss and damage.....			2 50
Total.....			\$2,108 89
General expenses:			
Salaries of officers.....			\$122 58
Salaries of clerks.....			133 55
General office expenses and supplies.....			50 00
Insurance.....			46 64
Stationery and printing.....			
Total.....			\$352 77
Recapitulation of expenses:			
Maintenance of way and structures.....			\$21 55
Maintenance of equipment.....			21 20
Conducting transportation.....			2,108 89
General expenses.....			352 77
Grand total.....			\$2,504 41

Percentage of expenses to earnings, 47.8 %.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3			
Superintendent.....	1			\$2 50
Enginemen.....	2			1 75
Conductors.....	3			1 50
Other trainmen.....	4			1 50
Trackman.....	1			1 25
Total (including "general officers").....	13			
Less "general officers".....	3			
Total (excluding "general officers").....	10			
Distribution of above:				
General administration.....	3			
Maintenance of way and structures.....	1			
Maintenance of equipment.....	1			
Conducting transportation.....	8			

## 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	43,100			
Number of passengers carried one mile.....	107,750			
Average distance carried (miles).....	2½			
Total passenger revenue.....		\$2,155	98	
Average amount received from each passenger.....			05	
Average receipts per passenger per mile . . . . .			02	
Total passenger earnings . . . . .		2,185	98	
Passenger earnings per mile of road.....		874	39	2
Passenger earnings per train mile.....			45	866
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	4,739			
Number of tons carried one mile.....	11,837½			
Average distance haul of one ton.....	2½			
Total freight revenue.....		3,049	17	
Average amount received for each ton of freight.....			64	3
Average receipts per ton per mile.....			25	7
Total freight earnings.....		3,049	17	
Freight earnings per mile of road.....		1,219	66	
Freight earnings per train mile.....			1	017
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		5,235	15	
Passenger and freight revenue per mile of road.....		1,651	46	6
Passenger and freight earnings.....		5,235	15	
Passenger and freight earnings per mile of road.....		1,651	46	6
Gross earnings from operation.....		5,235	15	
Gross earnings from operation per mile of road.....		1,651	46	6
Gross earnings from operation per train mile.....			67	428
Expenses.....		2,504	41	
Expenses per mile of road.....		790	25	5
Income from operation.....		2,730	74	
Income from operation per mile of road.....		861	43	2
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	4,766			
Miles run by freight trains.....	2,998			
Total mileage trains earning revenue.....	7,764			
Grand total train mileage.....	7,764			
Mileage of empty freight cars—south or west.....	2			
Average number of freight cars in train.....	2			



## 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 Bridges:		
Iron .....	4	124 1	18.6	44.5			
Wooden,	1						
Total ..	5						

Gauge of track, 4 feet, 8½ inches; 3.17 miles.

**Report of the Phillips and Rangeley Railroad Company for the  
Year Ending June 30, 1893.**

[NARROW GAUGE.]

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, special laws of 1889.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
ARTHUR SEWALL.....	Bath, Maine.....	
FRANK JONES.....	Portsmouth, N. H.....	
CALVIN PUTNAM.....	Danvers, Mass.....	
GEO. M. GOODWIN.....	Haverhill, Mass.....	
A. B. GILMAN.....	Haverhill, Mass.....	
PAYSON TUCKER.....	Portland, Maine.....	
J. S. RICKER.....	Portland, Maine.....	
W. A. RICH.....	Woodfords, Maine.....	
F. E. TIMBERLAKE.....	Phillips, Maine.....	

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.....	GEO. W. YORK.....	" "
Treasurer.....	GEO. W. YORK.....	" "
Auditor.....	GEO. W. YORK.....	" "
General Manager.....	PAYSON TUCKER.....	" "
General Superintendent.....	GEO. PHILLIPS.....	Phillips, "
General Freight Agent.....	W. S. EATON.....	Portland, "
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	

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.
1st mort ..	Aug. 1, 1890	Aug. 1, 1910	\$150,000	\$150,000	\$150,000	\$141,000	5	Feb. & Aug. 1	\$7,500 00	\$7,500
2d mort. ...	Sept. 1, 1892	Sept. 1, 1912	75,000	50,000	50,000	37,155	5	Mar. & Sept. 1	1,069 44	625
Grand total, .....			\$225,000	\$200,000	\$200,000	\$178,155	..		\$8,569 44	\$8,125 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	\$8,569 44	\$8,125

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$3,640 66	Loans and bills payable .....	\$24,718 06
Bills receivable.....	215 00	Audited vouchers and ac- counts .....	7,470 06
Due from agents.....	1,433 91	Wages and salaries.....	2,584 38
Net traffic balances due from other companies.....	6,036 30		
Due from solvent companies and individuals.....	6,300 91		
Balance—current liabilities..	17,065 72		
<b>Total .....</b>	<b>\$34,772 50</b>	<b>Total .....</b>	<b>\$34,772 50</b>

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT:		AMOUNT PER MILE OF ROAD.	
		To rail- roads.	To other properties.	Miles.	Amount.
Capital stock.....	\$ 99,400	\$ 99,400	.....	28.	\$3,550 00
Bonds.....	200,000	200,000	.....	28.	7,142 85
<b>Total .....</b>	<b>\$294,400</b>	<b>\$299,400</b>	.....		<b>\$10,692 85</b>

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to income account as permanent improvements.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Total construction.....	\$4,754 70	\$229,281 74	.....	\$234,036 44	\$8,358 44
Equipment:					
Locomotives.....	\$5,160 22				
Passenger cars.....	3,790 92				
Freight cars.....	7,589 62				
<b>Total equipment.....</b>	<b>\$16,540 76</b>	<b>40,949 12</b>	.....	<b>57,489 88</b>	
<b>Grand total cost con- struction, equipment, etc. ....</b>	<b>\$21,295 46</b>	<b>\$270,230 86</b>	.....	<b>\$291,526 32</b>	<b>\$10,196 44</b>

## INCOME ACCOUNT.

Gross earnings from operation.....	\$37,956 75	
Less operating expenses.....	36,848 92	
Income from operation.....		\$1,107 83
Interest on bonds owned.....		9 00
Total income.....		\$1,116 83
Deductions from income:		
Interest on funded debt accrued.....	\$8,569 44	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	1,092 22	
Taxes.....	38 84	
Total deductions from income.....		9,700 50
Deficit from operations of year ending June 30, 1893.....		\$8,583 67
Deficit on June 30, 1892.....		7,460 05
Deficit on June 30, 1893.....		\$16,052 72
Deductions for year.....	* \$12,845 00	

\* Discount on \$50,000 second mortgage bonds issued during the year.

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$11,450 56
Mail.....	\$599 85		
Express.....	945 11		1,544 96
Total passenger earnings.....			\$12,995 52
Total freight earnings.....			24,961 23
Total passenger and freight earnings.....			\$37,956 75
Total gross earnings from operation.....			\$37,956 75



OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$3,054 48	\$5,665 75	\$8,720 23
Renewals of ties .....	221 26	410 46	631 72
Repairs of bridges and culverts .....	303 81	563 59	867 40
Repairs of fences, road-crossings, signs and cattle guards .....	57 60	106 87	164 47
Repairs of buildings.....	153 74	285 21	438 95
Other expenses.....	40 14	74 53	114 67
<b>Total .....</b>	<b>\$3,831 03</b>	<b>\$7,106 41</b>	<b>\$10,937 44</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives...	\$642 66	\$1,192 21	\$1,834 87
Repairs and renewals of passenger cars .....	996 80	.....	996 80
Repairs and renewals of freight cars.....	.....	2,624 98	2,624 98
Shop machinery, tools, etc.....	445 90	827 19	1,273 09
Other expenses.....	144 49	268 05	412 54
<b>Total .....</b>	<b>\$2,229 85</b>	<b>\$4,912 43</b>	<b>\$7,142 28</b>
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen .....	\$1,590 75	\$2,111 55	\$3,702 30
Fuel for locomotives .....	1,985 37	3,683 08	5,668 45
Water supply for locomotives.....	54 82	101 66	156 48
All other supplies for locomotives.....	67 28	124 19	191 47
Wages of other trainmen.....	1,483 76	1,990 89	3,474 65
All other train supplies .....	6 50	21 47	27 97
Expense of telegraph, including train dispatchers and operators .....	18 08	33 53	51 61
Wages of station agents, clerks and laborers .....	707 03	1,159 08	1,866 08
Station supplies.....	141 09	126 09	267 18
Loss and damage .....	.....	73 59	73 59
Injuries to persons.....	115 50	.....	110 50
<b>Total .....</b>	<b>\$6,155 15</b>	<b>\$9,425 13</b>	<b>\$15,590 28</b>
<b>General expenses:</b>			
Salaries of officers .....	\$567 75	\$1,053 25	\$1,621 00
General office expenses and supplies...	124 42	230 80	355 22
Advertising .....	55 3	66 27	102 00
Insurance.....	24 0	53 93	83 00
Legal expenses .....	218 43	405 19	623 62
Stationery and printing .....	56 33	44 29	100 62
Other general expenses .....	116 33	215 91	332 30
<b>Total .....</b>	<b>\$1,148 12</b>	<b>\$2,069 64</b>	<b>\$3,217 76</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$3,831 03	\$7,106 41	\$10,937 44
Maintenance of equipment .....	2,229 85	4,912 43	7,142 28
Conducting transportation.....	6,155 15	9,425 13	15,590 28
General expenses.....	1,148 12	2,069 64	3,217 76
<b>Grand total .....</b>	<b>\$13,374 15</b>	<b>\$23,513 61</b>	<b>\$35,887 76</b>

## COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$234,036 44	\$234,036 44		
Cost of equipment .....	57,489 88	57,489 88		
Profit and loss .....	28,897 72	28,897 72		
Grand total.....	\$320,424 04	\$320,424 04	\$41,035 35	
<b>LIABILITIES.</b>				
Capital stock .....		\$ 99,400 00		
Funded debt .....		200,000 00		
Current liabilities.....		17,065 72		
Accrued interest on funded debt not yet payable.....		3,958 32		
Grand total .....		\$320,424 04	\$40,000 00	

## IMPORTANT CHANGES DURING THE YEAR.

Second mortgage bonds issued 5 %, \$50,000.00.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
*General officers.....	6	418	\$1,450 00	\$3 46
Station agents.....	5	1,188	1,870 25	1 57
Enginemen .....	4	1,051	2,010 30	2 09
Firemen.....	3	1,033	1,010 42	1 28
Conductors .....	3	896	1,556 51	1 71
Other trainmen.....	6	1,509	1,899 89	1 26
Carpenters.....	1	256	377 55	1 47
Other shopmen.....	2	318	382 20	1 20
Section foremen.....	8	1,734	2,623 44	1 51
Other trackmen .....	49	5,502	7,082 07	1 28
Switchmen, flagmen and watchmen .....	3	831	951 80	1 14
All other employees and laborers.....	1	255	310 82	1 21
Total (including "general officers") .....	91	15,051	\$22,088 25	\$1 47
Less "general officers".....	6	418	1,450 00	3 46
Total (excluding "general officers") .....	85	14,633	\$20,638 25	\$1 41
Distribution of above:				
General administration .....	6	418	\$ 1,450 00	\$3 46
Maintenance of way and structures .....	58	7,491	10,016 33	1 33
Maintenance of equipment .....	3	574	759 75	1 32
Conducting transportation.....	24	6,568	9,862 17	1 50
Total (including "general officers") entire line.....	91	15,051	\$22,088 25	\$1 47

\* Of general officers only the superintendent and treasurer receive compensation. The treasurer received compensation beginning with March, 1893.

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.....	12,123			
Number of passengers carried one mile.....	213,069			
Average distance carried.....	17.57			
Total passenger revenue.....		11,450	56	
Average amount received from each passenger.....				94 453
Average receipts per passenger per mile.....				05 374
Total passenger earnings.....		12,985	52	
Passenger earnings per mile of road.....		464	12 571	
Passenger earnings per train mile.....			81	866
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	23,871			
Number of tons carried one mile.....	387,488			
Average distance haul of one ton.....	16.23			
Total freight revenue.....		24,961	23	
Average amount received for each ton of freight.....				1 04 567
Average receipts per ton per mile.....				06 442
Total freight earnings.....		24,961	23	
Freight earnings per mile of road.....		891	47 25	
Freight earnings per train mile.....			84	763
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		36,411	79	
Passenger and freight revenue per mile of road.....		1,300	42	107
Passenger and freight earnings.....		37,956	75	
Passenger and freight earnings per mile of road.....		1,355	59	821
Gross earnings from operation.....		37,956	75	
Gross earnings from operation per mile of road.....		1,355	59	821
Gross earnings from operation per train mile.....			83	749
Expenses.....		36,887	76	
Expenses per mile of road.....		1,317	42	
Income from operation.....		1,107	83	
Income from operation per mile of road.....		39	56	535
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	12,810			
Miles run by freight trains.....	20,257			
Miles run by mixed trains.....	12,255			
Total mileage trains earning revenue.....	45,322			
Miles run by construction and other trains.....	8,561			
Grand total train mileage.....	53,883			

## 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 and passenger ...	1	4	4	Eames Vacuum.		
Total locomotives .....	1	4	4	Eames Vacuum.		
Cars in Passenger Service:						
First-class passenger cars	2	3	3	Eames Vacuum.....	2	Miller.
Combination passenger cars .....	1	1	1	Eames Vacuum.....	1	Miller.
Baggage, express and postal cars .....	1	1	1	Eames Vacuum.....	1	Miller.
Total .....	2	5	5			
Cars in Freight Service:						
Box cars .....	5	16				
Flat cars .....	25	70				
Other cars .....	14	14				
Total .....	30	100				
Cars in company's service:						
Caboose cars.....	1	1				
Other road cars.....	2	2				
Total .....	3	3				
Total cars owned .....		108				

**Report of the Portland Railroad Company for the Year Ending  
June 30, 1893.**

[STREET—HORSE AND ELECTRIC.]

**HISTORY.**

Name of common carrier making this report. Portland Railroad Company.

Date of organization. March 19, 1863.

Under laws of what Government, State, or Territory organized. Under the Laws of the State of Maine.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. [See Report of Railroad Commissioners of 1891.]

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WM. R. WOOD .....	Portland, Maine.....	January 15, 1894.
CHAS. F. LIBBY.....	“ “ .....	“ “
WM. G. DAVIS .....	“ “ .....	“ “
H. M. HART.....	“ “ .....	“ “
WM. A. WHEELER.....	Ellis Island, N. Y. City,	“ “

Total number of stockholders at date of last election, 97.

Date of last meeting of stockholders for election of directors, January 16, 1893.

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 or General Counsel,	CHAS. F. LIBBY.....	“ “
General Manager .....	E. A. NEWMAN.....	“ “

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From--	To--		
Portland Railroad .....	In Portland.....	Deering and Westbrook..	16.53	

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 .....	5,000	\$100	\$500,000	\$300,000	* 6	\$1,200
<b>MANNER OF PAYMENT FOR CAPITAL STOCK.</b>			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	3,000	\$300,000

\* On \$200,000.

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.
Mortgage bond....	May 1 1893.	May 1 1903.	\$500,000	\$153,000	\$153,000	\$153,000	4 1/2	May & Nov.		

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$153,000	\$153,000		

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, 1892.	Total cost to June 30, 1893, less amount charged to profit and loss, etc.	Cost per mile.
<b>Construction:</b>				
Real estate .....	\$ 2,684 06	\$106,680 20	\$100,000 00	
Road bed and track .....	41,128 11	225,805 45	266,553 53	
Purchase of constructed road— Ocean Street Railroad.....		1,225 00	1,225 00	
Total construction .....	\$43,212 17	\$333,710 65	\$368,158 53	
<b>Equipment:</b>				
Horses .....	\$3,587 29	\$39,962 50	\$25,607 29	
Passenger cars .....	5,072 58	57,516 90	57,994 88	
Electrical equipment .....	25,518 59	40,859 72	66,378 22	
Power station equipment .....	5,606 42	13,212 58	18,111 00	
Grand total cost construction, equipment, etc.....	\$82,906 96	\$476,292 35	\$536,957 95	\$32,489

## INCOME ACCOUNT.

Gross earnings from operation.....	\$204,788 56	
Less operating expenses.....	170,906 06	
Income from operation .....		\$34,782 56
Miscellaneous income—less expenses .....	\$2,426 18	
Income from other sources.. .....		2,426 18
Total income. ....		\$37,208 72
Deductions from income:		
Interest.....	\$12,313 02	
Taxes .....	3,333 87	
Total deductions from income . . . . .		15,646 89
Net income .....		\$21,561 83
Dividends, 6 %, common stock .....		12,000 00
Surplus from operations of year ending June 30, 1893 .....		\$ 9,561 83
Surplus on June 30, 1892.....		11,457 46
Surplus on June 30, 1893.....		\$21,019 29

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger earnings .....			\$204,788 56
Total gross earnings from operation .....			\$204,788 56

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscella- neous income.
Sale of manure.....	\$945 13		\$945 13
Advertising .....	210 00		210 00
House rents, etc.....	1,256 50	\$59 45	1,197 05
Premium on new stock .....	55 00		55 00
Miscellaneous receipts .....	19 00		19 00
Total .....	\$2,485 63	\$59 45	\$2,426 18



OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of track.....	\$9,591 90		
Repairs of buildings.....	1,588 12		
Total.....	\$11,180 02		
<b>Maintenance of equipment:</b>			
Repairs and renewals of passenger cars.....	\$15,219 14		
Shop machinery, tools, etc.....	1,923 30		
Blacksmith shop account.....	5,965 68		
Electrical repairs and line work.....	5,192 49		
Total.....	\$28,300 61		
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, conductors, drivers, hostlers, etc.....	\$67,967 43		
Hay and grain.....	27,294 14		
Straw.....	2,500 57		
Harness.....	928 18		
Injuries to persons.....	543 40		
Removing snow and ice.....	6,156 71		
Coal, oil, etc.....	7,371 88		
Water.....	855 14		
Total.....	\$113,617 45		
<b>General expenses:</b>			
Salaries of officers.....	\$3,500 00		
Salaries of clerks.....	2,351 32		
Insurance.....	1,637 29		
Rents not otherwise provided for.....	1,213 00		
Stationery and printing.....	474 12		
Other general expenses.....	7,732 25		
Total.....	\$16,907 98		
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$11,180 02		
Maintenance of equipment.....	28,300 61		
Conducting transportation.....	113,617 45		
General expenses.....	16,907 98		
Grand total.....	\$170,006 06		

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....		\$266,933 56		
Cost of equipment .....		57,994 88		
Power station equipment .....		18,819 00		
Electrical equipment .....		66,378 22		
Real estate .....		100,000 00		
Horse account .....		25,607 29		
Cash .....		2,115 21		
Ocean Street Railroad .....		1,225 00		
Grand total .....		\$533,073 16		
LIABILITIES.				
Capital stock .....		\$300,000 00		
Funded debt .....		153,000 00		
Notes payable .....		26,500 00		
Profit and loss .....		59,573 16		
Grand total .....		\$533,073 16		

## SECURITY FOR FUNDED DEBT.

First mortgage bonds. Mortgage of all property, equipment and franchise.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	2		\$3,500 00	
General office clerks .....	2		2,351 32	
Enginemen .....	3		1,588 49	
Firemen .....	3		1,738 54	
Conductors, drivers and motormen .....	80		46,502 39	
Carpenters, etc. ....	19		13,420 52	
Section foremen .....	1		600 00	
Hostlers, tow boys, etc. ....	43		18,138 01	
Total (including "general officers") .....	153		\$87,839 27	
Less "general officers" .....	2		3,500 00	
Total (excluding "general officers") .....	151		\$84,339 27	
Distribution of above:				
General administration .....	5		\$5,851 32	
Maintenance of way and structures .....	1		600 00	
Maintenance of equipment .....	19		13,420 52	
Conducting transportation .....	128		67,967 43	
Total (including "general officers") .....	153		\$87,839 27	

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	3,706,420		

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	4	67				
Cars in Company's Service: Gravel cars.....		4				
Total.....		71				

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 .....	16.53			16.53	1.25	15.28
Miles of second track.....	2.82			2.82		2.82
Miles of yard track and sidings...	.74			.79		.79
Total mileage operated (all tracks).....	20.14			20.14	1.25	18.89

**Report of the Portland and Rochester Railroad Company for the  
Year Ending June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. Portland and Rochester Railroad Company.

Date of organization. March 8, 1881.

Under laws of what government, State, or Territory organized. Organized under the laws of the State of Maine, act of incorporation approved February 3, 1881. Under laws of New Hampshire, July 27, 1881.

Chartered as York and Cumberland Railroad Company July 20, 1846. Sold under foreclosure to Portland and Rochester Railroad Company, property 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 . . . . .	October 5, 1893.
NATHAN WEBB . . . . .	Portland, Maine . . . . .	“ “
JOSEPH S. RICKER . . . . .	Portland, Maine . . . . .	“ “
CHARLES McCARTY, JR. . . . .	Portland, Maine . . . . .	“ “
WILLIAM G. DAVIS . . . . .	Portland, Maine . . . . .	“ “
STEPHEN J. YOUNG . . . . .	Brunswick, Maine . . . . .	“ “
ARTHUR SEWALL . . . . .	Bath, Maine . . . . .	“ “
FREDERICK ROBIE . . . . .	Gorham, Maine . . . . .	“ “
FRANK JONES . . . . .	Portsmouth, N. H. . . . .	“ “

Total number of stockholders at date of last election, 95.

Date of last meeting of stockholders for election of directors, October 5, 1893.

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 . . . . .	GEO. P. WESCOTT . . . . .	Portland, Maine.
President . . . . .	GEO. P. WESCOTT . . . . .	“ “
Secretary . . . . .	WM. H. CONANT . . . . .	“ “
Treasurer . . . . .	WM. H. CONANT . . . . .	“ “
Attorney or General Counsel.	SYMONDS, SNOW & COOK..	“ “
General Superintendent . . . . .	JOSEPH W. PETERS . . . . .	“ “
General Freight Agent . . . . .	T. F. TOLMAN . . . . .	“ “

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Portland and Rochester Railroad	Preble Street Station, Portland,	Rochester, N. H...	52.50	
Portland and Rochester Railroad	Preble Street Station, Portland,	Grand Trunk Jct., Portland,	1.36	
Total .....			53.86	53.86

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total per value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate %.	Amount.
Capital stock: common,	5,919	\$100	\$600,000	\$591,900 00	6	\$35,514 00
Serip.....				170 4 <sup>5</sup>	6	10 22
Total .....	5,919	\$100	\$600,000	\$592,070 45		\$35,524 22

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.
Portland & Rochester terminal bonds.	May 4, 18 2	Oct. 1, 1 07,	\$113,500	\$3,000	\$9,000	\$8,900 4	Apr. 1 & Oct. 1.	\$350	\$240	

\* This amount has been issued from time to time from bonds, stocks, debts, etc., from old corporation, surrendered and cancelled.

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount out-standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$9,000 00	\$9,000 00	\$350 00	\$240 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$12,022 86	Loans and bills payable .....	\$119,000 00
Bills receivable.....	253 00	Audited vouchers and ac- counts .....	3,421 67
Net traffic balances due from other companies.....	606 69	Matured interest coupons unpaid (including coupons due July 1) .....	26 00
Due from solvent companies and individuals.....	3,629 92	Miscellaneous.....	19,462 11
Other cash assets (excluding "materials and supplies") Union Branch.....	113,469 62		
Balance—current liabilities .	11,924 69		
Total .....	\$141,903 78	Total .....	\$141,903 78

Materials and supplies on hand, \$14,517.76.

## RECAPITULATION

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount out-standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$52,070 45	.....	.....	54.98	\$10,768 83
Bonds.....	9,000 00	.....	.....		163 69
Current liabilities.....	141,903 78	.....	.....		2,581 00
Total .....	\$742,974 25	.....	.....	54.98	\$13,513 53

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.
Portland & Rochester Railroad .....	\$ 592,070 45	\$9,000	\$141,903 78	\$742,974 23	53.86	\$13,794 54

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Equipment: Passenger cars .....	\$9,463 17				
Grand total cost construction, equipment, etc. ....				\$592,070 45	\$10,992 76

All improvements and equipment charged to operation.

## INCOME ACCOUNT.

Gross earnings from operation.....	\$260,062 29	
Less operating expenses.....	206,552 47	
<b>Income from operation</b> .....		<b>\$53,509 82</b>
<b>Miscellaneous income—less expenses</b> .....		<b>7,976 72</b>
<b>Total income</b> .....		<b>\$61,486 54</b>
<b>Deductions from income:</b>		
Interest on funded debt accrued.....	\$356 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for. ....	632 22	
Taxes .....	5,458 03	
<b>Total deductions from income</b> .....		<b>6,440 25</b>
<b>Net income</b> .....		<b>\$55,046 29</b>
<b>Dividends, 6 per cent, common stock</b> .....	\$35,524 22	
<b>Dividend account</b> .....	17, 62 11	
<b>Injury fund</b> .....	1,700 00	
<b>Total</b> .....		<b>54,986 33</b>
<b>Surplus from operations of year ending June 30, 1893</b> .....		<b>\$ 59 56</b>
<b>Surplus on June 30, 1892</b> .....		<b>113,073 49</b>
<b>Additions for year</b> .....		<b>5 60</b>
<b>Surplus on June 30, 1893</b> .....		<b>\$113,139 05</b>



EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$93,831 98		
Less repayments:			
Tickets redeemed.....		\$116 06	
Excess fares refunded.....		321 85	
Other repayments.....		140 36	
Total deductions.....		\$578 27	
Total passenger revenue.....			\$93,253 71
Mail.....			7,399 11
Express.....			2,439 63
Total passenger earnings.....			\$103,592 46
Freight:			
Freight revenue.....	\$159,516 82		
Overcharge to shippers.....		\$3,393 44	
Total freight revenue.....			156,123 38
Total freight earnings.....			\$156,123 38
Total passenger and freight earnings.....			\$259,715 84
Other earnings from operation.....			346 45
Total gross earnings from operation—entire line.....			\$260,062 29

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
Rent, buildings and land.....	\$1,982 72	\$83 55	\$1,899 17
City of Portland, for building sewer and filling flat.....	6,077 55		6,077 55
Total.....	\$8,060 27	\$83 55	\$7,976 72

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$20,688 16	\$11,697 19	\$32,385 35
Renewals of rails.....	4,645 66	2,626 94	7,272 60
Renewals of ties.....	4,566 04	2,581 91	7,147 95
Repairs of bridges and culverts.....	757 66	428 43	1,186 09
Repairs of fences, road crossings, signs and cattle guards.....	747 15	422 49	1,169 64
Repairs of buildings.....	2,825 73	1,597 83	4,423 56
Repairs of docks and wharves.....	138 98	78 59	217 57
Total.....	\$34,367 38	\$13,423 38	\$53,800 76
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives...	\$13,180 06	\$7,452 79	\$20,632 85
Repairs and renewals of passenger cars.....	7,961 90	.....	7,961 90
Repairs and renewals of freight cars.....	.....	7,371 69	7,371 69
Shop machinery, tools, etc.....	99 63	56 33	155 96
Total.....	\$21,241 59	\$14,880 81	\$36,122 40
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	\$11,436 15	\$6,466 68	\$17,902 83
Fuel for locomotives.....	17,443 96	9,863 86	27,307 82
Water-supply for locomotives.....	857 04	484 62	1,341 66
All other supplies for locomotives.....	1,053 42	595 67	1,649 09
Wages of other trainmen.....	8,021 56	4,535 87	12,557 43
All other train supplies.....	571 37	323 09	894 46
Wages of switchmen, flagmen and watchmen.....	5,605 74	3,169 82	8,775 56
Expense of telegraph, including train dispatchers and operators.....	1,376 16	778 16	2,154 32
Wages of station agents, clerks and laborers.....	10,164 11	5,747 39	15,911 50
Station supplies.....	1,336 06	789 41	2,125 47
Car mileage—balance.....	.....	3,507 59	3,507 59
Loss and damage.....	.....	1,225 11	1,225 11
Injuries to persons.....	18 19	1,965 06	1,983 25
Other expenses.....	473 15	267 55	740 70
Total.....	\$58,416 91	\$30,720 48	\$89,137 39
<b>General expenses:</b>			
Salaries of officers.....	\$5,621 35	\$3,178 65	\$8,800 00
Salaries of clerks.....	2,284 65	1,291 88	3,576 53
General office expenses and supplies...	394 73	172 31	567 04
Advertising.....	330 30	.....	330 30
Insurance.....	630 00	356 35	987 11
Rents not otherwise provided for.....	255 49	144 47	399 96
Legal expenses.....	494 58	279 67	774 25
Stationery and printing.....	1,352 53	764 80	2,117 33
Other general expenses.....	625 63	353 77	979 40
Total.....	\$11,949 82	\$6,542 10	\$18,491 92
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures....	\$34,367 38	\$13,433 38	\$53,800 76
Maintenance of equipment.....	21,241 59	14,880 81	36,122 40
Conducting transportation.....	58,416 91	31,720 48	90,137 39
General expenses.....	11,949 82	6,542 10	18,491 92
Grand total.....	\$125,975 70	\$80,576 77	\$206,552 47

Percentage of expenses to earnings—entire line, 79.42 %.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road.....	}	\$592,070 45		
Cost of equipment.....		119,635 98	\$10,604 97	
Lands owned.....		129,979 09		\$13,219 06
Cash and current assets.....				
Other assets:				
Materials and supplies.....		14,517 76		2,059 01
Grand total.....		\$856,203 28	\$10,604 97	\$15,278 07
<b>LIABILITIES.</b>				
Capital stock.....		\$592,070 45		
Funded debt.....		9,000 00	\$9,000 00	
Current liabilities.....		141,903 78		\$13,828 66
Accrued interest on funded debt not yet payable.....		90 00	90 00	
Profit and loss.....		113,139 05	65 56	
Grand total.....		\$856,203 28	\$9,155 56	\$13,828 66

IMPORTANT CHANGES DURING THE YEAR.

Authority granted to issue \$113,500 4% terminal bonds to pay for construction of the Union Branch, connecting the Maine Central R. R. and Boston and Maine R. R. with the Grand Trunk Railway; \$9,000 of which have been issued.

EXPLANATORY REMARKS.

The Union Branch is owned and temporarily operated by the Portland and Rochester Railroad for hauling the trains of the Boston and Maine Railroad to connect with the trains of the Grand Trunk Railway Company.

The Boston and Maine Railroad is paying interest on the cost of the Union Branch and expense of hauling trains, and is not included in the expense or income of the Portland and Rochester Railroad.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per acre per mile of line.
	From—	To—	Miles.	
Portland & Rochester terminal bonds*.....	Near Green St..	Maine Cent. R.R.	1.12	\$101,339 28

\* This mortgage was given for cost of building Portland and Rochester extension, connecting Portland and Rochester R. R. with the Maine Central R. R. and Boston and Maine R. R., near Union Station in Portland. Length, 1.12 miles; cost \$113,500, and called "Union Branch."

## 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	3,576 53	1 63
Station agents .....	19	5,947	9,277 32	1 56
Other station men .....	16	5,008	6,634 18	1 32
Enginemen .....	10	3,130	9,937 75	3 14
Firemen .....	10	3,130	5,321 00	1 70
Conductors .....	6	1,878	4,560 00	2 43
Other trainmen .....	14	4,382	7,997 43	1 82
Machinists .....	4	1,252	2,973 56	2 38
Carpenters .....	7	2,191	4,382 00	2 00
Other shopmen .....	10	3,130	5,477 50	1 75
Section foremen .....	13	4,069	6,260 00	1 53
Other trackman .....	64	20,032	25,040 00	1 25
Switchmen, flagmen and watchmen .....	18	5,634	8,775 56	1 55
Telegraph operators and dispatchers .....	4	1,252	2,154 32	1 71
All other employes and laborers.....	6	1,878	4,131 60	2 20
Total (including "general officers").....	213	66,669	\$115,298 69	\$1 73
Less "general officers" .....	5	1,565	8,800 00	5 62
Total (excluding "general officers") .....	208	65,104	\$106,498 69	\$1 73
Distribution of above:				
General administration .....	12	3,756	\$12,376 55	\$3 29
Maintenance of way and structures.....	77	24,101	31,300 00	1 30
Maintenance of equipment .....	21	6,573	12,833 00	1 95
Conducting transportation.....	193	32,239	58,789 16	1 81
Total (including "general officers").....	213	66,669	\$115,298 69	\$1 73
Less "general officers" .....	5	1,565	8,800 00	5 62
Total (excluding "general officers") .....	208	65,104	\$106,498 69	\$1 73

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.....	339,678		
Number of passengers carried one mile.....	3,297,017		
Average distance carried.....	9.706		
Total passenger revenue.....		93,253	71
Average amount received from each passenger.....			27 453
Average receipts per passenger per mile.....			02 823
Estimated cost of carrying each passenger one mile.....			03 820
Total passenger earnings.....		103,592	46
Passenger earnings per mile of road.....		1,923	36 539
Passenger earnings per train mile.....			65 047
<b>FREIGHT TRAFFIC:</b>			
Number of tons carried of freight earning revenue.....	222,825		
Number of tons carried one mile.....	7,964,010		
Average distance haul of one ton.....	35.741		
Total freight revenue.....		156,123	38
Average amount received for each ton of freight.....			76 065
Estimated cost of carrying one ton one mile.....			01 960
Total freight earnings.....		156,123	38
Freight earnings per mile of road.....		2,898	68 882
Freight earnings per train mile.....			1 73 268
<b>PASSENGER AND FREIGHT:</b>			
Passenger and freight revenue.....		249,377	09
Passenger and freight revenue per mile of road.....		4,630	09 821
Passenger and freight earnings.....		253,715	84
Passenger and freight earnings per mile of road.....		4,822	05 421
Gross earnings from operation.....		260,062	29
Gross earnings from operation per mile of road.....		4,828	48 663
Gross earnings from operation per train mile.....			1 04 312
Expenses.....		206,552	47
Expenses per mile of road.....		3,834	98 830
Income from operation.....		53,509	82
Income from operation per mile of road.....			933 49 833
<b>TRAIN MILEAGE:</b>			
Miles run by passenger trains.....	159,258		
Miles run by freight trains.....	90,053		
Total mileage trains earning revenue.....	249,311		
Miles run by switching trains.....	31,599		
Miles run by construction and other trains.....	18,772		
Grand total train mileage.....	299,682		
Mileage of loaded freight cars—north or east.....	351,115		
Mileage of loaded freight cars—south or west.....	609,888		
Mileage of empty freight cars—north or east.....	211,447		
Mileage of empty freight cars—south or west.....	22,863		
Average number of freight cars in train.....	24		
Average number of loaded cars in train.....	18		
Average number of empty cars in train.....	6		
Average number of tons of freight in train.....	143		
Average number of tons of freight in each loaded car.....	8		

## 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 .....	2	9	8	Westinghouse Automatic..	1	Miller.
Freight .....		3	1	Westinghouse Automatic.		
Switching .....		1				
Total locomotives.....	2	13	9			
<b>Cars in Passenger Service:</b>						
First-class passenger cars .....		11	9	Westinghouse Automatic..	9	Miller.
Combination passenger cars .....		3	3	Westinghouse Automatic..	3	
Baggage, express and postal cars .....		4	3	Westinghouse Automatic..	3	
Other cars in passenger service.....		1	1	Westinghouse Automatic..	1	
Total .....		19	16			
<b>Cars in Freight Service:</b>						
Box cars.....		91				
Flat cars.....		127				
Coal cars.....		20				
Total .....		238				
<b>Cars in Company's service:</b>						
Gravel cars.....		26				
Derrick cars .....		1				
Caboose cars.....	1	5				
Other road cars .....		2				
Wrecking car and steam shovel .....		1				
Total .....	1	35				
Grand total cars .....	1	292				

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	53.86	.....	53.86	.....	.....	53.86
Miles of yard track and sidings...	15.27	.....	15.27	1.45	9.28	5.99
Total mileage owned and operated (all tracks) .....	69.13	.....	69.13	1.45	9.28	59.85

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 excluding trackage rights.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Maine .....	50.86	.....	.....	.....	.....	50.86
New Hampshire .....	3.00	.....	.....	.....	.....	3.00
Total mileage operated (single track).....	53.86	.....	.....	.....	.....	53.86

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Maine .....	50.86	1.12	.....	.....	.....	51.98
New Hampshire .....	3.00	.....	.....	.....	.....	3.00
Total mileage owned (single track).....	53.86	1.12	.....	.....	.....	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 distributing point.
Total steel .....	212,229	60	\$34.16	Cedar.....	20,711	27.5
				Hackmatack.....	5,307	28.4
				Total .....	26,018	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Soft.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.		Cords.	Tons.			
Passenger .....	3,911.74	19.14	9.57	3,921.31	159,258	49.24	
Freight .....	3,162.21	14.10	7.05	3,169.26	90,053	70.38	
Switching.....	796.98	5.04	2.52	799.50	32,991	48.46	
Construction.....	475.88	2.00	1.00	476.88	17,380	54.87	
Total .....	8,346.81	40.28	20.14	8,366.95	299,682	55.84	
Av. cost at distributing point....	\$3.25	\$2.75	\$5.50	\$3.26			



ACCIDENTS TO PERSONS—MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling....	.....	2	.....	.....	.....	.....	.....	2
Falling from trains and engines.....	.....	1	.....	.....	.....	.....	.....	1
Overhead obstructions .....	.....	1	.....	.....	.....	.....	.....	1
Total.. .....	.....	4	.....	.....	.....	.....	.....	4
	OTHERS.							
	PASSENGERS		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....	.....	.....	.....	.....	.....	2	.....	2
Total.....	.....	.....	.....	.....	.....	2	.....	2

## 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:							
Iron .....	3	727.10	66	548.06	Overhead Highway Crossings:		
Wooden...	7	648.03	44	257.00	Bridges.....	7	13.11
Total ..	10	1,376.07			Overhead Railway Crossings:		
Trestles ...	2	1,081.00	233	848.00			

Gauge of track, 4 feet, 8½ inches; all tracks.

## 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.
52.53	52.50	Western Union Telegraph Co. ....	Portland and Rochester R. R.

**Report of the Portland and Rumford Falls Railway Company for the Year Ending June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. Portland and Rumford Falls Railway Company.

Date of organization. November 8, 1890.

Under laws of what Government, State or Territory organized. 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 (1,000) years to the Portland and Rumford Falls Railway. This latter corporation has extended the line of railroad from Gilbertville to Rumford Falls, a distance of fifteen (15) miles, which extension was opened for traffic August 1, 1892.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
HUGH J. CHISHOLM .....	Portland, Maine .....	September 12, 1892.
DANIEL F. EMERY, JR. ....	" " .....	" "
GEORGE C. WING .....	Auburn, " .....	" "
GEORGE D. BISBEE .....	Buckfield, " .....	" "
WALDO PETTENGILL .....	Rumford, " .....	" "
GEORGE W. RUSSELL .....	Lawrence, Mass. ....	" "
GALEN C. MOSES .....	Bath, Maine .....	" "

Total number of stockholders at date of last election, 18.

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

Post office address of general office, Portland, Maine.

Post office address of operating office, Rumford Falls, 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.	JOS. W. SYMONDS .....	" "
Chief Engineer .....	FREDERICK DANFORTH .....	Rumford Falls, 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.	Miles of line for each class of roads named.
	From—	To—		
Portland & Rumford Falls R'y *	Gilbertville, Me..	Rumford Falls....	14.73	14.73
Rumford Falls & Buckfield R. R.	Mechanic Falls...	Gilbertville.....	26.77	26.77
Total .....	.....	.....	41.50	41.50

\* Opened for traffic August 1, 1892.

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	\$250,000	6 %	* \$7,500	
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
Issued for consolidation: Common.....				1,500	.....	1,500	.....
Total .....				1,500	.....	2,500	\$100,000

\* For fifteen months.

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.
Portland and Rumford Falls Railway.	Feb. 1 1892.	Feb. 1 1912.	\$450,000	.....	\$356,000	.....	5	Feb. 1, and Aug. 1.	\$15,274 14	\$14,275 00
Portland and Rumford Falls Railway.	Oct. 1, 1892.	Oct. 1, 1912.	200,300	.....	20,000	.....	5	Apr. 1, and Oct. 1.	313 81	250 00
Grand Total..	.....	.....	\$650,000	.....	\$376,000	.....			\$15,588 03	\$14,525 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	.....	\$376,000	\$15,588 03	\$14,525

RECEIVER'S CERTIFICATFS.

Date Issued.	Amount outstanding.	Principal—amount funded or otherwise disposed of.	INTEREST.		
			Amount accrued during year.	Amount paid during year.	Rate.
May 1, 1878.....	\$3,400 00	\$59,000 00	} \$3,187 35	\$2,968 00	7 %
May 1, 1880.....	9,700 00	32,800 00			7 %
Total.....	\$13,100 00	\$91,800 00	\$3,187 35	\$2,968 00	

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$14,224 44	Receiver's certificates .....	\$ 13,100 00
Bills receivable.....	6,300 00	Loans and bills payable .....	164,010 20
Due from agents.....	9,180 64	Audited vouchers and accounts .....	46,158 31
Due from solvent companies and individuals.....	842 22	Net traffic balances due to other companies.....	1,239 60
Balance—current liabilities..	245,085 26	Miscellaneous.....	51,324 45
Total .....	\$275,832 59	Total .....	\$275,832 59

Materials and supplies on hand, \$14,641.06.

## 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.....	\$250,000 00	\$250,000 00 .....		41.50	\$6,024 09
Bonds .....	376,000 00	376,000 00 .....		41.50	9,060 24
Total .....	\$626,000 00	\$626,000 00 .....		41.50	\$15,084 33

## 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, 1892.	Total cost to June 30, 1893.	Cost per mile.
Total construction .....		\$13,550 64	\$734,296 98	\$17,693 90
Total equipment.....		19,068 21	62,322 72	1,501 75
Grand total cost construction, equipment, etc.....		\$192,618 85	\$796,619 70	\$19,195 65

INCOME ACCOUNT.

Gross earnings from operation .....	\$123,339 16	
Less operating expenses .....	65,823 58	
Income from operation.....		\$57,515 58
Total income.....		\$57,515 58
Deductions from income:		
Interest on funded debt accrued.....	\$15,588 03	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	8,129 01	
Rents .....	1,081 06	
Taxes .....	88 84	
Total deductions from income .....		24,886 94
Net income .....		\$32,628 64
Dividends, 6 per cent, common stock.....		7,500 00
Surplus from operations of year ending June 30, 1893 .....		\$25,128 64
Surplus June 30, 1892.....		773 83
Additions for year .....		7,808 97
Surplus on June 30, 1893.....		\$32,163 73

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue .....			\$49,652 97
Mail.....			2,897 77
Express .....			2,124 89
Extra baggage and storage.....			97 91
Other items .....			25 00
Total passenger earnings.....			\$54,198 54
Total freight revenue.....			\$68,033 40
Total freight earnings.....			\$68,033 40
Total passenger and freight earnings .....			\$122,231 94
Other earnings from operation:			
Car mileage—balance.....			126 00
Other sources .....			981 22
Total other earnings.....			\$1,107 22
Total gross earnings from operation.....			\$123,339 16

STOCKS OWNED.

The Portland and Rumford Falls Railway owns 4,256 shares of the capital stock of the Rumford Falls and Buckfield Railroad Company, the cost of which is included in construction account. Also, there has been charged to the construction account, and credited as liability of this railway, the value of 746 shares of the Rumford Falls and Buckfield Railroad Company stock.

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$9,431 85	\$5,078 69	\$14,510 54
Renewals of rails.....	1,044 01	562 15	1,606 16
Renewals of ties.....	1,081 97	582 60	1,664 57
Repairs of bridges and culverts.....	231 21	124 49	355 70
Repairs of fences, road-crossings, signs and cattle guards.....	76 98	41 45	118 43
Repairs of buildings.....	986 69	504 33	1,440 93
Repairs of telegraph.....	42 09	22 67	64 76
Other expenses.....	89 90	48 41	138 31
<b>Total.....</b>	<b>\$12,934 61</b>	<b>\$6,964 79</b>	<b>\$19,899 40</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$2,659 48	\$1,432 03	\$4,091 51
Repairs and renewals of passenger cars.....	1,867 13	.....	1,867 13
Repairs and renewals of freight cars.....	.....	1,182 77	1,182 77
Other expenses.....	1 46	79	2 25
<b>Total.....</b>	<b>\$4,528 07</b>	<b>\$2,615 59</b>	<b>\$7,143 66</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen and round-housemen.....	\$3,292 16	\$1,772 70	\$5,064 86
Fuel for locomotives.....	5,732 64	3,086 80	8,819 44
Water-supply for locomotives.....	398 04	214 33	612 37
All other supplies for locomotives.....	589 19	317 25	906 44
Wages of other trainmen.....	2,699 80	1,453 75	4,153 55
All other train supplies.....	363 57	195 77	559 34
Wages of switchmen, flagmen and watchmen.....	766 35	412 65	1,179 00
Wages of station agents, clerks and laborers.....	3,677 58	1,980 23	5,657 81
Station supplies.....	576 61	310 49	887 10
Car mileage—balance.....	.....	597 85	597 85
Loss and damage.....	.....	69 44	69 44
Other expenses.....	11 04	5 94	16 98
<b>Total.....</b>	<b>\$18,106 98</b>	<b>\$10,417 20</b>	<b>\$28,524 18</b>
<b>General expenses:</b>			
Salaries of officers.....	\$2,166 67	\$1,166 67	\$3,333 34
Salaries of clerks.....	773 85	416 75	1,190 60
General office expenses and supplies.....	423 94	228 28	652 22
Advertising.....	611 88	329 48	941 36
Insurance.....	217 64	117 19	334 83
Legal expenses.....	162 50	87 50	250 00
Stationery and printing.....	\$1,400 04	753 86	2,153 90
Other general expenses.....	909 99	490 00	1,399 99
<b>Total.....</b>	<b>\$6,666 61</b>	<b>\$3,589 73</b>	<b>\$10,256 34</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$12,934 61	\$6,964 79	\$19,899 40
Maintenance of equipment.....	4,528 07	2,615 59	7,143 66
Conducting transportation.....	18,106 98	10,417 20	28,524 18
General expenses.....	6,666 61	3,589 73	10,256 34
<b>Grand total.....</b>	<b>\$42,236 27</b>	<b>\$23,587 31</b>	<b>\$65,823 58</b>
<b>Percentage of expenses to earnings.....</b>	<b>34.25</b>	<b>19.12</b>	<b>53.37</b>



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 Company .....		\$3,250 00	\$200 00	* \$1,081 06

\* As stated under "Stocks Owned," this railway owns 4,256 shares of the capital stock of the Rumford Falls and Buckfield Railroad Company. The amount paid out in rentals to stockholders other than the Portland and Rumford Falls Railway, was \$1,081.06, which amount also includes the \$200 cash.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....		\$734,296 88	\$560,746 34	
Cost of equipment .....		62,322 72	43,254 51	
Stocks owned .....				\$ 1,971 00
Rumford Falls and Buckfield R. R. Co. lease .....				229,329 60
Auburn extension .....		99,853 62	99,853 62	
Other assets:				
Materials and supplies.....		11,641 06	13,787 96	
Profit and loss.....				773 88
Grand total.....		\$911,114 38	\$717,642 43	\$232,074 48
LIABILITIES.				
Capital stock.....		\$250,000 00	\$150,000 00	
Funded debt.....		376,000 00	164,000 00	
Current liabilities.....		245,085 26	137,400 16	
Accrued interest on funded debt not yet payable.....		7,779 84	2,493 51	
Rentals not due .....		85 55		\$489 45
Profit and loss.....		32,163 73	32,163 73	
Grand total .....		\$911,114 38	\$486,057 40	\$489 45

The Rumford Falls and Buckfield Railroad Company lease account has been closed by transferring the amount to construction account.

## IMPORTANT CHANGES DURING THE YEAR.

The extension of this road from Gilbertville to Rumford Falls, mentioned in last year's report, was opened for traffic August 1, 1892, and the earnings from that extension are included in this report.

On June, 1893, fifteen hundred (1,500) shares of the capital stock of this corporation were issued, making total amount outstanding June 30, 1893, twenty-five hundred (2,500) shares.

The cost of the property of the Rumford Falls and Buckfield Railroad Company, acquired by lease November 1, 1890, including the value of the stock (746 shares) still outstanding, has been charged to construction account, thus making an actual purchase of this property.

On October 1, 1892, a mortgage was executed, securing 5% bonds to the amount of two hundred thousand dollars (\$200,000) for the purpose of constructing an extension of the railway from Mechanic Falls to a connection with the Maine Central Railroad in the city of Auburn, a distance of eleven and one-half (11½) miles, which extension is now in process of construction.

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portland and Rumford Falls Railway 1st mortgage bonds.	Mechanic Falls	Rumford Falls..	41.5	\$19,843 37
Portland and Rumford Falls Railway 2d mortgage bonds *	Rumford Falls.	Auburn .....	53.	3,773 59

All equipment owned mortgaged. Income and securities not mortgaged.

\* These are a first mortgage on the extension from Mechanic Falls to Auburn, and a second mortgage on the balance of the road.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	626	\$3,333 34	\$5 32
General office clerks.....	3	782	1,190 70	1 52
Station agents.....	12	3,720	3,704 04	1 00
Other station men .....	4	948	1,078 65	1 14
Enginemen .....	5	1,428	2,822 66	1 98
Firemen.....	4	1,239	1,667 20	1 35
Conductors .....	3	953	2,090 25	2 20
Other trainmen .....	5	1,450	2,120 80	1 46
Carpenters.....	1	329	633 25	1 93
Other shopmen.....	2	355	797 72	2 06
Section foremen.....	9	2,828	4,411 69	1 56
Other trackmen.....	20	5,461	6,826 25	1 25
Switchmen, flagmen and watchmen.....	5	1,585	2,019 24	1 27
All other employees and laborers.....	11	1,612	2,713 12	1 68
<b>Total (including "general officers").....</b>	<b>87</b>	<b>23,320</b>	<b>\$35,348 91</b>	<b>\$1 52</b>
Less "general officers" .....	3	626	3,333 34	5 32
<b>Total (excluding "general officers") .....</b>	<b>84</b>	<b>22,694</b>	<b>\$32,015 57</b>	<b>\$1 41</b>
<b>Distribution of above:</b>				
General administration.....	6	1,408	\$ 4,524 04	\$3 21
Maintenance of way and structures .....	29	8,289	11,237 94	1 36
Maintenance of equipment .....	3	688	1,370 97	1 99
Conducting transportation.....	49	12,935	18,215 96	1 41
<b>Total (including "general officers").....</b>	<b>87</b>	<b>23,320</b>	<b>\$35,348 91</b>	<b>\$1 52</b>
Less "general officers".....	3	626	3,333 34	5 32
<b>Total (excluding "general officers") .....</b>	<b>84</b>	<b>22,694</b>	<b>\$32,015 57</b>	<b>\$1 41</b>
<b>Total (including "general officers")—entire line.</b>	<b>87</b>	<b>23,320</b>	<b>35,348 91</b>	<b>1 52</b>

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue	61,157			
Number of passengers carried one mile.....	1,449,342			
Average distance carried (miles).....	23.70			
Total passenger revenue.....		49,052	97	
Average amount received from each passenger.....			80	208
Average receipts per passenger per mile.....			03	385
Estimated cost of carrying each passenger one mile.....				02 914
Total passenger earnings.....		54,198	51	
Passenger earnings per mile of road.....		1,181	59	928
Passenger earnings per train mile.....			1 04	228
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	75,911			
Number of tons carried one mile.....	2,142,508			
Average distance haul of one ton.....	28.22			
Total freight revenue.....		68,033	40	
Average amount received for each ton of freight.....			89	623
Average receipts per ton per mile.....			03	175
Estimated cost of carrying one ton one mile....				01 101
Total freight earnings.....		68,033	40	
Freight earnings per mile of road.....		1,305	68	891
Freight earnings per train mile.....			2 42	976
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		117,086	37	
Passenger and freight revenue per mile of road.....		2,821	55	831
Passenger and freight earnings.....		122,231	04	
Passenger and freight earnings per mile of road.....		2,945	34	795
Gross earnings from operation.....		123,339	15	
Gross earnings from operation per mile of road.....		2,972	02	795
Gross earnings from operation per train mile....			1 54	173
Expenses.....		65,823	58	
Expenses per mile of road.....		1,586	11	036
Income from operation.....		57,515	58	
Income from operation per mile of road.....		1,385	01	759
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains (estimated).....	52,000			
Miles run by freight trains (estimated).....	28,000			
Total mileage trains earning revenue.....	80,000			
Miles run by switching trains.....	4,700			
Miles run by construction and other trains..	5,000			
Grand total train mileage.....	89,700			
Average number of freight cars in train.....	20			
Average number of loaded cars in train.....	15			
Average number of empty cars in train.....	5			
Average number of tons of freight in train.....	180			
Average number of tons of freight in each loaded car.....	12			

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	3	....	Westinghouse.		
Freight .....		2	....	Standard Empire.		
Switching .....	1	1	....	Eames Driver.		
Total locomotives .....	2	6				
<b>Cars in Passenger Service:</b>						
First-class passenger cars .....		6	....	Westinghouse.....	....	Miller.
Combination passenger cars .....		2	2	Westinghouse.....	..	Miller.
Baggage, express and postal cars .....		1	....	Westinghouse.....	1	Miller.
Total .....		9				
<b>Cars in Freight Service:</b>						
Box cars .....		17				
Flat cars .....		50				
Stock cars .....		2				
Total .....		69				
<b>Cars in company's service:</b>						
Gravel cars.....		10				
Caboose cars.....		1				
Total .....		11				
<b>Total cars owned .....</b>		<b>89</b>				

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	41.50	.....	41.50	14.73	.....	41.50
Miles of yard track and sidings*..	4.50	.....	4.50	1.50	3.00	1.50
Total mileage operated (all tracks).....	46.00	.....	46.00	16.23	3.00	43.00

\* Estimated.

## 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 .....	313	56 .33	Cedar, hack. and hemlock	7,048	.24

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— Tons.		WOOD— Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger (estimated) .....	.....	1,000	.....	.....	.....	52,000	43½
Freight (estimated) .....	.....	900	.....	.....	.....	28,000	72
Switching (estimated) .....	.....	80	.....	.....	.....	4,700	38
Construction (estimated) .....	.....	83	.....	.....	.....	5,600	37
Total .....	.....	2,063	.....	.....	.....	89,700	51
Average cost at distributing point .....	.....	\$4.10	.....	.....	.....	.....	.....

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
<b>Bridges:</b>		Ft. In.	Ft. In.	Ft. In.	<b>Overhead Highway Crossings:</b>		Ft. In.
Iron .....	7	234.8	13	74.8	Bridges.....	1	*
Wooden,	14	477.	12	165			
<b>Total ..</b>	<b>21</b>	<b>711.8</b>					

Gauge of track, 4 feet, 8½ inches.

\* This has stone abutments, plate iron girders, 25-foot span, out to out.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT

Miles of line.	Miles of wire.	Name of Operating Company.
41.50	41.50	Portland and Rumford Falls Railway Company.

**Report of the Rockport Railroad Company for the Year Ending  
June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. Rockport Railroad Company.

Date of organization. May 18, 1886.

Under laws of what Government, State or Territory organized. Organized under the general laws of Maine, chapter 51.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
S. D. CARLETON.....	Rockport, Maine.....	July 7, 1893.
P. J. CARLETON .....	“ “ .....	“ “
S. E. SHEPHERD .....	“ “ .....	“ “
H. L. SHEPHERD .....	“ “ .....	“ “
O. 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.

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 .....	L. H. LOVEJOY .....	“ “
Treasurer .....	H. L. SHEPHERD.....	“ “
General Solicitor.....	H. B. CLEAVES .....	Portland, Maine.
General Manager.....	H. L. SHEPHERD.....	Rockport, Maine.
Chief Engineer .....	M. M. ROLLINS .....	“ “
General Superintendent. ....	P. J. CARLETON .....	“ “



PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From--	To—		
Rockport Railroad .....	Rockport .. ...	Simonton Corner..	3	

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 .....	300	\$100	\$30,000	\$30,000		
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.....				300	\$30,000	

## 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.....	\$30,000	.....	.....	3	\$10,000

## 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.
Rockport Railroad Company .....	\$30,000	.....	.....	\$30,000	3	\$10,000

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to income account as permanent improvements.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Total construction . . . .	.....	.....	\$22,000 00	\$22,000 00	\$7,333 33
Equipment:					
Locomotives .....	.....	.....	5,000 00	5,000 00	1,666 66
Freight cars .....	.....	.....	3,000 00	3,000 00	1,000 00
Total equipment.....	.....	.....	\$8,000 00	\$8,000 00	\$2,666 66
Grand total cost construction, equipment, etc. ....	.....	.....	\$30,000 00	\$30,000 00	\$10,000 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$7,125 23	
Less operating expenses.....	5,943 18	
Income from operation .....	\$1,182 05	
Total income. ....		\$1,182 05
Deductions from income:		
Taxes .....	\$97 96	
Total deductions from income . ....		97 96
Net income .....		\$1,084 09
Dividends, on common stock.....	\$1,084 09	

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger and freight earnings. ....	\$7,125 23		
Total gross earnings from operation.....	7,125 23	\$5,943 18	\$1,182 05

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....		\$1,000 00	
Renewals of rails .....		500 00	
Renewals of ties.....		300 00	
Repairs of bridges and culverts.....		575 00	
Repairs of fences, road crossings, signs and cattle guards .....		150 00	
Other expenses .....		225 00	
Total .....		\$2,750 00	\$2,750 00
<b>Maintenance of equipment:</b>			
Repairs and renewals of freight cars.....		\$538 18	
Other expenses .....		150 00	
Total .....		\$688 18	688 18
<b>Conducting transportation:</b>			
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	2,505 00
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures .....		\$2,750 00	\$5,943 18
Maintenance of equipment.....		688 18	
Conducting transportation .....		2,505 00	
Total .....		\$5,943 18	

Percentage of expenses to earnings, 83.37.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$22,000 00			
Cost of equipment.....	8,000 00			
Total .....	\$30,000 00			
<b>LIABILITIES.</b>				
Capital stock .....		\$30,000 00		
Total .....		\$30,000 00		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers (no pay).....	3			
Enginemen and firemen.....	1	313	\$ 780 00	\$2 50
Other trainmen.....	2	626	1,000 00	1 60
Total (including "general officers").....	6	939	\$1,780 00	
Less "general officers".....	3			
Total (excluding "general officers").....	3	939	\$1,780 00	\$1 90
Distribution of above:				
General administration.....	3			
Conducting transportation.....	3		\$1,780 00	1 90
Total (including "general officers").....	6		\$1,780 00	1 90

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>				
Number of tons carried of freight earning revenue.....	12,000			
Number of tons carried one mile.....	36,000			
Average distance haul of one ton.....	3			
Total freight revenue.....		\$7,125	23	
Average amount received for each ton of freight.....			50	
Total freight earnings.....		7,125	23	
Freight earnings per mile of road.....		2,375	08	
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		7,125	23	
Passenger and freight revenue per mile of road.....		2,375	68	
Passenger and freight earnings.....		7,125	23	
Passenger and freight earnings per mile of road.....		2,375	08	
Gross earnings from operation.....		7,125	23	
Gross earnings from operation per mile of road.....		2,375	08	
Expenses.....		5,943	18	
Expenses per mile of road.....		1,981	06	
Income from operation.....		1,084	09	
Income from operation per mile of road.....		361	36	
<b>TRAIN MILEAGE:</b>				
Miles run by mixed trains.....	3,600			
Total mileage trains earning revenue.....	3,600			
Average number of freight cars in train.....	14			
Average number of empty cars in train.....	14			
Average number of tons of freight in train.....	36			
Average number of tons of freight in each loaded car.....	2.5			

## 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 cars owned .....		33				

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.		Hard.	Soft.			
Freight .....	100		10		106.66	36	372.5
Total .....	100		10		106.66	36	
Av. cost at distributing point....	\$5.50		\$5.00				

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: Wooden...	7	130	10	45	Overhead Highway Crossings:		
Trestle....	4	639	74	332			

Gauge of track, 3 feet—3 miles.

**Report of the Rockland, Thomaston and Camden Street Railway  
Company for the Eleven Months Ending June 30, 1893.**

[ELECTRIC.]

**HISTORY.**

Name of common carrier making this report. Rockland, Thomaston and Camden Street Railway Company.

Date of organization. June 27, 1891.

Under laws of what government, State, or Territory organized. Under chapter 193 of the Private Laws of 1891 of the State of Maine.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Camden and Rockport Street Railroad Company, chartered under chapter 409, Private Laws of 1889; Thomaston Street Railway Company, chartered under chapter 323, Private Laws of 1889, amended by chapter 269 of the Private Laws of 1891; and the Rockland Street Railway Company, chartered under chapter 346 of the Laws of 1889.

Date and authority for each consolidation. Franchise of Thomaston Street Railway Company acquired by deed dated February 13, 1892, recorded in Knox County Registry, 91, 185. Camden and Rockport Street Railway Company franchise by deed same date recorded in Knox County Registry 91, 181. Rockland Street Railway Company franchise by deed same date recorded in Knox County Registry, 91, 176.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
GEORGE E. MACOMBER.....	Augusta, Maine .....	
J. MANCHESTER HAYNES....	" " .....	
H. L. SHEPHERD .....	Rockport, " .....	
E. K. O'BRIEN .....	Thomaston, Maine .....	
S. M. BIRD .....	Rockland, Maine .....	
W. S. WHITE.....	" " .....	
W. T. COBB.....	" " .....	

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, January 19, 1892.

Post office address of general office, Rockland, Maine.

Post office address of operating office, Rockland, Maine.

**OFFICERS.**

Title.	Name.	Location of Office.
Chairman of the Board .....	GEORGE E. MACOMBER .....	Augusta, Maine.
President.....	GEORGE E. MACOMBER .....	" "
Secretary .....	H. M. HEATH .....	" "
Treasurer .....	A. D. BIRD.....	Rockland, "
General Superintendent .....	H. C. WESTON.....	" "



PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Rockland, Thomaston and Camden Street Railway .....	Thomaston via Rockland and Rockport.....	Camden .....		14.34

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	\$250,000		

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.
1st mortgage ....	May 1, 1892	1922.	\$250,000	\$250,000	\$151,430	\$ 148,211 86	5	Jan. & July.	\$6,804 84	\$6,804 84

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount out-standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$250,000 00	\$151,400 00	\$6,804 84	\$6,804 84

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$939 65	Loans and bills payable .....	\$79,553 84
Due from solvent companies and individuals.....	267 98	Wages and salaries. ....	723 16
Balance—current liabilities .	124,741 61	Miscellaneous.....	45,547 24
		Advertising space in advance	125 00
Total .....	\$125,949 24	Total .....	\$125,949 24

Materials and supplies on hand, \$5,547.86.

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount out-standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$250,000 00	\$250,000 00	.....		
Bonds .....	151,400 00	151,400 00	.....		
Current liabilities.....	125,949 24	125,949 24	.....		
Total.....	\$527,349 24	\$527,349 24	.....	14.34	\$36,774 70

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year; not included in operating expenses, charged to construction and equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
<b>Construction:</b>				
Right of way .....	\$277,684 82		\$277,684 82	
Interest during construction.....	3,871 91		3,871 91	
Discount on securities sold for construction .....	3,189 34		3,189 34	
Grand total cost construction, equipment, etc.....	\$284,746 07		\$284,746 07	\$19,850

INCOME ACCOUNT.

Gross earnings from operation.....	\$48,116 56	
Less operating expenses .....	27,153 55	
Income from operation .....	\$20,963 01	
Total income .....		\$20,963 01
<b>Deductions from income:</b>		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$6,804 84	
Taxes .....	5 85	
Total deductions from income .....		6,810 69
Net income .....		\$14,152 32
Surplus from operations of year ending June 30, 1893 .....		14,152 32
Surplus on June 30, 1893 .....		14,152 32

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....	\$42,902 25		\$42,902 25
Mail .....	549 46	\$262 51	286 92
Express .....	389 51	169 94	219 57
Baggage .....	784 40	175 56	608 84
Total passenger earnings .....	\$44,625 62	\$ 608 04	\$44,017 58
Total freight earnings .....	1,735 79	1,078 07	657 72
Total passenger and freight earnings.....			\$44,675 30
Other earnings from operation:			
Power sold.....	\$1,380 15		
Advertising space .....	375 00		
Total other earnings.....			1,755 15
Total gross earnings from operation.....			\$46,430 45

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$1,622 82		
Repairs of line.....	64 46		
Track cleaning.....	138 40		
Total .....			\$1,825 68
Maintenance of equipment:			
Repairs of cars .....	\$2,617 78		
Car cleaning.....	958 62		
Total .....			\$3,576 40
Conducting transportation:			
Power .....	\$6,996 31		
Freight .....	1,078 07		
Baggage .....	175 56		
Express .....	169 94		
Snow.....	1,161 67		
Mail.....	262 54		
Expense account.....	1,522 80		
Insurance .....	1,259 47		
Conductors, drivers and office salaries..	9,434 11		
Total .....			\$21,751 47
Recapitulation of expenses:			
Maintenance of way and structures.....			\$1,825 68
Maintenance of equipment .....			3,576 40
Conducting transportation .....			18,978 20
General expenses and salaries.....			2,775 27
Grand total .....			\$27,153 55

Percentage of expenses to earnings—entire line, 56.4.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road and equipment .....		\$284,746 07		
Lands owned, included in con.				
Cash and current assets .....		1,207 63		
Other assets:				
Materials and supplies.....		5,547 86		
Grand total.....		\$291,501 56		
<b>LIABILITIES.</b>				
Funded debt .....		\$151,400 00		
Current liabilities .....		125,949 24		
Profit and loss .....		14,152 32		
Grand total.....		\$291,501 56		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage .....	Thomaston via Rockland (including branches) and Rockport.....	Camden .....	14.34	\$17,433 75

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers, President and Treasurer.....	2	.....		
General office clerks.....	2	.....	\$1,468 00	1 68
Enginemmen .....	2	.....	1,392 55	1 50
Firemen.....	2	.....	1,222 75	1 50
Conductors .....		.....		\$1 68
Other trainmen.....		.....		1 68
Carpenters.....		.....		1 50
Other shopmen.....		.....		1 50
Section foremen.....		.....		1 75
Other trackmen .....		.....		1 50
Total (including "general officers") .....	8	.....	\$4,083 20	
Less "general officers".....	2	.....		
Total (excluding "general officers") .....	6	.....	\$4,083 20	

## 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	858,045			
Freight traffic: Number of tons carried of freight earning revenue.....	642			

## 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 open.....	10					
Second-class pass'g'r cars close.....	5					
Combinat'n pass'g'r cars, close.....	1					
Total.....	16					
Cars in freight service:						
Box cars.....	2					
Flat cars.....	2					
Total.....	4					
In company's service:						
Snow plows.....	2					
Grand total.....	22					

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track.....	14.34	.....	14.34	.....	.....	14.34

Gauge of track, 4 feet, 8½ inches; 14.34 miles.

**Report of the Sandy River Railroad Company for the Year Ending  
June 30, 1893.**

[NARROW GAUGE.]

**HISTORY.**

Name of common carrier making this report. Sandy River Railroad Company.

Date of organization. April 8, 1879.

Under laws of what Government, State, or Territory organized. Under the Laws of the State of Maine.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WESTON LEWIS. ....	Gardiner, Maine .....	November 15, 1893.
J. S. MAXCY .....	" " .....	" "
P. H. WINSLOW .....	" " .....	" "

Total number of stockholders at date of last election, 12.

Date of last meeting of stockholders for election of directors, November 30, 1892.

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.....	" "
Vice President .....	J. S. MAXCY .....	" "
Secretary .....	GEO. A. FARRINGTON .....	" "
Treasurer .....	GEO. A. FARRINGTON .....	" "
Attorney or General Counsel,	F. E. TIMBERLAKE .....	Phillips, "
Auditor .....	P. H. WINSLOW .....	Gardiner, "
General Manager .....	J. S. MAXCY .....	" "
General Superintendent .....	F. A. BEAL.....	Phillips, "
Traffic Manager.....	F. A. BEAL.....	" "
General Freight Agent.....	F. A. BEAL.....	" "
General Passenger Agent.....	GEO. A. FARRINGTON .....	Gardiner, "
General Ticket Agent .....	GEO. A. FARRINGTON .....	" "

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads 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,	1,000	\$100	\$100,000	\$100,000	.....	\$5,062 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 stock dividend *.....					309	

\* March 4, 1893.

## 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.
1st mort. bond....	1885...	1915...	\$100,000	\$90,000	\$90,000	\$90,000	5	Nov. & 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 .....	\$100,000	\$90,000	\$4,500	\$4,500

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$5,315 64	Audited vouchers and accounts .....	\$7,364 26
Due from agents.....	2,042 95	Wages and salaries.....	1,066 00
Net traffic balances due from other companies.....	1,976 62	Net traffic balances due to other companies.....	62 10
Due from solvent companies and individuals.....	290 25	Matured interest coupons unpaid (including coupons due July 1).....	1,500 00
Balance—current liabilities..	306 89		
Total .....	\$9,932 36	Total .....	\$9,932 36

Materials and supplies on hand, \$3,077.32.

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	.....	18	\$5,555 55
Bonds.....	90,600 00	90,000 00	.....	18	5,000 00
Current liabilities.....	9,625 47	9,625 47	.....	18	534 74
Total .....	\$199,625 47	\$199,625 47	.....	18	\$11,090 29

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
<b>Construction:</b>					
Right of way.....			\$5,265 09	\$5,265 09	\$292 50
Other real estate.....		\$1,225 83	700 00	1,925 83	166 99
Fences.....			2,758 98	2,758 98	153 27
Grading and bridge and culvert masonry.....			36,001 54	36,001 54	2,000 08
Bridges and trestles.....			15,989 88	15,989 88	888 32
Rails.....			38,083 56	38,083 56	2,115 75
Ties.....			5,400 00	5,400 00	300 00
Buildings, furniture and fixtures.....			4,997 79	4,997 79	277 65
Shop machinery and tools.....			1,038 21	1,038 21	57 67
Engineering expenses.....			687 22	687 22	38 17
Interest during construction.....			2,514 45	2,514 45	139 71
Water works.....			763 54	763 54	42 41
<b>Total construction.....</b>		<b>\$1,225 83</b>	<b>\$115,791 44</b>	<b>\$117,017 27</b>	<b>\$6,500 89</b>
<b>Equipment:</b>					
Locomotives.....	\$5,525 00		\$19,079 00	\$19,079 00	\$1,059 94
Passenger cars.....			7,500 00	7,500 00	416 66
Baggage, express and postal cars.....	1,311 00		2,000 00	2,630 00	111 11
Freight cars.....			11,190 14	11,190 14	621 67
<b>Total equipment.....</b>	<b>\$6,836 00</b>		<b>\$39,769 14</b>	<b>\$39,769 14</b>	<b>\$2,209 39</b>
<b>Grand total cost construction, equipment, etc.....</b>	<b>\$6,836 00</b>	<b>\$1,225 83</b>	<b>\$155,560 58</b>	<b>\$156,786 41</b>	<b>\$8,710 28</b>

## INCOME ACCOUNT.

Gross earnings from operation .....	\$51,879 62	
Less operating expenses .....	37,230 15	
Income from operation.....	\$14,649 47	
Total income.....		\$14,649 47
Deductions from income:		
Interest on funded debt accrued.....	\$4,500 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	157 23	
Taxes .....	439 25	
Total deductions from income .....		5,096 48
Net income .....		\$9,552 29
Dividends on common stock .....		5,062 50
Surplus from operations of year ending June 30, 1893 .....		\$4,430 49
Deficit on June 30, 1892 .....		4,033 65
Surplus on June 30, 1893.....		\$456 84

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$15,780 83		
Less repayments:			
Tickets redeemed.....		\$8 45	
Total passenger revenue .....			\$15,772 38
Mail.....			98 00
Express .....			1,887 57
Extra baggage and storage.....			7 51
Total passenger earnings.....			\$18,575 46
Freight:			
Freight revenue.....	\$33,273 99		
Less repayments:			
Overcharge to shippers .....		\$57 53	
Total freight earnings .....			33,216 47
Total passenger and freight earnings .....			\$51,791 92
Other earnings from operation:			
Other sources .....			87 70
Total gross earnings from operation.....			\$51,879 62

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$3,282 90	\$8,830 13	\$7,113 03
Renewals of rails.....	257 22	509 14	557 36
Renewals of ties.....	176 46	205 92	382 38
Repairs of bridges and culverts.....	548 83	990 34	1,839 17
Repairs of fences, road crossings, signs and cattle guards.....	5 46	6 39	11 85
Repairs of buildings.....	194 46	226 85	421 31
Other expenses.....	51 93	60 60	112 53
Total.....	\$4,817 26	\$6,620 37	\$10,437 63
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$ 884 52	\$6,757 18	\$7,641 70
Repairs and renewals of passenger cars.....	2,199 99	.....	2,199 99
Repairs and renewals of freight cars.....	.....	467 38	467 38
Shop machinery, tools, etc.....	5 40	6 38	11 78
Other expenses.....	142 80	166 61	309 41
Total.....	\$3,232 71	\$7,397 55	\$10,630 26
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen.....	\$1,294 20	\$1,510 00	\$2,804 20
Fuel for locomotives.....	1,596 06	1,862 35	3,458 41
Water-supply for locomotives.....	72 00	94 63	166 63
All other supplies for locomotives.....	72 00	91 06	2,079 31
Wages of other trainmen.....	959 76	1,119 55	1,05 08
All other train supplies.....	45 93	59 15	471 35
Wages of switchmen, flagmen and watchmen.....	217 44	253 91	.....
Wages of station agents, clerks and laborers.....	772 38	901 12	1,673 50
Station supplies.....	96 75	112 88	209 63
Car mileage—balance.....	.....	129 65	129 65
Loss and damage.....	.....	223 96	233 96
Other expenses.....	203 94	238 26	442 20
Total.....	\$6,330 46	\$6,596 52	\$11,926 98
<b>General expenses:</b>			
Salaries of officers.....	\$503 46	\$587 47	\$1,090 93
General office expenses and supplies.....	72 00	83 82	155 82
Advertising.....	39 00	.....	39 00
Insurance.....	663 16	200 00	863 16
Legal expenses.....	120 50	.....	120 50
Stationery and printing.....	267 12	311 79	578 91
Other general expenses.....	243 00	283 58	526 58
Telegraph line.....	397 08	463 30	860 38
Total.....	\$2,305 32	\$1,929 96	\$4,235 28
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$4,817 26	\$5,620 37	\$10,437 63
Maintenance of equipment.....	3,232 71	7,397 55	10,630 26
Conducting transportation.....	5,330 46	6,596 52	11, 2 98
General expenses.....	2,305 32	1,929 96	4,235 28
Grand total.....	\$15,686 75	\$21,544 40	\$37,230 15

Percentage of expenses to earnings—entire line, 71.76 %.

## COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....		\$117,017 27		
Cost of equipment .....		39,769 14		
Cash and current assets.....		9,625 47		
Other assets:				
Materials and supplies.....		3,077 32		
Profit and loss.....		30,443 16		
Grand total.....		\$199,932 36		
<b>LIABILITIES.</b>				
Capital stock.....		\$100,000 00		
Funded debt.....		90,000 00		
Current liabilities.....		8,432 36		
Accrued interest on funded debt not yet payable.....		1,500 00		
Grand total .....		\$199,932 36		

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mort- gage per mile of line.
	From—	To—	Miles.	
First mortgage.....	Phillips .....	Farmington ....	18	\$5,000 00

All equipment mortgaged. Income and securities not mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	624	\$1,090 93	\$1 74
Station agents.....	3	207	1,297 00	1 43
Other station men .....	12	376	376 59	1 00
Enginemen .....	3	845	1,690 10	2 00
Firemen.....	3	857	1,114 10	1 30
Conductors .....	2	597	822 25	1 62
Other trainmen .....	3	972	1,257 06	1 29
Machinists.....	1	297	668 25	2 25
Carpenters.....	3	601	1,065 59	1 82
Other shopmen.....	3	617	678 70	1 10
Section foremen.....	3	971	1,456 50	1 50
Other trackmen.....	7	1,965	2,237 59	1 12
Switchmen, flagmen and watchmen.....	2	428	471 35	1 10
All other employees and laborers.....	13	1,881	2,359 32	1 24
Total (including "general officers").....	50	11,879	\$16,606 15	
Less "general officers" .....	2	624	1,090 93	
Total (excluding "general officers") .....	48	11,255	\$15,515 22	
Distribution of above:				
General administration.....	2	624	\$1,090 93	
Maintenance of way and structures .....	10	2,966	3,694 09	
Maintenance of equipment .....	7	1,515	2,442 45	
Conducting transportation.....	31	6,774	9,378 68	
Total (including "general officers").....	50	11,879	\$16,606 15	
Less "general officers".....	2	624	1,090 93	
Total (excluding "general officers") .....	48	11,255	\$15,515 22	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue	30,594			
Number of passengers carried one mile.....	429,228			
Average distance carried (miles).....	14.029			
Total passenger revenue.....		15,772	38	
Average amount received from each passenger.....			51	58
Average receipts per passenger per mile.....			03	67
Estimated cost of carrying each passenger one mile.....			03	65
Total passenger earnings.....		18,575	46	
Passenger earnings per mile of road.....		1,031	41	44
Passenger earnings per train mile.....			1	02 68
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	36,026			
Number of tons carried one mile.....	588,922			
Average distance haul of one ton.....	16.34			
Total freight revenue.....		33,216	46	
Average amount received for each ton of freight.....			92	2
Average receipts per ton per mile.....			05	64
Estimated cost of carrying one ton one mile.....			08	65
Total freight earnings.....		33,216	46	
Freight earnings per mile of road.....		1,289	80	
Freight earnings per train mile.....			1	55 78
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		48,988	84	
Passenger and freight revenue per mile of road.....		2,721	60	22
Passenger and freight earnings.....		51,791	92	
Passenger and freight earnings per mile of road.....		1,877	32	88
Gross earnings from operation.....		51,879	62	
Gross earnings from operation per mile of road.....		2,882	20	11
Gross earnings from operation per train mile.....			1	51 63
Expenses.....		37,230	15	
Expenses per mile of road.....			20	68 34
Income from operation.....		14,649	47	
Income from operation per mile of road.....			813	85 94
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	11,828			
Miles run by freight trains.....	2,414			
Miles run by mixed trains.....	25,170			
Total mileage trains earning revenue.....	39,412			
Miles run by construction and other trains..	0,520			
Grand total train mileage.....	45,932			

## 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 .....	4	4	4	Eames.		
Freight .....	1	1	1	Eames.		
Total locomotives .....	1	5	5			
<b>Cars in Passenger Service:</b>						
First-class passenger cars .....	3	3	3	Eames.		
Combination passenger cars .....	1	1	1	Eames.		
Baggage, express and postal cars .....	1	2	2	Eames.		
Total .....	1	6	6			
<b>Cars in Freight Service:</b>						
Box cars .....	16	16				
Flat cars .....	13	13				
Total .....		29				
Total cars owned .....		35				

## 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 .....	15	35	\$34	Cedar .....	620		
				Hackmatack .....	1,500		
				Hemlock .....	500		
				Total .....	2,620		.10



CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger .....	.....	.....	.....	.....	.....	11,828	30
Freight.....	.....	.....	.....	.....	.....	27,584	30
Construction .....	.....	.....	.....	.....	.....	6,520	30
Total .....	.....	439	.....	.....	.....	45,932	30
Average cost at distributing point .....	.....	\$5.25	.....	.....	.....	.....	.....

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
Bridges:		Ft. In.	Ft. In.	Ft. In.	Overhead Highway Crossings:		Ft. In.
Iron .....	1	152			Trestles .....	1	15
Wooden,	1	85					
Total ..	2						
Trestles ...	20	3,410	65	90			

Gauge of track, 2 feet; length, 18 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.
18	18	Western Union Telegraph Co. ....	Western Union Telegraph Co.

**Report of the Sebasticook and Moosehead Railroad Company for  
the Year Ending June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. Sebasticook and Moosehead Railroad Company.

Date of organization. July 24, 1886.

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

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
THOMAS TEMPLE .....	Fredericton, N. B.....	July 29, 1893.
WESLEY VAN WART .....	" " .....	" "
JAMES O. BRADBURY.....	Saco, Maine.....	" "
D. E. THOMPSON .....	Hartland, Maine .....	" "
A. J. MOOR. ....	" " .....	" "

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 .....	THOMAS TEMPLE .....	Hartland, Maine.
President.....	WESLEY VAN WART .....	Fredericton, N. B.
Secretary .....	D. E. THOMPSON .....	Hartland, Maine.
Treasurer.....	D. E. THOMPSON .....	" "
General Solicitor.....	D. E. THOMPSON.....	" "
Attorney, or General Counsel,	J. O. BRADBURY .....	Saco, Maine.
Auditor .....	G. M. LANCEY .....	Hartland, Maine.
General Manager.....	W. G. NEVINS .....	" "
General Superintendent. ....	W. G. NEVINS .....	" "
Traffic Manager .....	W. G. NEVINS .....	" "
General Freight Agent .....	W. G. NEVINS .....	" "
General Passenger Agent.....	ISA S. HATCH.....	" "
General Ticket Agent.....	ISA S. HATCH.....	" "
Superintendent of Express..	ISA S. HATCH.....	" "

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From--	To--		
Sebasticook & Moosehead R. R...	Pittsfield .. . . .	Hartland.....	2	

CAPITAL STOCK.

Description.	Number of shares authorized.	Per value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate.	Amount.
Capital stock: common .....	2,520	\$50	\$126,000	\$126,000		

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.
1st mort-gage ....	May 2 1892.	1912.	\$35,000	\$35,000	\$35,000	14,000 00	6	May 2, Nov. 2.	\$2,100	\$2,100
2d mort-gage ....	May 2 1892.	1912.	25,000	25,000	25,000	7,555 31	6	May 2, Nov. 2.	1,500	
Grand Total..	.....	.....	\$60,000	\$60,000	\$60,000	21,555 31			\$3,600	\$2,100

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$60,000	\$60,000	\$3,600	\$2,100

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$100 00	Audited vouchers and accounts .....	\$450 00
Due from agents .....	900 00	Wages and salaries .....	550 00
		Net traffic balances due to other companies. ....	6,300 00
		Matured interest coupons unpaid (including coupons due July 1) .....	2,100 00
Total .....	\$1,000 00	Total .....	\$9,400 00

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To rail-roads.	To other properties.	Miles.	Amount.
Capital stock .....	\$126,000 00	\$126,000 00	.....	8	\$15,750 00
Bonds .....	60,000 00	60,000 00	.....	8	7,500 00
Current liabilities .....	9,400 00	9,400 00	.....	8	1,175 00
Total .....	\$195,400 00	\$195,400 00	.....	8	\$24,425 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.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Sebasticook and Moosehead Railroad Co. ....	\$126,000	\$60,000	\$9,400	\$195,400	8	\$24,425

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

No settlement has ever been made with the contractors, and therefore cost of road cannot be stated.

## INCOME ACCOUNT.

Gross earnings from operation.....	\$10,649 79	
Less operating expenses.....	19,253 79	
Deficit.....		\$8,604 00
Deductions from income:		
Interest on funded debt accrued.....		2,100 00
Deficit.....		\$10,704 00
Deficit from operations of year ending June 30, 1893.....		\$10,704 00
Deficit on June 30, 1892.....		685 07
Deficit on June 30, 1893.....		\$11,389 07

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$4,486 35
Mail.....			360 00
Express.....			215 79
Total passenger earnings.....			\$5,062 14
Total freight earnings.....			5,496 70
Total passenger and freight earnings.....			\$10,558 84
Other earnings from operation:			
Car mileage—balance.....			90 95
Total gross earnings from operation.....			\$10,649 79

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$335 81	\$335 81	\$671 62
Renewals of ties.....	360 00	360 00	720 00
Repairs of bridges and culverts.....	317 04	317 04	634 07
Total.....	\$1,012 85	\$1,012 85	\$2,025 70
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives....	\$3,555 00	\$3,555 00	\$7,110 00
Repairs and renewals of passenger cars....	50 00	50 00	100 00
Repairs and renewals of freight cars....	15 55	15 55	31 10
Shop machinery, tools, etc.....	68 59	68 59	137 18
Other expenses.....	37 23	37 24	74 47
Total.....	\$3,726 37	\$3,726 38	\$7,452 75
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen.....	\$720 00	\$720 00	\$1,400 00
Fuel for locomotives.....	579 25	579 25	1,158 50
All other supplies for locomotives.....	188 63	188 63	377 25
Wages of other trainmen.....	240 00	240 00	480 00
All other train supplies.....	19 12	19 13	38 25
Wages of station agents, clerks and laborers.....	2,199 84	2,199 84	4,399 69
Station supplies.....	58 08	58 08	116 16
Loss and damage.....	288 60	288 60	577 20
Other expenses.....	225 17	225 17	450 34
Total.....	\$4,518 60	\$4,518 69	\$9,037 49
<b>General expenses:</b>			
Salaries of officers.....	\$150 00	\$150 00	\$300 00
General office expenses and supplies....	65 10	65 10	130 20
Advertising.....	29 50	29 50	59 00
Insurance.....	7 50	7 50	15 00
Other general expenses.....	116 87	116 87	233 74
Total.....	\$368 97	\$368 97	\$737 94
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....			\$2,025 70
Maintenance of equipment.....			7,452 75
Conducting transportation.....			9,037 40
General expenses.....			737 94
Grand total.....			\$19,253 79

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$127,000 00	\$127,000 00		
Profit and loss .....	8,400 00			
Grand total .....	\$135,400 00			
<b>LIABILITIES.</b>				
Capital stock .....	\$128,000 00	\$128,000 00		
Funded debt .....	60,000 00	60,000 00	\$60,000 00	
Profit and loss .....	8,400 00		7,714 93	
Grand total .....	\$194,400 00		\$67,714 93	

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mort- gage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.....	Hartland .....	Pittsfield.....	8	\$4,375 00
Second mortgage bonds .....	Hartland .....	Pittsfield.....	8	3,125 00

All equipment and franchises mortgaged. Securities not mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	6			
General office clerks.....	1	300	\$300 00	\$1 00
Station agents.....	1	313	600 00	1 92
Other station men.....	1	313		
Enginemen .....	1	313	600 00	1 92
Firemen.....	1	313	344 00	1 10
Conductors .....	1	313	480 00	1 21
Section foremen.....	2	626	1,000 00	1 60
Other trackmen .....	4	1,252	1,690 00	1 35
Total (including "general officers").....	18		\$4,714 00	
Less "general officers" .....	6			
Total (excluding "general officers").....	12		\$4,714 00	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	11,716			
Number of passengers carried one mile.....	93,728			
Average distance carried.....	8			
Total passenger revenue.....		4,886	35	
Average amount received from each passenger.....			38	2
Average receipts per passenger per mile.....			04	7
Estimated cost of carrying each passenger one mile.....			03	0
Total passenger earnings.....		5,062	14	
Passenger earnings per mile of road.....		632	76	
Passenger earnings per train mile.....		79	09	5
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	6,000			
Number of tons carried one mile.....	48,000			
Average distance haul of one ton.....	8			
Total freight revenue.....		5,496	70	
Average amount received for each ton of freight.....			91	6
Average receipts per ton per mile.....			11	4
Estimated cost of carrying one ton one mile.....			10	
Total freight earnings.....		5,496	70	
Freight earnings per mile of road.....		687	08	7
Freight earnings per train mile.....		85	88	5
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		10,558	84	
Passenger and freight revenue per mile of road.....		1,329	85	
Passenger and freight earnings.....		10,558	84	
Passenger and freight earnings per mile of road.....		1,329	85	
Gross earnings from operation.....		10,649	79	
Gross earnings from operation per mile of road.....		1,312	23	
Gross earnings from operation per train mile.....		166	40	
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	7,420			
Miles run by freight trains.....	7,420			
Miles run by mixed trains.....	2,500			
Total mileage trains earning revenue.....	17,340			
Miles run by construction and other trains.....	1,500			
Grand total train mileage.....	18,840			



## 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	2	1	Westinghouse Automatic.			
Freight .....	1	2	1	Westinghouse Automatic..	1		
Total locomotives.....	2	2					
<b>Cars in Passenger Service:</b>							
Second-class passenger cars .....	1	1					
Combination passenger cars .....	1	1					
Total .....	2	2					
<b>Cars in Freight Service:</b>							
Flat cars.....	6	6					
<b>Total cars owned.....</b>	<b>8</b>	<b>8</b>					

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	8.	.....	8.	.....	.....	8.
Miles of yard track and sidings...	.25					
Total mileage operated (all tracks).....	8.25					

## ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains and engines.....	1	.....	.....	.....	.....	.....	1	.....

## 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.
Trestles ...	1	165			Overhead Highway Crossings:		

Gauge of track, 4 feet, 8½ inches—8 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.
2	8	Hartland and Pittsfield Telegraph Company.	Sebasticook and Moosehead Railroad Company.

**Report of the Somerset Railway Company for the Year Ending  
June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. Somerset Railway Company.

Date of organization. August 15, 1893.

Under laws of what government, State or Territory, organized. Laws of Maine. Act approved March 19, 1860; Revised Statutes, chapter 51, section 56; amended March 6, 1883; amended March 6, 1887.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Mortgage of Somerset Railroad Company foreclosed by final decree of Supreme Court of Maine, March 31, 1887. Filed and recorded April 1, 1887.

Right of redemption sold at public auction and deed given to Somerset Railway by Charles K. McFadden, deputy sheriff, July 8, 1884. Deed recorded in Somerset County Registry of Deeds.

If a reorganized company, give name of original corporation and refer to laws under which it was organized. Somerset Railroad Company; State of Maine laws; act approved March 19, 1860.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. W. HILL .....	Exeter, Maine.....	September 13, 1893.
A. J. LIBBY.....	Emden, ".....	" "
B. P. J. WESTON.....	Madison, ".....	" "
JOHN AYER .....	Oakland, ".....	" "
R. W. DUNN .....	Waterville, Maine.....	" "
W. M. DUNN .....	".....	" "
E. F. WEBB .....	".....	" "
OMAR CLARK .....	Carratunk, ".....	" "
STANTON DAY.....	Boston, Mass.....	" "
W. M. AYER .....	Oakland, Maine.....	" "
THOS. FLINT .....	San Juan, Cal.....	" "

Total number of stockholders at date of last election, 30.

Date of last meeting of stockholders for election of directors, Sept. 14, 1892.

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.
Vice-President.....	R. W. DUNN.....	Waterville, Maine.
Secretary.....	A. K. SMALL.....	Oakland, Maine.
Treasurer.....	A. K. SMALL.....	" "
Paymaster.....	H. W. GREELEY.....	" "
Auditor.....	ISAAC S. BANGS.....	Waterville, "
General Superintendent.....	WM. M. AYER.....	Oakland, "
General Freight Agent.....	WM. M. AYER.....	" "
General Passenger Agent.....	WM. M. AYER.....	" "
General Ticket Agent.....	WM. M. AYER.....	" "

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Somerset Railway .....	Oakland .....	Bingham.....	41.06	
	Main line .....	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 Railroad bonds to be converted into stock inc. coupon interest .....				184,448 76		
Total .....	7,366	\$100	\$736,648 76	\$736,648 76		

\* Issued for Somerset Railway bonds and interest.

## 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.
1st mort- gage ....	1887.	1917.	\$225,000	\$225,000	\$225,500	\$202,500	5	Jan. & July.	\$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	\$225,000	\$11,250	\$11,250

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash .....	\$ 810 16	Loans and bills payable ....	\$59,044 83
Due from agents.....	8,350 49	Audited vouchers and accounts .....	1,774 52
Due from solvent companies and individuals.....	4,913 86	Wages and salaries.....	1,561 60
Other cash assets (including "materials and supplies")..	1,428 96	Net traffic balances due to other companies.....	8,479 47
Balance—current liabilities..	56,306 95		
Total .....	\$71,810 42	Total .....	\$71,810 42

Materials and supplies on hand, \$10,693.94.

## 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
Current liabilities. ....	71,810 42	71,810 42	.....	42.06	1,707 33
Total .....	\$1,033,459 18	\$1,033,459 18	.....	42.06	\$24,571 07

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, not included in operating expenses, charged to income account as permanent improvements.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Construction:						
Right of way.....		\$898 35				
Sidings and yard extensions.....	\$3,500					
Total construction ..	\$3,500	\$898 35		\$1,039,062 47	\$1,039,560 82	\$24,725 65
Equipment:						
Baggage, express and postal cars.....			\$ 260 00			
Other cars of all classes ..			4,587 70			
Total equipment.....		\$898 35	\$4,847 70	22,604 83	27,452 50	652 69
Grand total cost construction, equipment, etc.....		\$898 35	\$4,847 70	\$1,061,667 27	\$1,067,413 32	\$25,378 34

## INCOME ACCOUNT.

Gross earnings from operation.....	\$92,250 42	
Less operating expenses.....	56,191 83	
Income from operation .....		\$36,058 59
Total income.....		\$36,058 59
Deductions from income:		
Interest on funded debt accrued.....	\$11,250 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	4,050 65	
Taxes .....	414 49	
Permanent improvements.....	3,500 00	
Other deductions.....	417 12	
Total deductions from income.....		19,632 26
Net income .....		\$16,426 33
Surplus from operations of year ending June 30, 1893 .....		\$16,426 33
Surplus on June 30, 1892.....		43,725 22
Surplus on June 30, 1893 .....		\$60,151 55

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue.....	\$30,232 67		
Less repayments:			
Tickets redeemed.....		\$425 15	
Excess fares refunded.....		117 76	
Total deductions.....		\$542 91	
Total passenger revenue.....			\$29,689 76
Mail.....	\$2,960 84		
Express .....	1,410 73		
Extra baggage and storage .....	279 83		
Other items.....	1,620 38		
	194 19		
Total passenger earnings.....			\$6,465 97
<b>Freight:</b>			
Freight revenue.....	\$56,847 94		
Less repayments:			
Overcharge to shippers.....		\$619 78	
Other repayments.....		135 47	
Total deductions.....		\$755 25	
Total freight earnings.....			56,094 69
Total passenger and freight earnings.....			\$92,250 42
Total gross earnings from operation.....			\$92,250 42

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$7,815 00	\$5,103 89	\$12,918 89
Renewals of rails.....	1,714 91	1,119 99	2,834 90
Renewals of ties.....	1,011 31	660 43	1,671 74
Repairs of bridges and culverts.....	262 59	171 50	434 09
Repairs of buildings.....	871 11	568 92	1,440 03
Repairs of telegraph.....	41 53	27 13	68 66
Other expenses.....	913 64	596 09	1,510 33
Total.....	\$12,630 09	\$8,248 55	\$20,878 64
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives....	\$1,594 32	\$1,041 24	\$2,635 56
Repairs and renewals of passenger cars.....	788 30	.....	788 30
Repairs and renewals of freight cars.....	.....	1,179 62	1,179 62
Shop machinery, tools, etc.....	266 61	174 12	440 73
Other expenses.....	82 46	53 86	136 32
Total.....	\$2,731 69	\$2,448 84	\$5,180 53
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and roundhousemen.....	\$1,223 83	\$1,223 83	\$2,447 66
Fuel for locomotives.....	3,903 36	2,525 28	6,428 64
Water supply for locomotives.....	350 63	228 98	579 61
All other supplies for locomotives.....	423 72	276 72	700 44
Wages of other trainmen.....	2,044 89	1,335 49	3,380 38
All other train supplies.....	374 92	244 86	619 78
Wages of switchmen, flagmen and watchmen.....	520 69	340 06	860 75
Wages of station agents, clerks and laborers.....	2,977 71	1,806 64	4,784 35
Station supplies.....	408 60	266 85	675 45
Car mileage—balance.....	805 78	526 24	1,332 02
Loss and damage.....	.....	62 14	62 14
Other expenses.....	1,353 14	883 73	2,236 87
Total.....	\$14,387 27	\$9,720 82	\$24,108 09
<b>General expenses:</b>			
Salaries of officers.....	\$1,512 32	\$987 68	\$2,500 00
Salaries of clerks.....	394 47	208 03	602 50
General office expenses and supplies.....	136 41	89 09	225 50
Advertising.....	259 39	168 95	428 34
Insurance.....	372 16	242 83	614 99
Legal expenses.....	406 05	265 18	671 23
Stationery and printing.....	229 64	150 02	379 66
Other general expenses.....	364 38	237 97	602 35
Total.....	\$3,674 82	\$2,349 75	\$6,024 57
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$12,630 09	\$8,248 55	\$20,878 64
Maintenance of equipment.....	2,731 69	2,448 84	5,180 53
Conducting transportation.....	14,387 27	9,720 82	24,108 09
General expenses.....	3,674 82	2,349 75	6,024 57
Grand total.....	\$33,423 87	\$22,767 96	\$56,191 83
Percentage of expenses to earnings.....	.....	.....	60.91



## COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$1,039,960 82		\$ 898 35	
Cost of equipment .....	27,452 50		4,847 70	
Cash and current assets .....	15,503 47		2,024 32	
Other assets:				
Materials and supplies .....	10,693 94			\$4,720 11
Grand total .....	\$1,093,610 73	\$1,093,610 73	\$7,770 37	\$4,720 11
LIABILITIES.				
Capital stock .....	\$736,648 76			
Funded debt .....	225,000 00			
Current liabilities .....	71,810 42			\$13,376 07
Profit and loss .....	60,151 55		16,426 33	
Grand total .....	\$1,093,610 73	\$1,093,610 73	\$16,426 33	\$13,376 07

## SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mort- gage per mile of line.
	From—	To—	Miles.	
First mortgage .....	{ Oakland..... Main line.....	Bingham..... Dodlin Quarry..	41.06 1.	{ \$5,349

All equipment 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	\$2 66
General office clerks .....	2	626	602 50	
Station agents .....	8	2,504	3,999 96	1 59
Other station men .....	2	676	784 39	1 25
Enginemen .....	2	626	1,455 45	2 32
Firemen .....	2	626	992 21	1 58
Conductors .....	2	626	1,455 45	2 32
Other trainmen .....	4	1,252	1,924 93	1 53
Machinists .....	2	626	1,364 25	2 17
Carpenters .....	1	313	626 00	2 00
Other shopmen .....	2	626	1,095 51	1 75
Section foremen .....	8	2,504	4,096 40	1 60
Other trackman .....	16	5,008	6,260 09	1 25
Switchmen, flagmen and watchmen .....	2	626	860 75	1 37
All other employees and laborers .....	5	1,565	2,378 80	1 52
Road master .....	1	313	626 00	2 00
Total (including "general officers") .....	63	19,719	\$30,932 59	\$1 56
Less "general officers" .....	4	1,252	2,500 00	2 66
Total (excluding "general officers") .....	59	18,467	\$28,432 59	\$1 53
Distribution of above:				
General administration .....	6	1,878	\$ 3,102 50	\$1 65
Maintenance of way and structures .....	27	8,451	11,987 90	1 41
Maintenance of equipment .....	6	1,878	3,320 50	1 76
Conducting transportation .....	24	7,512	12,521 69	1 66
Total (including "general officers") .....	63	19,719	\$30,932 59	\$1 56
Less "general officers" .....	4	1,252	2,500 00	2 66
Total (excluding "general officers") .....	59	18,467	\$28,432 59	\$1 53

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	35,769			
Number of passengers carried one mile.....	806,421			
Average distance carried.....	22.5			
Total passenger revenue.....		29,689	76	
Average amount received from each passenger			83	004
Average receipts per passenger per mile.....				3 681
Estimated cost of carrying each passenger one				
mile.....				4 144
Total passenger earnings.....		36,155	73	
Passenger earnings per mile of road.....		859	62	268
Passenger earnings per train mile.....			83	196
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning				
revenue.....	69,546			
Number of tons carried one mile.....	1,508,316			
Average distance haul of one ton.....	21.6			
Total freight revenue.....		56,094	69	
Average amount received for each ton of freight			80	658
Average receipts per ton per mile.....				3 718
Estimated cost of carrying one ton one mile.....				1 509
Total freight earnings.....		56,094	69	
Freight earnings per mile of road.....		1,335	68	259
Freight earnings per train mile.....			1	97 641
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		85,784	45	
Passenger and freight earnings per mile of road.....		2,039	57	322
Passenger and freight earnings.....		92,250	42	
Passenger and freight earnings per mile of road.....		2,193	30	527
Gross earnings from operation.....		92,250	42	
Gross earnings from operation per mile of road.....		2,193	30	527
Gross earnings from operation per train mile.....			1	28 410
Expenses.....		56,191	83	
Expenses per mile of road.....		1,335	99	215
Income from operation.....		36,058	59	
Income from operation per mile of road.....		857	31	312
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	40,986			
Miles run by freight trains.....	20,966			
Miles run by mixed trains.....	9,888			
Total mileage trains earning revenue.....	71,840			
Miles run by switching trains.....	1,300			
Miles run by construction and other trains.....	3,501			
Grand total train mileage.....	76,641			
Mileage of loaded freight cars—north or east.....	86,359			
Mileage of loaded freight cars—south or west.....	96,859			
Mileage of empty freight cars—north or east.....	28,059			
Mileage of empty freight cars—south or west.....	15,905			
Average number of freight cars in train.....	14			
Average number of loaded cars in train.....	10			
Average number of empty cars in train.....	4			
Average number of tons of freight in train.....	76			
Average number of tons of freight in each loaded				
car.....	7.6			

## 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 .....	3	3		Westinghouse.		
Freight .....	2	2		Westinghouse.		
Total locomotives .....	5	5		Westinghouse.		
Cars in passenger service:						
First-class passenger cars .....	2	2		Westinghouse.	2	Miller.
Second-class pass'g'r cars .....	1	1		Hand.		
Baggage, express and postal cars .....	1	3		Westinghouse.	2	Miller.
Total .....	1	6			4	
Cars in freight service:						
Box cars .....	3	3		Hand.		
Flat cars .....	15	20		Hand.		
Other cars .....	1	1				
Total .....	15	24				
Total cars owned .....	30	30				
Cars leased .....	6	30		Hand.		
Grand total cars .....	60	60				

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	41.06	1	42.06	.....	19	23.06
Miles of yard track and sidings.....	.....	.....	3.23	50		
Total mileage operated (all tracks) .....	41.06	1	45.29	.50	19	23.06

## 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.
Total steel .....	100	50,835.00	Cedar.....	4,000	.41
			Total .....	4,000	.41

## 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.....	737.14	.....	.....	.....	737.14	43,458	33.92
Freight .....	481.42	.....	.....	.....	481.42	28,382	33.92
Switching .....	22.05	.....	.....	.....	22.05	1,300	33.92
Construction.....	59.39	.....	.....	.....	59.39	3,501	33.92
Total .....	1,300.00	.....	.....	.....	1,300.00	76,641	33.92
Av. cost at distributing point....	\$4.95						

## 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:		
Iron.....	1	400					
Wooden...	6	1,704	22	580			
Trestle....	2	183.06	87.06	96			

Gauge of track, 4 feet, 8½ inches; 42.06 miles.

## TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Operating Company.
41.06	42	Commercial Union or Postal Telegraph Company.

**Report of the St. Croix and Penobscot Railroad Company for the  
Year Ending June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. St. Croix and Penobscot Railroad Company.

Date of organization. July 25, 1835.

Under laws of what government, State, or Territory organized. State of Maine, laws of 1832, chapter 238; 1835, chapter 550; 1837, chapter 373; 1838, chapter 409; 1849, chapter 238; 1852, chapter 587; 1870, chapter 363; 1873, chapter 324.

If a consolidated company, name the constituent companies.

Calais and Baring Railroad and Lewy's Island Railroad.

Charter and amendment of Calais and Baring Railroad as above.

Lewy's Island Railroad, Baring to Princeton, 16 miles, chartered 1854, opened 1856. Sold to Calais and Baring Railroad Company in 1870 and name changed to St. Croix and Penobscot Railroad Company.

Date and authority for each consolidation. Laws of 1870, chapter 363.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
GEO. M. PORTER . . . . .	St. Stephen, N. B . . . . .	September, 1893.
E. A. BARNARD . . . . .	Calais, Maine . . . . .	" "
HENRY F. EATON . . . . .	" " . . . . .	" "
L. G. DOWNES . . . . .	" " . . . . .	" "
GEO. A. LOWELL . . . . .	" " . . . . .	" "

Total number of stockholders at date of last election, 54.

Date of last meeting of stockholders for election of directors, September 30, 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 General Counsel,	L. G. DOWNES . . . . .	" "
Auditor . . . . .	L. G. DOWNES . . . . .	" "
Assistant Auditor . . . . .	E. A. BARNARD . . . . .	" "
General Superintendent . . . . .	S. W. HAYCOCK . . . . .	" "
General Freight Agent . . . . .	C. E. PHINNEY . . . . .	" "
General Ticket Agent . . . . .	H. A. BLACK . . . . .	" "

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads 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, Leased, Etc.)	State or Territory.
St'mer E. A. Barnard,	Common carrier,	Owned .....	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.				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.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate %.	When payable.	Amount accrued during year.	Amount paid during year.
1st mortgage ....	July, 1864.	July, 1879.	\$96,000	\$95,200	\$32,300	.....	6	Jan. & July.	\$1,956	\$1,956
2d mortgage ....	July, 1864.	July, 1879.	18,000	17,500	11,600	.....	6	Jan. & July.	696	696
City of Calais bonds ...	Dec. 1891.	Dec. 1911.	88,000	88,000	88,000	.....	6	June & Dec.	5,280	5,280
Grand Total.....	.....	.....	\$202,000	\$200,700	\$131,900	.....	.....	.....	\$7,932	\$7

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$200,700	\$131,900	\$7,932	\$7,932

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$2,231 71	Audited vouchers and accounts .....	\$ 108 18
Bills receivable.....	7,000 00	Matured interest coupons unpaid (including coupons due July 1).....	1,317 00
Due from solvent companies and individuals.....	5,158 57	Balance—cash assets .....	12,965 10
Total .....	\$14,390 28	Total .....	\$14,390 28

Materials and supplies on hand, included in expense account.

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	.....	21.	\$4,761 90
Bonds .....	131,900 00	131,900 00	.....	21.	6,280 95
Current liabilities .....	1,425 18	1,425 18	.....	21.	67.87
Total .....	\$233,325 18	\$233,325 18	.....	21.	\$11,110 72

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.
St. Croix & Penobscot Railroad.....	\$100,000	\$131,900	\$1,425 18	\$233,325 18	21	\$11,110 72

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction and equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
Grand total cost construction, equipment, etc.....	.....	.....	\$364,000 00	\$17,333 33

## INCOME ACCOUNT.

Gross earnings from operation.....	\$35,207 75	
Less operating expenses .....	19,494 90	
Income from operation .....		\$15,712 85
Miscellaneous income—less expenses.....		514 49
Total income .....		\$16,227 34
Deductions from income:		
Interest on funded debt accrued .....	\$7,932 00	
Taxes .....	372 65	
Total deductions from income .....		8,304 65
Net income .....		\$7,922 69
Surplus from operations of year ending June 30, 1893 .....		\$ 7,922 69
Surplus on June 30, 1892 .....		138,662 71
		\$146,585 40
Deductions for year.....		1,220 30
Surplus on June 30, 1893 .....		\$145,365 10

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$4,631 33
Mail .....			909 72
Total passenger earnings .....			\$ 5,541 05
Total freight earnings .....			29,666 70
Total passenger and freight earnings.....			\$35,207 75
Other sources.....			514 49
Total gross earnings from operation—entire line .....			\$35,722 24

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscella- neous income.
Rents of building.....	\$248 59		\$248 59
Interest on bills receivable.....	145 10		145 10
Steamer E. A. Barnard .....	283 92	\$163 12	120 80
Total .....	\$677 61	\$163 12	\$514 49

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$436 89	*\$3,058 20	\$3,495 09
Renewals of ties .....	32 57	228 02	260 59
Repairs of bridges and culverts .....	230 63	1,614 42	1,845 05
Repairs of fences, road crossings, signs and cattle guards.....	18 93	132 52	151 45
Repairs of buildings.....	42 34	296 42	338 76
Total .....	\$761 36	\$5,329 58	\$6,090 94
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives...	\$138 75	\$ 971 24	\$1,109 99
Repairs and renewals of passenger cars.....	105 33	.....	105 33
Repairs and renewals of freight cars .....	.....	1,500 05	1,500 05
Shop machinery, tools, etc. ....	27 33	191 31	218 64
Total .....	\$271 41	\$2,752 60	\$3,024 01
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and roundhousemen.....	\$249 20	\$1,744 40	\$1,993 60
Fuel for locomotives.....	162 61	1,138 30	1,300 91
Water supply for locomotives.....	1 09	7 66	8 75
All other supplies for locomotives.....	2 59	18 15	20 74
Wages of other trainmen.....	195 00	1,365 01	1,560 01
All other train supplies .....	23 08	161 58	184 66
Wages of switchmen, flagmen and watchmen .....	63 03	441 52	504 25
Expense of telegraph, including train dispatchers and operators .....	24 37	170 56	194 93
Wages of station agents, clerks and laborers.....	231 09	1,617 63	1,848 72
Station supplies.....	26 86	188 04	214 90
Total .....	\$978 92	\$6,852 55	\$7,831 47
<b>General expenses:</b>			
Salaries of officers.....	\$225 00	\$1,575 00	\$1,800 00
General office expenses and supplies .....	22 70	158 93	181 63
Advertising.....	16 00	.....	16 00
Insurance .....	62 64	438 44	501 08
Stationery and printing.....	6 22	43 55	49 77
Total .....	\$332 56	\$2,215 92	\$2,548 48
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures. ....	\$761 36	\$5,329 58	\$6,090 94
Maintenance of equipment .....	271 41	2,752 60	3,024 01
Conducting transportation.....	978 92	6,852 55	7,831 47
General expenses .....	332 56	2,215 92	2,548 48
Grand total .....	\$2,344 25	\$17,150 65	\$19,494 90

Percentage of expenses to earnings—entire line, 55.37.

\* The operating expenses of mixed trains being so largely for freight they have been treated as  $\frac{1}{2}$  passenger and  $\frac{1}{2}$  freight as being more nearly correct.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road and equipment.....		\$364,000 00		
Other permanent investments.....		300 00		\$2,400 00
Cash and current assets.....		14,390 28	\$8,484 39	
Grand total.....		\$378,690 28	\$8,084 39	
LIABILITIES.				
Capital stock.....		\$100,000 00		
Funded debt.....		131,900 00		\$600 00
Current liabilities.....		1,425 18		18 00
Profit and loss.....		145,365 10	\$6,702 39	
Grand total.....		\$378,690 28	\$6,084 39	

## IMPORTANT CHANGES DURING THE YEAR.

\$600 of first mortgage Calais and Baring Railroad bonds purchased and cancelled.

## 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	\$6,460
Second mortgage.....	Calais.....	Baring.....	5	2,320
First mortgage.....	Baring.....	Princeton.....	16 }	4,190 48
Third mortgage.....	Calais.....	Baring.....	5 }	

All equipment mortgaged. Income and securities not mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	624	\$1,800 00	\$2 88
Station agents.....	4	1,252	1,170 80	94
Other station men.....	12	473	677 32	1 43
Enginemen.....	33	663	1,259 70	1 90
Firemen.....	3	615	733 90	1 19
Conductors.....	2	557	894 75	1 61
Other trainmen.....	3	600	732 76	1 22
Machinists.....	3	914	2,037 38	2 33
Carpenters.....	2	571	1,109 87	1 94
Other shopmen.....	2	543	702 15	1 29
Section foremen.....	2	605	898 74	1 49
Other trackmen.....	6	1,373	1,929 70	1 41
Switchmen, flagmen and watchmen.....	2	422	504 25	1 19
All other employees and laborers.....	3	575	735 46	1 28
Total (including "general officers").....	39	9,787	\$15,187 38	\$1 55
Less "general officers".....	2	624	1,800 00	2 88
Total (excluding "general officers").....	37	9,163	\$13,387 38	\$1 46
Distribution of above:				
General administration.....	2	624	\$1,800 00	\$2 88
Maintenance of way and structures.....	10	2,521	3,530 59	1 40
Maintenance of equipment.....	5	1,485	3,147 25	2 12
Conducting transportation.....	22	5,157	6,709 54	1 30
Total (including "general officers").....	39	9,787	\$15,187 38	\$1 55
Less "general officers".....	2	624	1,800 00	2 88
Total (excluding "general officers").....	37	9,163	\$13,387 38	\$1 46

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>Passenger traffic:</b>				
Number of passengers carried earning revenue.....	13,264			
Number of passengers carried one mile.....	195,581			
Average distance carried.....	14.75			
Total passenger revenue.....		4,631	33	
Average amount received from each passenger.....			34	917
Average receipts per passenger per mile.....			01	368
Estimated cost of carrying each passenger one mile.....			01	199
Total passenger earnings.....		5,541	05	
Passenger earnings per mile of road.....		263	85	952
Passenger earnings per train mile.....		1	41	969
<b>Freight traffic:</b>				
Total freight revenue.....		29,666	70	
Total freight earnings.....		29,666	70	
Freight earnings per mile of road.....		1,412	70	
Freight earnings per train mile.....		1	84	529
<b>Passenger and freight:</b>				
Passenger and freight revenue.....		34,298	03	
Passenger and freight revenue per mile of road.....		1,632	23	952
Passenger and freight earnings.....		35,207	75	
Passenger and freight earnings per mile of road.....		1,676	55	952
Gross earnings from operation.....		35,207	75	
Gross earnings from operation per mile of road.....		1,676	55	952
Gross earnings from operation per train mile.....		1	76	215
Expenses.....		19,494	90	
Expenses per mile of road.....		928	32	8
Income from operation.....		15,712	85	
Income from operation per mile of road.....		74	82	309
<b>Train mileage:</b>				
Miles run by freight trains.....	4,368			
Miles run by mixed trains.....	16,612			
Total mileage trains earning revenue.....	19,980			
Miles run by construction and other trains.....	1,720			
Grand total train mileage.....	21,700			
Average number of loaded cars in train.....	9			
Average number of empty cars in train.....	8			

## 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				
Freight .....		4				
Total locomotives.....		5				
<b>Cars in passenger service:</b>						
Second-class passenger cars .....		4				
Baggage, express and postal cars .....		2				
Total .....		6				
<b>Cars in freight service:</b>						
Box cars .....		4				
Flat cars .....		48				
Other cars .....		143				
Total .....		195				
<b>Cars in company's service:</b>						
Gravel cars .....		4				
<b>Total cars owned ... ..</b>		205				

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	21.	.....	21.	.....	12.23	8.77
Miles of yard track and sidings...	3.34	.....	3.34	.....	3.34	
Total mileage operated (all tracks).....	24.34	.....	23.34	.....	15.57	8.77



MILEAGE OF LINE BY STATES AND TERRITORIES.  
MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excluding track & 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 operated (single track).....	21.00	.....	.....	21.00	12.23	8.77

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

Kind.	Number.	Average price at distributing point.
Cedar.....	1,236	21c.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Mixed .....	.....	.....	.....	543	271.50	15,612	34.78
Freight.....	.....	.....	.....	112	56.00	4,368	25.64
Construction .....	.....	.....	.....	53	26.50	1,720	30.81
Total .....	.....	.....	.....	708	354.00	21,700	32.62
Average cost at distributing point	.....	.....	.....	\$1.84			

## ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Overhead obstructions.....	1	.....	.....	.....	.....	.....	1	

## 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: Wooden...	2	494	21.6	278	Overhead Highway Crossings: Bridges.....	2	13.06
Trestles ...	1	147					

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	New England Telephone Company.	New England Telephone Co.

**Report of the Waterville and Fairfield Railway and Light Company  
for the Year Ending June 30, 1893.**

[STREET—ELECTRIC.]

**HISTORY.**

Name of common carrier making this report. Waterville and Fairfield Railway Light Company.

Date of organization. 1891.

Under laws of what government, State, or Territory organized. Under laws of State of Maine.

If a consolidated company, name the constituent companies.

Waterville and Fairfield Railroad Company.

Waterville Electric Light and Power Company.

Fairfield Electric Light and Power Company.

Date and authority for each consolidation. Special charter from legislature of 1891, chapter 49, Private and Special Laws of 1891.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
A. F. GERALD .....	Fairfield, Maine.	
S. A. NYE .....	“ “	
E. F. WEBB .....	Waterville, Maine.	
E. L. JONES.....	“ “	
S. I. ABBOTT.....	“ “	

Total number of stockholders at date of last election, 15.

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.....	“ “
Clerk .....	H. M. HEATH .....	Augusta, “
Treasurer . . . . .	H. D. BATES .....	Waterville, Maine.
Attorney or General Counsel,	E. F. WEBB .....	“ “
General Manager .....	A. F. GERALD.....	Fairfield, “
Superintendent of Railroad...	P. M. BRANN.....	“ “

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Waterville and Fairfield Railway Company.....	Fairfield.....	Waterville.....	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	\$200,000		
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 reorganization: common.....			1,317			

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.	
Mortgage.	1891	1911	\$200,000	\$200,000	\$147,500	\$99,413 18	6	May & Nov.	\$7,241 80	\$9,972	
Above mortgage is subject to the following:											
1st mort. bonds, W. & F. R. R.					20,000		6	May & Nov.	1,200 00	1,179	
1st mort. bonds W. E. L. & P. Co.					22,500		6	Jan. & July.	1,462 50	1,401	
Grand total.....			\$200,000	\$200,000	\$190,000	\$99,413 18	6		\$1,904 30	\$12,552	

\$42,500 of the bonds of the new company are held in trust by the American Loan and Trust Company of Boston, as security for outstanding bonds of old companies.

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	\$190,000 00	\$9,904 30	\$12,552 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$518 20	Audited vouchers and accounts.....	\$ 640 00
Bills receivable.....	1,605 00	Matured interest coupons unpaid (including coupons due July 1).....	1,461 00
Due from solvent companies and individuals.....	2,224 85	Balance—cash assets.....	2,247 05
<b>Total.....</b>	<b>\$4,348 05</b>	<b>Total.....</b>	<b>\$4,348 05</b>

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1892.	Total cost to June 30, 1893.	Cost per mile.
<b>Construction:</b>					
Crossings .....		\$1,006 80			
Ties .....		287 40			
Bonds of W. & F. R. R. ....		20,000 00			
Other items .....		541 14			
Total construction .....		\$21,835 34			
<b>Equipment:</b>					
Motors .....		\$6,000 00			
Passenger cars .....		2,545 00			
Floating equipment .....		1,035 76			
Total equipment .....		\$9,580 76			
Grand total cost construction, equipment, etc.....		\$31,416 10			

## INCOME ACCOUNT.

Gross earnings from operation .....	\$16,519 00	
Less operating expenses .....	12,749 10	
Income from operation .....	\$3,769 90	
Miscellaneous income—less expenses.....	11,512 61	
Total income.....		\$15,282 51
<b>Deductions from income:</b>		
Interest on funded debt accrued.....	\$9,904 30	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	88 58	
Taxes .....	879 02	
Total deductions from income .....		10,871 90
Net income .....		\$4,410 61
Surplus from operations of year ending June 30, 1893 .....		\$ 4,410 61
Deficit on June 30, 1892 .....		18,754 13
Additions for year .....		14,343 52
Deficit on June 30, 1893.....		\$1,030 48

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue.....	\$13,519 00		
Total passenger earnings.....			\$ 16,519 00
Total gross earnings from operation.....			16,519 00

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
For furnishing light, current, power, etc .....	\$19,861 67	\$8,349 06	\$11,512 61

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$564 29		
Repairs of buildings.....	80 41		
Other expenses.....	383 40		
Total .....	\$1,028 10		
<b>Maintenance of equipment:</b>			
Repairs and renewals of passenger cars.....	\$682 32		
Shop machinery, tools, etc.....	147 36		
Other expenses.....	722 69		
Total .....	\$1,552 37		
<b>Conducting transportation:</b>			
Motormen .....	\$1,715 94		
Power house employees.....	624 00		
Conductors .....	1,533 42		
Car house employees .....	936 77		
Injuries to persons.....	118 25		
Other expenses.....	1,515 20		
Total .....	\$6,443 58		
<b>General expenses:</b>			
Salaries of officers and railroad supt....	\$1,396 25		
Salaries of clerks.....	246 00		
General office expenses and supplies ...	12 00		
Insurance .....	581 77		
Rents not otherwise provided for.....	1,033 77		
Stationery and printing.....	34 00		
Other general expenses .....	421 26		
Total .....	\$3,725 05		
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$1,028 10		
Maintenance of equipment .....	1,552 37		
Conducting transportation .....	6,443 58		
General expenses and salaries.....	3,725 05		
Grand total .....	\$12,749 10		

Percentage of expenses to earnings, 77.



COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road.....	\$52,564 10			
Cost of equipment.....	21,087 36			
Other permanent investments....	122,844 23			
Charter franchises.....	182,500 00			
Lands owned.....	6,700 00			
Personal property—B. I. Park.....	517 49			
Office furnishings, etc.....	509 29			
Cash and current assets.....	4,348 05			
Profit and loss.....	1,030 48			
Grand total.....	\$392,101 00			
<b>LIABILITIES.</b>				
Capital stock.....	\$200,000 00			
Funded debt.....	190,000 00			
Current liabilities.....	640 00			
Accrued interest on funded debt not yet payable.....	1,461 00			
Grand total.....	\$392,101 00			

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers, both departments, proportion to railroad.....	2	.....	\$680 00	
Superintendent of railroad.....	1	.....	708 00	
General office clerk, proportion for railroad.....	1	.....	278 46	
Conductors, regular force.....	3	365	521 22	\$1 42
Motormen.....	3	365	521 22	1 42
Car house employees.....	2	365	521 22	1 42
Man in power house.....	1	365	542 02	1 48
Total (including "general officers").....	13	1,460	\$3,772 14	

## 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	332,140			
Total passenger revenue		16,519		
Average amount received from each passenger				4 973

## 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>Cars in passenger service:</b>						
First-class passenger cars	3	8				
Barge		1				
<b>Total</b>		<b>9</b>				

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track	4.36					

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At stations .....	.....	1	.....	.....	.....	.....	.....	1
Other causes .....	.....	1	.....	.....	.....	.....	.....	1
Total.. .....	.....	2	.....	.....	.....	.....	.....	2

Gauge of track, 4 feet, 8½ inches; 4.36 miles.

**Report of the York Harbor and Beach Railroad Company for the  
Year Ending June 30, 1893.**

**HISTORY.**

Name of common carrier making this report. York Harbor and Beach Railroad Company.

Date of organization. 1886.

Under laws of what Government, State or Territory organized. Under laws of State of Maine. Incorporated February 1, 1883, chapter 179. January 27, 1887, Private Laws, chapter 14. February 8, 1887, Private Laws, chapter 60. March 10, 1887, Private Laws, chapter 218.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
FRANK JONES.....	Portsmouth, N. H.....	December 6, 1893.
GEO. C. LORD *.....	Newton, Mass.....	“ “
JOS. S. RICKER.....	Deering, Maine.....	“ “
S. C. LAWRENCE.....	Medford, Mass.....	“ “
J. E. STAPLES.....	York Village, Maine...	“ “
H. E. EVANS.....	York Village, Maine...	“ “
E. S. MARSHALL.....	York Harbor, Maine...	“ “

\* Deceased.

Total number of stockholders at date of last election, 90.

Date of last meeting of stockholders for election of directors, December 7, 1892.

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, Mas8.
Clerk.....	S. W. JENKINS.....	York Corner, Maine.
Treasurer.....	AMOS BLANCHARD.....	Boston, Mass.
Auditor.....	WM. J. HOBBS.....	“ “
Chief Engineer.....	H. BISSELL.....	“ “
Superintendent.....	W. T. PERKINS.....	“ “
General Traffic Manager.....	W. F. BERRY.....	“ “
General Passenger Agent.....	D. J. FLANDERS.....	“ “

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
York Harbor and Beach Railroad	Kittery, Maine ...	York Beach, Me..	.....	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,	6,000	\$50	\$300,000	\$300,000	3%	\$9,000 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.
Issued for cash: common *.....				2	\$75 00	6,000	\$300,000

\* Total common stock authorized by charter, 10,000 shares; \$500,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash.....	\$21,560 47	Dividends not called for.....	\$ 6 00
Due from solvent companies and individuals.....	786 54	Balance—cash assets.....	22,341 01
<b>Total.....</b>	<b>\$22,347 01</b>	<b>Total.....</b>	<b>\$22,347 01</b>

RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To rail-roads.	To other properties.	Miles.	Amount.
Capital stock.....	\$300,000 00	\$300,000 00	.....	11.27	\$26,619 34

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.
York Har. & Beach R. R.,	\$300,000	.....	.....	\$300,000	11.27	\$26,619 34

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, 1892.	Total cost to June 30, 1893, less amount charged to profit and loss, etc.	Cost per mile.
Right of way.....	}	\$ 19,360 42	\$ 19,360 42	\$ 1,717 87
Other real estate.....				
Fences.....	}	129,076 34	129,076 34	11,453 09
Grading and masonry.....				
Bridges and trestles.....	}	43,670 98	43,670 98	3,874 98
Rails.....				
Ties.....	}	72,290 21	72,290 21	6,414 39
Other superstructure.....				
Buildings, furniture and fixtures.....	}	21,896 26	21,896 26	1,942 88
Shop machinery and tools.....				
Engineering-expenses and miscel- lanies.....	}	1,175 84	1,175 84	104 33
Interest during construction ..				
Total cost construction and equipment.....		\$300,000 00	\$300,000 00	\$26.619 34

## INCOME ACCOUNT.

Gross earnings from operation.....	\$40,410 59	
Less operating expenses .....	25,555 64	
Income from operation .....		\$14,854 95
Miscellaneous income—less expenses.....		577 06
Total income .....		\$15,432 01
Deductions from income:		
Taxes .....	\$485 42	
Total deductions from income .....		485 42
Net income .....		\$14,946 59
Dividends, 3 per cent, common stock.....		9,000 00
Surplus from operations of year ending June 30, 1893 .....		\$ 5,946 59
Surplus on June 30, 1892.....		16,394 42
Surplus on June 30, 1893 .....		\$22,341 01

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$31,549 80		
Less repayments:			
Excess fares refunded .....		\$370 10	
Total passenger revenue .....			\$31,179 70
Mail.....			482 20
Express .....			501 85
Extra baggage and storage.....			60 67
Total passenger earnings.....			\$32,314 42
Freight:			
Freight revenue.....	\$7,935 90		
Less repayments:			
Overcharge to shippers .....		\$14 89	
Total freight earnings .....			7,921 01
Total passenger and freight earnings ..			\$40,235 43
Other earnings from operation:			
Telegraph companies.....			175 16
Total gross earnings from operation.....			\$40,410 59

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rents of lands .....	\$155 00		\$155 00
Interest .....	422 06		422 06
Total .....	\$577 06		\$577 06



## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$5,127 21	\$1,709 07	\$6,836 28
Renewals of rails.....	96 90	32 30	129 20
Renewals of ties.....	596 23	198 74	794 97
Repairs of bridges and culverts.....	837 75	279 24	1,116 99
Repairs of fences, road-crossings, signs and cattle guards.....	123 34	41 13	164 47
Repairs of buildings.....	1,371 91	457 30	1,829 21
Other expenses, removing ice and snow.....	158 99	52 99	211 98
<b>Total.....</b>	<b>\$8,312 33</b>	<b>\$2,770 77</b>	<b>\$11,083 10</b>
<b>Maintenance of equipment:</b>			
Rent of locomotives.....	\$1,209 90	\$408 30	\$1,613 20
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen.....	\$1,322 10	\$440 70	\$1,762 80
Fuel for locomotives.....	2,166 89	722 29	2,889 17
Oil and waste.....	46 56	15 53	62 09
Wages of other trainmen.....	1,257 65	415 24	1,672 89
All other train supplies.....	20 34	6 78	27 12
Wages of switchmen, flagmen and watchmen.....	933 75	311 25	1,245 00
Expense of telegraph, including train dispatchers and operators.....	275 25	91 75	367 00
Wages of station agents, clerks and laborers.....	1,248 75	1,119 44	2,368 19
Station supplies.....	188 53	62 84	251 37
Car mileage—balance.....	1,623 00	205 71	1,828 71
Loss and damage.....		18 81	18 81
Injuries to persons.....	42 75	14 23	57 00
Other expenses.....	3 1	1 06	4 25
<b>Total.....</b>	<b>\$3,128 75</b>	<b>\$3,425 65</b>	<b>\$12,554 40</b>
<b>General expenses:</b>			
Advertising.....	\$56 07	\$18 69	\$74 76
Insurance.....	42 04	14 02	56 06
Stationery and printing.....	117 33	39 11	156 47
Other general expenses.....	13 24	4 41	17 65
<b>Total.....</b>	<b>\$228 71</b>	<b>\$76 23</b>	<b>\$304 94</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures....	\$8,312 33	\$2,770 77	\$11,083 10
Maintenance of equipment.....	1,209 90	408 30	1,613 20
Conducting transportation.....	3,128 75	3,425 65	12,554 40
General expenses.....	228 71	76 23	304 94
<b>Grand total.....</b>	<b>\$13,879 69</b>	<b>\$6,675 95</b>	<b>\$20,555 64</b>

Percentage of expenses to earnings, 63.24.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1893.		YEAR ENDING JUNE 30, 1893.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....		\$300,000 00		
Cash and current assets .....		22,347 01	\$6,029 59	
Grand total.....		\$322,347 01	\$6,027 59	
LIABILITIES.				
Capital stock.....		\$300,000 00	\$75 00	
Current liabilities .....		6 00	6 00	
Profit and loss .....		22,341 01	5,946 59	
Grand total.....		\$322,347 01	\$6,027 59	

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	8			
Station agents.....	6	1,599	\$2,611 05	\$1 63
Other station men .....	4	294	345 00	1 17
Enginemen.....	1	313	1,055 50	3 50
Firemen.....	1	313	626 00	2 00
Conductors .....	1	313	860 75	2 75
Other trainmen.....	2	384	702 70	1 83
Section foremen.....	2	626	1,189 40	1 90
Other trackmen .....	6	1,878	2,817 00	1 50
Switchmen, flagmen and watchmen.....	1	365	468 00	1 50
All other employees and laborers.....	1	365	547 50	1 50
Total (including "general officers") .....	33	6,450	\$11,262 90	\$1 74
Distribution of above:				
General administration.....	8			
Maintenance of way and structures .....	10	3,234	\$5,021 90	\$1 55
Conducting transportation.....	15	3,216	6,241 00	1 94
Total (including "general officers").....	33	6,450	\$11,262 90	\$1 74
Less "general officers".....	8			
Total (excluding "general officers") .....	25	6,450	\$11,262 90	\$1 74

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.....	102,413			
Number of passengers carried one mile.....	834,005			
Average distance carried.....	8.14			
Total passenger revenue.....		31,179	70	
Average amount received from each passenger.....			30	445
Average receipts per passenger per mile.....			3	739
Estimated cost of carrying each passenger one mile.....			2	263
Total passenger earnings.....		32,314	42	
Passenger earnings per mile of road.....		2,867	30	
Passenger earnings per train mile.....		1	24	348
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	8,551			
Number of tons carried one mile.....	76,178			
Average distance haul of one ton.....	8.94			
Total freight revenue.....		7,921	01	
Average amount received for each ton of freight.....			92	633
Average receipts per ton per mile.....			10	398
Estimated cost of carrying one ton one mile.....			8	764
Total freight earnings.....		7,921	01	
Freight earnings per mile of road.....		702	84	
Freight earnings per train mile.....		91	91	446
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		39,100	71	
Passenger and freight revenue per mile of road.....		3,469	45	
Passenger and freight earnings.....		40,235	43	
Passenger and freight earnings per mile of road.....		3,570	14	
Gross earnings from operation.....		40,410	59	
Gross earnings from operation per mile of road.....		3,585	67	
Gross earnings from operation per train mile.....		1	16	628
Expenses.....		25,555	64	
Expenses per mile of road.....		2,26	58	
Income from operation.....		14,85	5	
Income from operation per mile of road.....		1,318	09	
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	25,987			
Miles run by freight trains.....	8,662			
Total mileage trains earning revenue.....	34,649			

EQUIPMENT.

Equipment hired of Boston and Maine Railroad Company.

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 .....	11.27	.....	.....	11.27	.....	11.27
Miles of yard track and sidings....	1.15	.....	.....	1.15	1.15	.....
Total mileage owned and operated (all tracks).....	12.42	.....	.....	12.42	1.15	11.27

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar .....	1,805	.30
Chestnut.....	374	.40
Total.....	2,179	

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 fuel consumed—tons.			
Passenger.....	832.	.....	8.	8.36	34,648	48.26	
Freight.....							
Switching.....							
Construction.....							
Av. cost at distributing point....	\$3 30	.....	\$3.60				

ACCIDENTS TO PERSONS.

Kind of Accident.	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling .....	.....	1	.....	1

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
Bridges:		Ft. In.	Ft. In.	Ft. In.	Overhead Highway Crossings:		Ft. In.
Wooden,	2	63	11	52	Bridges.....	1	21.6
					Trestles.....	1	20.1
Trestles ...	10	6,370	135	1,590			

Gauge of track, 4 feet, 8½ inches; length, 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.



## STATISTICAL TABLES.

**Table Showing Number of Passengers Carried in 1891, 1892  
and 1893.**

Railroads.	1891.	1892.	1893.
Bangor and Aroostook Railroad*.....	70,468	72,178	90,299
Boston and Maine Railroad.....	31,174,544	33,459,898	36,247,601
Bridgton and Saco River Railroad .....	14,484	16,392	16,097
Canadian Pacific (International).....	51,297	89,590	101,008
Franklin and Megantic Railroad .....	7,117	6,920	5,638
Grand Trunk Railway .....	462,171	482,034	418,644
Kennebec Central Railroad .....	33,708	40,826	35,302
Maine Central Railroad .....	1,943,351	2,088,573	2,317,689
Monson Railroad.....	4,985	5,189	5,040
Orchard Beach Railroad (B. & M. R. R.) .....	52,461	54,446	‡
Phillips and Rangeley Railroad †.....	1,295	4,805	12,123
Portland and Rochester Railroad .....	340,807	338,699	339,678
Portland and Rumford Falls Railway.....	29,089	27,353	61,157
Sandy River Railroad.....	23,027	26,048	30,594
Somerset Railway .....	32,675	34,611	35,769
Sebasticook and Moosehead Railroad.....	8,109	9,280	11,716
St. Croix and Penobscot Railroad .....	12,288	12,724	13,264
York Harbor and Beach Railroad .....	99,962	95,115	102,413

\* Bangor and Piscataquis Railroad prior to June 30, 1892.

† Commenced operations January 1, 1891.

‡ Earnings in Boston and Maine Railroad.

**Table Showing the Gross Transportation Earnings of the Railroads Doing Business in Maine for the Years 1891, 1892 and 1893.**

Railroad Companies.	1891.	1892.	1893.
*Bangor and Aroostook Railroad .....	\$172,009 52	\$164,741 62	\$184,438 18
Boston and Maine Railroad.....	15,356,890 19	15,783,795 09	17,250,285 38
Bridgton and Saco River Railroad .....	27,719 46	27,139 61	31,810 68
Canadian Pacific Railway.....	234,484 62	243,015 96	248,998 26
Franklin and Megantic Railroad.. ..	10,923 90	9,076 95	7,682 85
Grand Trunk Railway .....	1,139,457 85	1,169,197 63	1,231,704 16
Kennebec Central Railroad .....	13,139 66	14,943 67	14,009 97
Lewiston and Auburn Branch (Grand Trunk R'y)	35,205 84	34,697 46	†
Lime Rock Railroad.....	57,247 76	73,278 31	76,836 70
Maine Central Railroad .....	4,323,153 71	4,608,231 78	5,035,434 59
Monson Railroad.....	12,581 12	11,588 37	10,838 79
Orchard Beach Railroad (B. & M. R. R.).....	4,797 55	4,978 90	
Phillips and Rangeley Railroad.....	7,124 70	20,770 35	37,956 75
Portland and Rochester Railroad .....	242,366 73	249,365 18	259,715 84
Portland and Rumford Falls Railway .....	54,277 82	54,890 40	122,231 94
Rockport Railroad .....	9,297 88	7,250 17	7,125 23
Sandy River Railroad.....	34,025 16	44,996 59	51,791 92
Sebasticook and Moosehead Railroad.....	8,332 45	9,446 55	10,496 70
Somerset Railway.....	70,872 69	79,988 97	92,250 42
St. Croix and Penobscot Railroad.....	37,618 41	26,906 10	35,207 75
York Harbor and Beach Railroad .....	36,784 32	34,789 76	40,235 43

\* Bangor and Piscataquis Railroad prior to June 30, 1892.

† Earnings in Grand Trunk Railway.



**Table Showing Tons of Freight Carried in 1891, 1892 and 1893.**

Railroads.	1891.	1892.	1893.
Bangor and Aroostook Railroad*.....	66,635	62,660	80,305
Boston and Maine Railroad.... .	6,982,022	7,215,308	8,035,167
Bridgton and Saco River Railroad.....	13,517	10,643	14,140
Canadian Pacific (International).....	252,987	256,925	267,508
Franklin and Megantie Railroad .....	7,490	5,209	3,666
Grand Trunk Railway .....	948,965	942,836	1,036,677
Kennebec Central Railroad .....	4,800	6,228	6,219
Lime Rock Railroad .....	.....	256,676	269,320
Maine Central Railroad.....	1,741,519	1,880,111	2,238,851
Monson Railroad.....	8,162	7,402	7,205
Phillips and Rangeley Railroad.. .	4,360	13,445	23,871
Portland and Rochester Railroad.....	181,550	186,843	222,825
Portland and Rumford Falls Railway.....	41,834	42,120	75,911
Rockport Railroad .....	17,125	12,350	12,000
Sandy River Railroad.....	20,478	28,997	36,026
Somerset Railway.....	43,899	55,866	69,546
Sebasticook and Mooshead Railroad.....	4,671	5,493	6,000
York Harbor and Beach Railroad .....	6,487	6,701	8,551

\* Bangor and Piscataquis Railroad prior to June 30, 1892.

**Table Showing Number of Passengers Carried in 1891, 1892 and 1893 on the Street Railroads in Maine.**

Railroads.	1891.	1892.	1893.
Augusta, Hallowell and Gardiner Railroad (electric) .....	620,283	839,942	816,975
Bangor Street Railway (electric).....	817,225	897,805	892,212
Biddeford and Saco Railroad (electric).....	226,200	231,934	333,018
Fryeburg Horse Railroad... ..	6,950	7,218	6,335
Lewiston and Auburn Horse Railroad.....	389,794	533,435	551,817
Mousam River Railroad (electric)*.....	.....	.....	43,100
Portland Railroad (horse and electric).....	2,823,153	3,124,704	3,706,420
Rockland, Thomaston and Camden Street Railway (electric)† .....	.....	.....	858,045
Waterville and Fairfield Railroad (electric)....	229,754	202,075	332,140
<b>Total.....</b>	<b>5,113,359</b>	<b>5,871,539</b>	<b>7,600,062</b>

\* Three months ending June 30, 1893.

† Eleven months ending June 30, 1893.

**Table Showing the Total Transportation Earnings of the Street Railroads in Maine for Years 1891, 1892 and 1893.**

Railroads.	1891.	1892.	1893.
Augusta, Hallowell and Gardiner Railroad (electric) .....	\$31,389 15	\$41,997 11	\$40,848 76
Bangor Street Railroad (electric).....	42,812 13	44,890 26	47,213 08
Biddeford and Saco Railroad (electric).....	16,371 01	15,729 38	28,210 05
Fryeburg Horse Railroad... ..	572 88	616 89	533 55
Lewiston and Auburn Horse Railroad .....	22,662 73	28,393 06	28,199 00
Mousam River Railroad (electric)*.....	.....	.....	5,235 15
Portland Railroad (horse and electric).....	140,750 60	156,167 04	204,788 56
Rockland, Thomaston and Camden Street Railway (electric) †.....	.....	.....	44,675 30
Waterville and Fairfield Railroad (electric)....	11,551 25	10,353 75	16,419 00
<b>Total.....</b>	<b>\$266,109 75</b>	<b>\$298,147 49</b>	<b>\$416,222 45</b>

\* Three months ending June 30, 1893.

† Eleven months ending June 30, 1893.

## Steam Railroads in Maine.

Name.	Miles in Maine.	Length of line operated.	Miles of second track operated.	Miles of yard track and sidings operated.	Miles of branch tracks operated.
Bangor and Aroostook 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	105.18	1296.39	123.49	221.10
Eastern Division.....	50.76				
Northern Division.....	2.92				
Kennebunk and Kennebunkprt	4.50				
Orchard Beach Railroad .....	3.00				
Bridgton and Saco River Railroad .....	16.00	16.00		1.00	
Canadian Pacific Railway.....	144.50	176.70	189.80	1.31	
Aroostook River Railroad.....	29.20				
Houlton Branch .....	3.00				
Franklin and Meguntic Railroad.....	16.70	16.70		.50	1.70
Grand Trunk Railway:					
Portland to boundary.....	82.60	89.46	171.99	37.41	6.86
Lewiston Branch.....	5.50				
Norway Branch .....	1.36				
Kennebec Central Railroad.....	5.00	5.00		.50	
Lime Rock Railroad.....	10.62	11.89			
Maine Central Railroad:					
Portland to Bangor .....	136.60	647.76	813.76	22.60	170.89
Brunswick to Bath .....	8.90				
Cumberland to Skowhegan.....	91.20				
Leeds Junction to Frrnington..	36.40				
Penobscot Junction to Mount					
Desert Ferry.....	41.13				
Crowley's to Lewiston .....	4.80				
Brunswick to Leeds 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 Junc. 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	
Phillips and Rangeley Railroad .....	28.60	28.60		1.55	
Portland and Rochester Railroad.....	51.98	54.98		15.27	1.12
Portland and Rumford Falls Railway ..	41.59	41.50		4.50	
Rockport Railroad.....	3.00	3.00			
Sandy River Railroad .....	18.00	18.00			
Sebastieook 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 Rail-					
road.....	7.50	7.50			
York Harbor and Beach Railroad .....	11.27	11.27		1.15	
	1399.14				

Street Railroads in Maine.

Name.	Miles in Maine.	Length of line operated.	Miles of second track in Maine.	Miles of yard track and siding.
Augusta, Hallowell and Gardiner Railroad (electric) ..	7.00	7.00	.....	1.00
Bangor Street Railway (electric).....	8.25	8.25		
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		
Mousam River Railroad (electric) † .....	2.94	2.94	.....	.22
Portland Railroad (electric and horse).....	16.53	16.53	2.82	.79
Rockland, Thomaston and Camden St. R'y (electric)...	14.34	14.34		
Waterville and Fairfield Railroad (electric) †.....	4.36	4.36		
Total.....	76.14	73.20	2.82	2.09

\* Two passengers injured.

† One employe killed.

‡ Two passengers injured.

INJURED: one person to 1,900,015 carried.

KILLED: one person to 7,600,062 carried.

## ACCIDENTS IN MAINE.

During the Year Ending June 30, 1893, the Following Accidents Occurred on Railroads in Maine.

Kind of Accident.	Trainmen.		Switchmen, flagmen and watchmen.		Other employes.		Passengers.		Trespassers.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	13	...	2	...	3	...	...	...	...	...	...	...	...	18
Falling from trains and engines.....	2	3	...	...	...	...	...	...	...	...	...	...	2	3
Overhead obstructions...	1	1	...	...	...	...	...	...	...	...	...	...	1	1
Collisions.....	3	...	...	...	...	...	1	...	...	...	...	...	...	4
Derailments.....	...	...	...	...	...	...	7	...	...	...	...	...	...	7
Other train accidents ...	3	...	...	...	...	...	...	...	1	...	...	...	...	4
At highway crossings.....	...	...	...	...	...	...	...	1	...	1	4	2	...	4
At stations.....	...	...	...	...	2	...	2	...	...	...	...	...	...	4
Other causes.....	1	...	...	...	1	1	12	6	...	...	...	...	14	7
Jumping on or off trains.	2	...	...	...	...	...	...	...	...	...	...	...	2	...
<b>Total.....</b>	<b>6</b>	<b>23</b>	<b>2</b>	<b>...</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>21</b>	<b>52</b>	<b>...</b>

## Electric and Horse Railroads.

Passengers injured, 4; employes killed, 1.

EXPENSE.

Appropriation .....		\$2,000 00
Balance unexpended in 1892 .....		155 30
		<u>\$2,155 30</u>
Stationery and office supplies .....	\$242 36	
Maps for Reports .....	120 60	
Correcting plan of map.....	15 00	
Express.....	52 13	
Magazines and papers.....	45 40	
Forms for railroad returns.....	61 00	
Postage.....	180 00	
Photographic work.....	18 00	
Lakeside Press work .....	77 30	
Rubber stamps for office.....	23 73	
Engineering tools .....	33 35	
Office—miscellaneous .....	27 00	
<b>Incidental Expenses of Commissioners and Clerk, in Discharge of Official Duties.</b>		
D. N. Mortland, Chairman.....	389 44	
A. W. Wildes .....	357 35	
Benj. F. Chadbourne.....	432 45	
E. C. Farrington, Clerk, attending hearings .....	21 50	
Unexpended.....	58 69	
		<u><u>\$2,155 30</u></u>

DECEMBER 30, 1893.





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