MAINE STATE LEGISLATURE

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Public Documents of Maine:

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Public Officers Institutions

FOR THE YEAR

1895

VOLUME II.

AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE. 1895.

THIRTY-SIXTH 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, 1894, INCLUDING
PETITIONS,

DECISIONS AND RULES & BOARD

MADE DURING THE YEAR

1894

AUGUSTA
BURLEIGH & FLYNT, PRINTERS TO THE STATE
1895

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BOARD OF RAILROAD COMMISSIONERS.

D. N. MORTLAND, Chairman, Rockland. BENJ. F. CHADBOURNE, Biddeford. FREDERIC DANFORTH, Gardiner.

E. C. FARRINGTON, Clerk, Augusta.





A. M. Milde

STATE OF MAINE.

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

The report of the Board of Railroad Commissioners for the year ending November 30, 1894, is respectfully submitted.

RAILROAD MILEAGE.

As appears from the returns of railroad corporations made to the Board for the year ending June 30, 1894, the mileage of steam railroads in Maine at that date was 1,515.99 miles. This shows an increase of 116.85 miles over that of 1893. This increase of mileage is derived from the building of the Bangor & Aroostook Railroad from Brownville Junction to Houlton, a distance of 97.54 miles; the Georges Valley Railroad, from Warren Junction on the line of the Maine Central to Union, a distance of eight miles; the extension of the Portland & Rumford Falls Railway, from Mechanic Falls to Poland Spring Junction, on the line of the Maine Central Railroad, 11.40 miles, after deducting .09 of a mile by reason of a change in measurement of the Lewiston Branch of the Grand Trunk Railway.

STREET RAILWAYS.

The street railway mileage in Maine on June 30, 1894, was 80.39 miles, being 4.25 miles more than in 1893. The increase in mileage is made by the addition of the Bath Street Railway which makes its first return this year.

TRANSPORTATION AND EARNINGS.

The gross earnings for trsnsportation of passengers and freight on steam railroads, as shown by the returns made to the Board for the year ending June 30, 1894, do not indicate that railroad corporations, operating railroads in Maine, have suffered so seriously on account of the business depression which has prevailed during the past year as those in other portions of the country.

As will be seen by the tabulated returns hereinafter printed, the gross earnings of several railroad corporations were slightly increased over those of the same period in 1893, while others show a considerable falling off.

The gross transportation earnings of railroad corporations in Maine, for the year ending June 30, 1894, was \$6,974,-351.22, as against \$7,532,510.35 in 1893, a decrease in gross transportation earnings of \$558,159.20.

The passenger and freight train mileage shows a falling off from that of the year ending June 30, 1893, as follows:

The passenger train mileage in 1894 was 2,715,890 miles, as against 2,722,303 miles in 1893.

The freight train mileage in 1894 was 2,381,708 miles, as against 2,412,930 miles in 1893.

The number of passengers carried one mile in 1894 was 120,730,347, while in 1893 the number carried one mile was 126,941,946.

The number of tons of freight carried in 1894 was 3,722,-620 tons, as against 4,188,943 tons in 1893.

The following tables give a comparison for the four years of 1891, 1892, 1893 and 1894:

GROSS TRANSPORTATION EARNINGS.

1891, \$7,012,778.92.

1892, 7,131,482.45. Increase, \$118,703.53.

1893, 7,532,510.42. Increase, 401,027.97.

1894, 6,974,351.22. Decrease, 558,159.20.

NUMBER OF PASSENGERS CARRIED.

- 1891, 5,502,646.
- 1892, 6,178,076. Increase, 675,430.
- 1893, 6,332,535. Increase, 154,459.
- 1894, 5,866,011. Decrease, 466,524.

TONS OF FREIGHT CARRIED.

- 1891, 3,316,263.
- 1892, 3,518,993. Increase, 202,730.
- 1893, 4,188,948. Increase, 669,955.
- 1894, 4,020,310. Decrease, 168,638.

NUMBER OF PASSENGERS CARRIED ONE MILE.

- 1891, 120,523,000.
- 1892, 126,267,845. Increase, 5,744,845.
- 1893. 126,941,946. Increase, 647,101.
- 1894, 120,730,347. Decrease, 6,211,599.

STREET RAILROAD TRANSPORTATION.

The number of passengers carried on street railways in Maine during the year ending June 30, 1894, was 8,141,378 as against 7,600,062 in 1893. As will be noticed, this was a gain of 541,316 over the previous year. Of this number the Bath Street Railway, above mentioned as additional mileage, carried 327,696. After deducting that number, there appears to be an actual gain in passengers carried, on former mileage of 213,620.

The following tables give the relative gains for the past four years:

NUMBER OF PASSENGERS CARRIED.

- 1891, 5,113,359.
- 1892, 5,871,339. Increase, 758,180.
- 1893, 7,600,062. Increase, 1,728,523.
- 1894, 8,141,378. Increase, 541,316.

GROSS EARNINGS.

- 1891, \$266,107.75.
- 1892, 298,147.49. Increase, \$ 32,039.74.
- 1893, 416,222.45. Increase, 118,074.96.
- 1894, 440,026.58. Increase, 23,804.13.

Though the above tables show a material falling off in gross receipts of steam railroads for the last year, the outlook for railroad and railway companies is by no means discour-The panic or business depression, which has prevailed for more than a year, was first seriously felt by railroad corporations in Maine about the time of the beginning of the last railroad year. Since the close of that year, viz., June 30, 1894, business has materially improved, confidence has in a degree been restored, and the wheels of manufactories are again in Every month, since the close of that year, the returns of railroad corporations have shown a gratifying increase in transportation and traffic over corresponding months of the previous year. We therefore confidently predict that the earnings of railroad corporations in Maine during the present year, will be equal to that of any previous year.

EMPLOYES ON RAILROADS.

A careful examination of the returns of railroad corporations, so far as they relate to workmen, considering the reduction in wages and the discharge of help in the several departments, shows that the loss in wages has not been so serious as might have been expected.

In 1893 the number of men employed in all departments, excluding general officers, was 4,772 as against 4,360 in 1894.

The amount paid out in wages in 1893 was \$2,432,919.60 as against \$2,251,893.07 in 1894. By the foregoing figures it will be seen that the reduction in the number employed was 412 and that the reduction in amount paid out in wages was \$181,026.53. Notwithstanding these facts the Bangor & Aroostook Railroad Company employed 149 more men than in 1893 and the Portland & Rumford Falls Railway Company employed nineteen more men than in 1893. Though, as appears by the foregoing a considerable number of men were thrown out of employment, the reduction in wages was not serious. The average per diem pay for employes in

1893 was \$1.54, and in 1894 it was \$1.52. That employes on railroads were affected so little by the business depression which has prevailed is surprising as well as gratifying. The number of men employed on street railways in 1894 was greater than in 1893 and there does not appear to have been any reduction in average of wages paid.

ACCIDENTS.

It is with a feeling of gratitude and pleasure that we are permitted to record the fact that the loss of life and injury to travelers on railroads in this State continues to be exceedingly small as compared with the loss of life and injury throughout the entire country. During the year ending June 30, 1894, but two passengers were killed and but four injured, and these deaths and injuries were not caused by the fault of any of the corporations operating the railroads on which such accidents occurred. As appears by the report of the statistician of the Interstate Commerce Commission for the year 1893, on the railroad in the United States one passenger was killed to every 1,985,153 passengers carried and one injured to every 183,822 carried. In Maine during the past year there was but one passenger killed to every 2,455,-194 carried, and but one injured to every 1,363,793 carried.

The casualties to employes on railroads continues to be as great as in the past. During the past year seven were killed and thirty-one injured. This, as appears, is a ratio of one killed to every 609 employed and one injured to every 137 employed. In the United States during the same period, the ratio was one killed to every 320 employed and one injured to every twenty-eight employed. It will be observed that for some reason the risk of life and limb by those employed upon railroads in Maine is not nearly so great as in other portions of the country. Statistics show that the deaths and injuries are mostly caused by the methods in use for coupling and uncoupling freight cars.

Since the close of the railroad year, one serious accident has occurred on the Canadian Pacific Railroad in this State, by reason of obstructions maliciously placed upon the track by some person or persons unknown, a special report of which is hereinafter published.

NEW RAILROADS AND EXTENSIONS.

As we have before stated, during the year ending June 30, 1894, 116.85 miles of railroad were added to the steam railroad mileage of the State. This, as nearly as can be learned, is nearly eight per cent of all the railroads constructed in the United States during that period. Notwithstanding the financial stringency and general business depression which has prevailed, it is gratifying to note the fact that railroad building in Maine is rapidly going on, and that capitalists in and out of the State, by their acts, are showing that they have confidence that the undeveloped resources of the State are such as to warrant the large expenditures necessary to complete the several railroads now in process of construction.

BANGOR & AROOSTOOK RAILROAD.

An extension of the Bangor & Aroostook Railroad from Houlton to Presque Isle and Caribou, with a branch line to Fort Fairfield, a distance in all of about 73.73 miles, is now nearly completed, and trains will be run thereon as early as January 1, 1895. This extension of the Bangor & Aroostook Railroad is well located and is in all respects being constructed in the same thorough and substantial manner as the line from Brownville Junction to Houlton, which was particularly mentioned in our last annual report. The road-bed is graded to a width of sixteen feet, and the cuts are not less than twenty feet wide. The bridge and culvert masonry is first-class, and the superstructures, except temporary structures, are of iron or steel, tested for carrying two consolidated locomotives coupled together and 3,000 pounds per train foot following. All open culverts or water-ways exceeding ten feet in width are spanned with substantial iron stringers. The track is

being laid with seventy pound section steel rails, upon good sound cedar and hackmatack ties.

KINGFIELD & DEAD RIVER RAILROAD.

This line of railroad, mention of which we made in our last report, was not completed until after the expiration of the railroad year, viz: June 30, 1894; and therefore it is not included in the additional railroad mileage of Maine hereinbefore given. This line of railroad is narrow gauge and extends from the terminus of the Franklin & Megantic Railroad in Kingfield, up the valley of the Carrabasset stream to near Drew's Mills in Jerusalem Plantation, a distance of nine and one-half miles. Since the completion of the road, it has been operated by the Franklin & Megantic Railroad Company, as an extension of its line.

WISCASSET & QUEBEC RAILROAD.

This line of railroad, as contemplated, is to extend from the harbor of Wiscasset through the towns of Alna, Whitefield, Windsor, China and Unity Plantation, to Burnham on the line of the Maine Central Railroad. It is to be a narrow gauge railroad, and is now graded the entire length from Wiscasset to Burnham. The line is well located and the road-bed is well graded and constructed. The open waterways are all spanned with substantial bridge structures, and the culverts are well constructed. About eighteen miles of track have been laid, and the corporation hopes to be able to operate its line from Wiscasset to Weeks' Mills, in China, by January 1, 1895.

RUMFORD FALLS & RANGELEY LAKE RAILROAD.

The Rumford Falls & Rangeley Lake Railroad Company was organized and incorporated under the provisions of law September 3, 1894. This corporation was formed for the purpose of constructing a railroad from a connection with the

Portland & Rumford Falls Railway in Rumford, up the valley of the Swift river, through the towns of Mexico, Roxbury and Byron to Rangeley lake. Since the location was approved, quite a portion of the road has been graded, and the promoters of the enterprise hope to have a large portion of it completed and in operation in the early part of the coming summer.

NEW STREET RAILWAYS.

The Calais Street Railway Company, during the early part of the year, has constructed a line of street railway through the principal streets of the city of Calais, Maine, and of St. Stephen in the Province of New Brunswick, a distance in all of about seven miles, three and one-half miles being in Maine. The line throughout is well located and fairly well constructed. The line has been successfully operated since July 3, 1894.

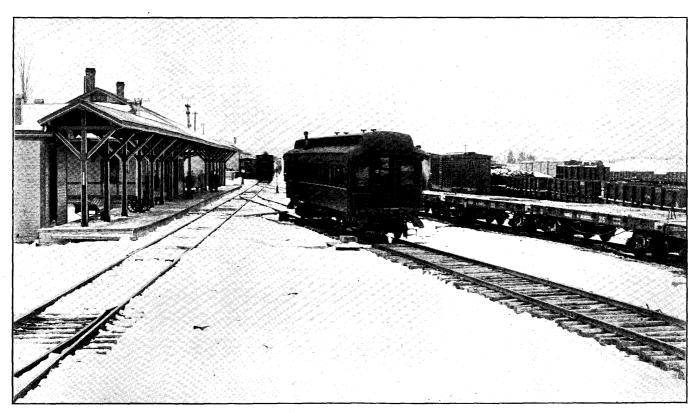
SKOWHEGAN AND NORRIDGEWOCK RAILWAY.

A corporation was organized and incorporated under the provisions of law, August 15, 1894, for the purpose of constructing and operating a line of street railway from the depot of the Somerset Railway in Norridgewock, along and within the location of the County road to and into the town of Skowhegan, a distance of about six miles. Since that date the railway has been constructed and cars thereon have been run since October 13, 1894.

INSPECTIONS, PHYSICAL CONDITIONS.

By the provisions of law, it is made the duty of the Board of Railroad Commissioners, annually, between the first of April and October, and at such other times as they deem necessary, "to carefully examine the tracks, rolling stock, bridges, viaducts and culverts of all railroads," in the State. Chapter 313 of the Public Laws of 1889, provides also that the Board, if it deems it necessary, may, in making such exam-





STATION AT HOULTON. BANGOR & AROOSTOOK R. R.

inations, employ a mechanical expert to assist in the examina-During the past year the Board has tion of iron bridges. made careful examinations of all such within the limits of the State and herein report the condition of each railroad. Being somewhat in doubt as to the capacity and safety of certain iron superstructures which had been erected for more than twenty years and designed to carry lighter rolling stock than is now being run over them, the Board, under the provisions of the above mentioned statute, employed Professor George F. Swain of Boston, the bridge engineer of the Massachusetts Railroad Commission, to personally inspect the same and report to this Board in writing. Professor Swain in his report suggested that the bridges aforesaid should be strengthened in certain particulars, which is now being done by the corporations operating the road. As will be seen by the following statement of the condition of each railroad, and its rolling stock in the State, all are in a safe and satisfactory condition.

BANGOR & AROOSTOOK RAILROAD.

The above named railroad system now includes the railroads formerly known as the Bangor & Piscataquis and the Katahdin Iron Works Railroads, together with the new line from Brownville Junction to Houlton and other towns in Aroostook county.

On the line formerly known as the Bangor & Piscataquis little has been done during the past season to improve the road-bed and track by way of widening, ditching or ballasting. Five and one-half miles of new steel rails have been laid during the year, thus making the entire line of steel rails except three and one-half or four miles. The track, throughout, is in fairly good condition and rides well.

The branch line formerly known as the Katahdin Iron Works Railroad, aside from the portion used in the new system of the Bangor & Aroostook, is in very fair condition. Forty thousand new ties have been laid during the year in the tracks of the lines above mentioned.

The bridge structures of the above mentioned portion of the system are of wood and not all of the best quality; but these have been kept in good repair and safe for the passage of trains. Quite extensive repairs have been made on several of these bridge structures during the past year.

The new portion of the system, as we have stated in a former report, is in all respects well constructed, and is now fully ballasted from Brownville Junction to Houlton. Seventy pounds steel rails have been laid from Milo Junction to Brownville Junction, such as are being laid throughout the entire new portion of the system.

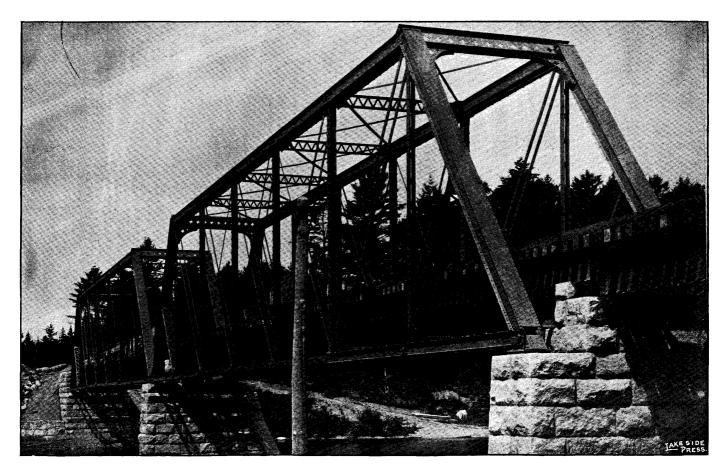
The bridges and viaducts on this new portion of the system are nearly all of steel or iron and are first-class in every respect.

The equipments throughout the new portion of the system are new and modern, and the rolling stock in use is first-class in all respects. The station buildings on the new portion of the system are built to a standard, and there are three classes: large passenger, small passenger and combination passenger and freight stations. At each sufficient platforms and awnings have been erected.

The prospects for traffic over the new portion of the system fully warrants the expenditures for construction and rolling stock.

BOSTON & MAINE RAILROAD.

This line is one of the best in the country. The traffic on it is large and there has been a wonderful freedom from accident. The Western Division from Salmon Falls to Portland was well constructed and has been well maintained. The rails are now mostly of heavy pattern weighing seventy-five or seventy-nine pounds to the yard. The track is well tied, ballasted, lined, surfaced and ditched and track and road-bed are in all respects kept in first-class condition. Double track now extends from Portland to West Biddeford, a distance of about twenty miles.



BRIDGE OVER EAST BRANCH PENOBSCOT RIVER. BANGOR & AROOSTOOK R. R.



The bridges spanning streams or ways are of iron of modern design, with a generous margin of strength over and above that required to carry the trains run over them. The pile bridges over the marshes and creeks have been rebuilt within the past two years in a thoroughly substantial manner and are models of their type.

The Eastern Division from Kittery to Portland was built as the Portland, Saco and Portsmouth Railroad, in a very substantial manner. The rails are mostly of the heavy pattern used on the Western Division, well tied, on a good roadbed, and well ballasted. Road-bed and track are kept in the best of condition.

The iron bridges as a whole are good and safe. In some instances not as heavy as would be erected to-day, to carry the large traffic of this line. A careful examination by an expert, shows a good margin of safety. The pile bridges are in fair condition, safe and carefully looked after.

The Northern Division has only a few miles of line in this State. Its road-bed and track is in good condition, well ballasted, in good line surface and well ditched. The bridges are in good condition, those of iron being modern structures, of good design and workmanship, those of wood safe and well cared for.

The branch from Kennebunk to Kennebunkport is laid with lighter steel than is used on the main line but it is well kept in all particulars. The only bridge of importance on the line is a plate girder, on good stone masonry, and was built within two years. The Old Orchard branch is used only in summer. The road-bed and track is kept in good condition. On this branch open cars and light locomotives are used that are good, well kept and convenient. The rolling stock of the Boston and Maine Railroad compares favorably with that of any line in the country. Vestibuled trains with parlor and sleeping cars of the best design; some trains in connection with like trains of the Maine Central Railroad, are run at all seasons of the year. The development of our State as a great vaca-

tion ground has largely increased the travel over this line, but the company have not been slow in adopting improvements, as they have been brought out, thereby providing for its patron's convenience and comfort, equal to that of any line in the country. The station buildings are all comodious, convenient and cleanly. They are kept comfortable at all seasons of the year.

BRIDGTON & SACO RIVER RAILROAD.

The road-bed is in good condition, well ditched and drained.

The track is in good alignment and surface and well ballasted.

The bridges and culverts are strong and well maintained. The rolling stock is good and well kept.

The station buildings are sufficient for the needs of the road.

CANADIAN PACIFIC RAILWAY.

The principal line of this railway, in this State, extends from Boundary to Mattawamkeag, with trackage rights from the latter place to Vanceboro in common with the Maine Central Railroad. The line was opened in 1889. It was constructed in the best manner, as a part of the great transcontinental line of this company, and for a traffic that might come to such a line. The alignment and gradients are favorable to the carrying of very heavy trains, and the maintaining of a high rate of speed. The rails are steel weighing sixty pounds to the yard, well tied and on a good road-bed. The bridges are of steel, iron or wood. Those of steel or iron are of the best modern design, made by some of the best builders in the Though all are first-class structures the steel viaducts over Ship pond and Wilson stream are of special interest, the former being about eleven hundred feet long and the latter about seven hundred, and each about one hundred and twenty feet high, at the highest point. The pile bridges and trestles built by this company are first-class structures of their type, with a large safety factor, and under close and frequent inspections. In the part of one that was partly torn down in the accident at West Outlet in July last, an opportunity was given to make careful examination as to the condition of the timber. Not a particle of unsound timber was found, nor any structural weakness shown, after the most careful examination. This being of the same age, size and kind of timber and general design, as all the trestles on this line, gives additional assurance of strength and safety, to that given by our ordinary inspections.

The Houlton Branch and the Aroostook River Branches, leased to this company are in fair condition as to road-bed and track. Some new ties are needed, and with them ballast. The bridges on the Aroostook branch (there are none on the Houlton branch) are not as good as those on the main line, but they are safe and carefully looked after. The rolling stock in use on the main line is of modern design, equipped with the appliances for comfort and safety generally in use on first-class lines, and it is kept in good condition.

FRANKLIN & MEGANTIC RAILROAD.

This line, extending from Strong, on the line of the Sandy River Railroad to Kingfield, is well located. Those in charge of it are industrious and careful, and do well with what they have to do with. Quite a number of new ties have been put in, but more are needed. The rails are light but are kept in fair line and surface. Considerable ballasting should be done soon. The bridges have been considerably repaired during the year and are safe to carry the trains of this line. The rolling stock and station buildings are well cared for. The building of the Kingfield and Dead River Railroad which is practically an extension of this line gives promise of increased traffic to quite a large degree.

GEORGES VALLEY RAILROAD.

This line of railroad extends from Warren Junction on the Knox & Lincoln branch of the Maine Central Railroad to Union Common, a distance of about eight miles, together with a branch line about one-half mile in length leading from the main line to certain lime quarries and kilns in the town of Warren. The road was fairly well located. The road-bed is of good width, and the track is fairly well ballasted. Considerable ditching and draining, however, are needed at many points along the line. The rails are of steel, weighing fifty-six pounds to the yard. The track is now in good line and surface and trains run smoothly over it. The rolling stock in use is nearly all second-hand; but is well suited for the business of the road. One good second-hand engine has been added to the rolling stock during the year.

GRAND TRUNK RAILWAY.

The road-bed of this railway within this State, as stated in our last report, is wide, well ditched, drained and ballasted.

The track is in good line and surface.

The road-bed and track throughout the main line and the Lewiston & Auburn and Norway branches are in excellent condition.

The bridges within the State, excepting the pile bridge at Portland, are of iron, most of them substantial structures and in good order. Some, however, of the Phænix hollow column pattern, are not such structures as would be needed for modern equipments and loads now in general use.

The culverts and water-ways are well constructed and in good repair.

The rolling stock is in good running order.

The stations, though mostly old, are kept in fairly good condition.



ARCH MASONRY, GRAND TRUNK RAILWAY.

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KENNEBEC CENTRAL RAILROAD.

This road is a narrow, or two-feet gauge railroad running from Randolph to the Soldiers' Home at Togus, a distance of five miles.

A peculiarity of this line is the fact, that there is not a yard of ballast available for track purposes, on the entire The company is obliged to pay about three times as much for ballast delivered, to load on its cars, as it ordinarily costs railroad companies to get it from a fairly good pit and put under the ties. But this company keeps its track well ballasted and in all particulars in good condition. bridges are of wood and stone masonry, well built and well maintained. The rolling stock is of the best in design and construction, and is kept in first-class order. The station buildings are very neat and convenient, and always com-The travel on the road is largely veteran soldiers from the "Home," though in summer there are many visitors to the "Home," attracted by the beauties of the location, the peculiar surroundings of that grand institution, and the concerts given daily by the band connected with the Home.

LIME ROCK RAILROAD.

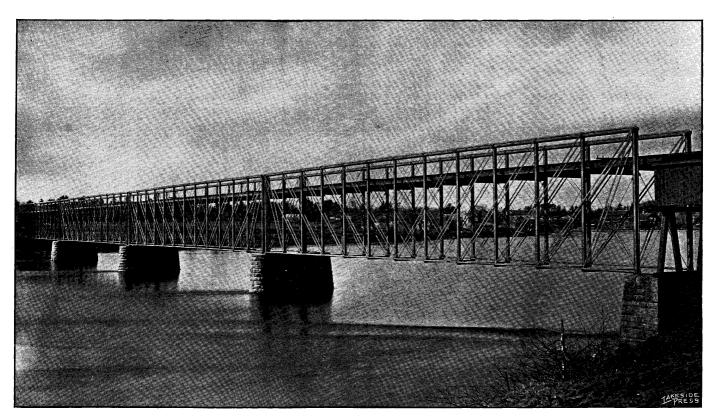
This line of railroad was projected and solely constructed for the purpose of transporting lime rock from the quarries in Rockland, and in its vicinity, to the lime kilns situated along the water front of the city. The road was well located and thoroughly constructed. The track is standard gauge, and the rails are mostly of steel, and fifty-six pounds to the yard. It is in good line and surface and maintained in good condition. As we have stated in former reports, the bridge structures consist mainly of high wooden trestles, being mostly approaches to the several kilns, situated as before stated along the water front of the city. These trestles are built of good Southern pine timber, and are well designed and constructed in a substantial manner. Much has been done during the past few years by way of filling the spaces over which

these trestles are built. The culverts and open water-ways are all maintained in good condition. The rolling stock is such as is required for the transportation of lime rock, and is in good condition.

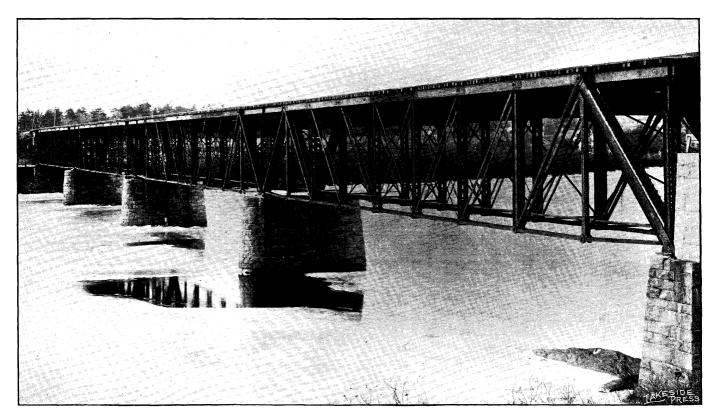
MAINE CENTRAL RAILROAD.

As is well known, by consolidation and leasing of other lines of railroad by the Maine Central Railroad Company, nearly one-half of the steam railroad mileage of the State is now included in that system. Since such consolidation and leases were consummated, a constant and marked improvement has been going on from year to year in the physical condition of all the lines of railroad embraced in that system. of these leased lines were badly located and poorly constructed, some of which have had to be substantially reconstructed by the company now owning or operating the same. road-beds were generally low and narrow, and little had been done by way of ditching, draining or ballasting, and the right of wav was uncleared and strewed with old ties and The tracts were mostly of light steel or iron other rubbish. rails much worn and laminated. Most of the bridge structures were of wood, faulty in design, and constructed of poor Nearly all these defects have been remedied. Many of the bridges, including the masonry, have been rebuilt in the most substantial manner. Roadways have been cleared of rubbish and enclosed with substantial and durable Road-beds have been raised, widened, ditched, fences. drained and ballasted and the tracks aligned and surfaced. Many of the old station buildings have been removed, and new, attractive and convenient station buildings erected. short, we may say that during the past ten years many of the leased lines aforesaid, have been substantially rebuilt. road-bed and track of the Maine Central Railroad from Portland to Vanceboro, and from Cumberland Junction via Lewiston to Waterville, are in all respects, in excellent condition. From Bangor to Mount Desert Ferry the road-bed and track

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BRIDGE AT BRUNSWICK, REMOVED 1894. MAINE CENTRAL R. R.



BRIDGE AT BRUNSWICK, ERECTED IN 1894. MAINE CENTRAL RAILROAD.



are in good condition. Though the rails are of light weight they are of good quality of steel and stand well. This portion of the line is well cared for.

The portion of the line from Bath to Farmington via Lewiston has been greatly improved within the past few years. It is now, in all respects, in good condition. The road-bed and track of so much of the Mountain Division as lies within the limits of the State, are in all respects in good condition and compares favorably with other portions of the main lines of the system.

The road-bed and tracks of the branch lines from Water-ville to Skowhegan, Burnham to Belfast, Newport Junction to Foxeroft and Brewer to Bucksport, are all well maintained and in good condition. Though little has been expended upon the branch line from Brewer to Bucksport, sufficient renewals have been made and work done by those in charge to maintain the same in good condition.

What we have said in respect to general improvements of leased lines applies specially to that portion of the system known as the Knox and Lincoln Division. Since the leasing of this line to the Maine Central Railroad Company, much has been done by those in charge to improve the line in all respects. By reason of scarcity of ballast on the line of this road, it is not up to the standard of other branch lines of the Maine Central Railroad system; but much has been done to improve the line in all respects. The road-bed and tracks are now in good condition. The track is in good line and surface and rides well.

The bridges, viaducts and culverts of this railroad throughout the entire system are now in good condition. Many of the wooden and lighter iron superstructures have been removed and in their places modern and substantial superstructures have been erected. During the past year new steel superstructures have been erected over the Kennebec river near Waterville; over the Kennebec river between Waterville and Winslow; over the Androscoggin river between Brunswick and Topsham, and over a portion of the Androscoggin river between Lewiston and Auburn.

Many of the culverts and open water-ways have been rebuilt, and nearly all of the open water-ways and underpasses are spanned with plate girders or iron stringers.

The rolling stock of the Maine Central Railroad, especially that in use on the main lines, is first-class in every respect. Many and important additions have been made to it during the past year. Six large freight engines, six saloon cars and one hundred and forty-five flat cars have been added. Fourteen new locomotives of modern construction, have been purchased, to replace the same number of old.

The station buildings throughout the entire system are mostly new and modern and are well designed for comfort and convenience. During the year a large and commodious engine house has been built at Woolwich, and a new, tasty and convenient station building has been erected at Poland Springs' junction.

MONSON RAILROAD.

This is a narrow or two foot gauge railroad from Monson Junction, on the line of the Bangor & Piscataquis division of the Bangor & Aroostook Railroad to the village of Monson. The road-bed and track are in good condition and well cared for.

The bridges are of short span, made of wood but well maintained. The rolling stock is well designed, and kept in the best of order. The main business of this line is the transportation of the various products of the slate quarries at Monson, although there is quite a passenger business to and from that thriving town. It serves the communities from which it derives its business in a very satisfactory manner.

PHILLIPS & RANGELEY RAILROAD.

The road-bed and track of this railroad are now in very good condition. Much has been done during the past year in widening and ditching the road-bed and in ballasting, align-

ing and surfacing the track. The bridge structures on this line are all of wood. Many of them are faulty in design and poorly constructed, but are kept in good repair, sufficiently strengthened when needed, and are safe for the passage of trains. The rolling stock is ample for the business of the road and is in good condition. The station buildings are convenient and in good condition.

PORTLAND AND ROCHESTER RAILROAD.

The road-bed and track are maintained in good condition. Considerable ditching has been done the past year. Some ballasting has been done but more is needed.

The track is in good line and surface. Two miles have been re-laid with seventy-five pound steel rails and twentyfive thousand new ties have been laid this year.

Many of the bridges have been repaired and strengthened; and in nearly all the smaller openings, the wooden beams have been replaced with iron girders.

The rolling stock is in good order.

The station buildings are generally convenient and comfortable.

PORTLAND & RUMFORD FALLS RAILWAY.

The extension from Mechanic Falls to Poland Spring Junction on the line of the Maine Central Railroad near the city of Auburn was opened for travel on February 12th. This extension is well located and thoroughly constructed. On the entire line considerable ditching has been done the past year.

The track, now wholly laid with steel rails, is in good line and surface. About eight thousand new ties have been put in the track, and some ballasting has been done.

On the two extensions the bridges are substantial plate iron girders on excellent masonry, and all masonry both in the bridges and culverts is laid in cement mortar.

Arrangements are being made to replace some of the old wooden structures with modern iron bridges.

The rolling stock is in good condition, one new locomotive and several new cars having been added the past year.

The new stations show neatness, convenience and beauty in design.

ROCKPORT RAILROAD.

The Rockport Railroad was built from Rockport village to some lime rock quarries a distance of three miles, and is used exclusively in the conveyance of lime rock from those quarries to the kilns located in the town named. The road-bed and track are kept in good condition for the business of the road. Considerable widening of the banks has been done during the year. The bridges are in safe condition. The rolling stock consists entirely of cars adapted to the hauling of lime rock and are kept in good condition. The gauge of this line is three feet. It is well adapted to the service required of it and as an enterprise fully meets the expectations of its promoters.

SANDY RIVER RAILROAD.

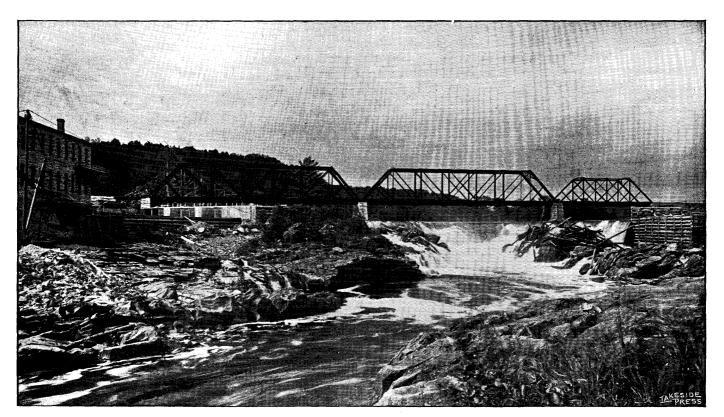
The Sandy River Railroad extending from Farmington to Phillips is the outlet of the narrow gauge system of Franklin county connecting at Farmington with the Maine Central Railroad.

While the original location was unfortunate, the best has been made of that mistake and the road-bed and track are kept in the best of condition. The light rails have been replaced by heavier ones, ties put in where needed and the track thoroughly ballasted. Quite extensive changes have been made in the location greatly improving grades and alignment.

The bridges are nearly all of them wooden structures, the only exception being the steel bridge spanning the Sandy river near Phillips which is a well designed, and is a well built structure.

These wooden structures require a good deal of care and it is given them. Several of them have been strengthened and





CARRATUNK FALLS. SOMERSET RAILWAY.

all have a good margin of safety more than required to carry their loads. The rolling stock is of good design and in all respects kept in good order. The motive power is especially good, some of the locomotives being the largest in use on narrow gauge roads. The station buildings are in good order and well kept.

SEBASTICOOK AND MOOSEHEAD RAILROAD.

The road-bed and track have been greatly improved the past year. Some new ties have been laid and about two thousand more are now on hand. Some ballasting has been done but much more is needed.

The one trestle bridge has a new floor, which is a great improvement.

The smaller water-ways and culverts are in fair condition. The rolling stock is in fair running order.

The station building at Hartford is in good repair.

SOMERSET RAILWAY.

The Somerset Railway extends from Oakland to Bingham, the extension from Anson having been built in 1887. The road-bed and track are kept in good order. The line and surface is good, and the ditches attract especial attention, for the reason that there are springy places and material in the banks and slopes of clay and boulders, that in the spring of the year give a great deal of trouble by sloughing. The management in one place in particular have displayed a good deal of ingenuity in the application of a jet of water, with which a large quantity of earth has been removed.

The bridges are good. Those of iron are modern structures made by some of the best builders in the country. Another instance of the ingenuity of the manager is in the use of old rails for bridge building. One in particular, a sixteen feet span, made of old rails united together and packed, with a car truss underneath, making a very strong and durable bridge. The wooden structures are strong and well cared

for. Considerable rebuilding has been done during the past year.

The rolling stock has been in use for some time, but it is well kept and is clean and comfortable. The station buildings are in good order.

ST. CROIX & PENOBSCOT RAILROAD.

This line extends from Calais to Princeton a distance of twenty-one miles, 4.75 miles of which is in the province of New Brunswick.

It is a railroad used principally for bringing lumber from Princeton and Baring to Calais and carries but few passengers.

The rails are iron for 11.10 miles, the remainder being steel. They are light but stand remarkably well. The roadbed is in fair condition but needs a good deal of ballast. A hundred tons of steel rails have been laid and many new ties put in during the year. The track and road-bed are carefully looked after and kept in safe condition. The bridges are of wood and considerable repairs have been made. They are in fair condition and more than strong enough to carry the loads carried over them. The rolling stock is quite old but well cared for. The passenger cars and station buildings are kept in a good condition of cleanliness and comfort.

YORK HARBOR AND BEACH RAILROAD.

This line extends from Kittery to York Harbor and Beach and is operated as a branch of the Boston & Maine Railroad to those now popular summer resorts. The track is in fair condition, the rails being light but in very good line surface. Ballast and some new ties are needed. The bridges are mostly pile structures, well built originally, but in some instances bents have heretofore settled so that the rails have been shimmed and are still a little out of line and surface.

The rolling stock is supplied by the Boston and Maine Railroad and is up to the standard of that company, and is well kept in all particulars. The station buildings are well designed and tastily built. They are kept in good condition in all respects.

STREET RAILWAYS.

AUGUSTA, HALLOWELL & GARDINER RAILROAD.

This is one of the first roads in the State that was built and equipped for electrical power. It has passed through the stages of experiment that has developed the electric railroad of to-day. It has cost this company quite a sum of money to make the changes that improvements in electrical machinery have made it imperative to adopt. With the knowledge gained of experience they now have, the promoters of this enterprise could build their line at greatly reduced cost. The rails are of lighter weight and the ties less in number to the mile than would probably be used now. But the track is well looked after, is in fair condition and rides well. The bridges and culverts are mostly those built and maintained by the cities through which the line runs, though the railroad company built some and have strengthened others. All are in a safe condition.

The rolling stock is kept in excellent order.

BANGOR STREET RAILWAY.

This line is built through the streets of Bangor and Brewer, but there is no connection of the lines between the cities named. It is one of the early built electric railroads and among the first to make use of water power to run electric generators. After a good deal of experiment governors have been adopted, that control the water, so that it is used with very satisfactory results. The road-bed and track is in fair condition. On the Brewer division especially, considerable ballast is needed. The bridges on the lines are those of the cities named, except the trestle built by the railroad company

in Brewer which was well built and is well maintained. The rolling stock is kept in good condition.

BATH STREET RAILWAY.

At the time of the examination of the above named road the Board was pleased to note the many improvements that had been made in the road-bed and track since the road was first constructed. Many of the grades have been lightened, and much of the track has been ballasted during the year. The track now is in good line and surface and cars run smoothly and steadily over it. The bridges and culverts over which the tracks are laid, were built by the city of Bath and are maintained by it, with the exception of two wooden trestle bridges on a right of way of the company outside of the street limits. All of the bridges have been sufficiently repaired and strengthened, where needed, during the past year and are now in good condition. The rolling stock is of the most modern style and is well adapted for the service required.

BIDDEFORD AND SACO RAILROAD.

This railroad is built through the streets of Biddeford, Saco and Old Orchard. Constructed originally for a horse railroad, the rails are much lighter in weight than the company would use now, but they stand well, are in fair line and surface and ride well. When the change was made in 1891 from a horse to an electric railroad, the company did wisely in putting up an overhead system of the best of material and workmanship and the best power plant then to be had. The bridges are those of the cities and the town named and are safe for all the loads put upon them. The rolling stock is good and well During the summer months the travel to Old Orchard over this line is large and the demand for cars great, but this company have always met that requirement fully and carried their passengers without accident. On such occasions nearly every motor car will take a large open trailer car, both loaded to their full capacity, from one end of the line to the other.

FRYEBURG HORSE RAILROAD.

This line starts from the Maine Central station in Fryeburg and runs through the village and to the grounds of the Chautauqua Association, a distance of three miles.

The track originally laid on stringers, is being relaid on ties. Considerable more work and ballasting will be required to make the track permanent and in good line and surface. There are no bridges on the line. The rolling stock is kept in fair condition. The traffic over this line is not large except during the meetings of the Chautauqua Association in the summer. It serves a good purpose and is regarded as a great convenience by the residents of and the many visitors to the village of Fryeburg.

LEWISTON & AUBURN HORSE RAILROAD.

A portion of this line of railway is now operated by elec-The road-bed and track are being thoroughly reconstructed throughout the entire line. When completed the motive power is to be of electricity wholly, or soon as the change can be made. The track is being laid with rails of seventy-two pounds to the yard, and when completed will be first-class in all respects. The bridges over which the tracks are laid were built by the cities of Lewiston and Auburn for highway purposes but are sufficiently strong to carry the additional weight to which they are, or will be, subjected. A new floor is being laid in the bridge which spans the Androscoggin river, between Lewiston and Auburn, known as the North Bridge, and the same is being otherwise repaired and strengthened. Many additions are being made to the rolling stock, such as will be required by reason of the change in motive power above mentioned.

MOUSAM RIVER RAILROAD.

The road-bed of this line is in the streets of the town of Sanford and conforms in line and grade to these ways.

The track is in the same first-class condition as stated in our last report.

The bridges are strong and well maintained.

The rolling stock is first-class and in good order.

PORTLAND (ELECTRIC AND HORSE) RAILROAD.

This railway company has now its tracks laid through the principal streets and thoroughfares of the cities of Portland, Westbrook and Deering. The road-bed for the entire line was originally well and carefully prepared and sufficiently ballasted before the tracks were laid. Much of the track, especially that portion over which electric cars are run, is now laid with heavy steel rails, some of which are seventy pounds to the yard. All of the lines of track of the system are well maintained and kept in good line and surface. There are no bridges over which the track of the railway is laid, and there are but few culverts or open water-ways and these are mainly maintained by the several cities through which the lines of track are located, and all are in good condition. The rolling stock, especially that in use on the electric roads, is first-class in every respect, and all is in good condition.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY,

This street railway was originally well and carefully constructed throughout the entire line, and a sufficient amount of ballast was placed under the track. The track stands well and is but little affected by frost. Much work however has been done during the past year by way of surfacing and aligning the track and it is now in good condition and the cars run smoothly over it. There are but few bridges over which the tracks of this line of railway is laid. These were constructed by the city and towns through which the line of railway passes. All are well maintained and kept in safe condition. One bridge in Rockport has been materially strengthened by the railway company on account of the additional weight of loads to which it is subjected. The rolling stock is ample for

the service, and the passenger cars are first-class in all respect, and are maintained in good condition. This line of railway is also equipped to carry freight, and considerable freight is transported over some portions of it.

WATERVILLE & FAIRFIELD RAILROAD.

This is an electric railroad running from Waterville to Fairfield through the streets of those municipalites. The road-bed and track is in fair condition. Some ballast is needed.

The bridges are mostly those of the city and town and are well maintained. Those of the railroad company are kept in safe condition. The rolling stock is good and well cared for.

ORGANIZATION OF STREET RAILWAY COMPANIES.

Under the provisions of chapter 268 of the Public Laws of 1893, two street railway corporations have been organized and incorporated during the year, viz: The Skowhegan & Norridgewock Railway Company, before mentioned in this report, and the Norway & Paris Street Railway Company. The last named corporation is organized for the purpose of constructing and operating a street railway through and along the principal streets in the village of Norway to South Paris, so called, and through the principal streets of that village. Articles of association of the latter corporation were approved by the Board, November 14th, 1894. In this connection, we feel it to be our duty to call special attention to one of the provisions of section six of the Public Laws, above mentioned, which provides, after certain other provisions of law have been complied with, that "Said commissioners shall, subject to the provisions of section nine, upon presentation of such petition, endorse their approval thereon." It will be noticed that by the provisions of law above quoted, the Board of Railroad Commissioners are deprived of all discretionary powers as to the location of such railways, even though they may believe that by such a location public safety

will be endangered and public and private rights invaded; yet by these provisions, the railroad commissioners must "endorse their approval thereon." While we think that the building of these lines of railway should be encouraged by every reasonable enactment of law, we think it is also the duty of the Legislature to limit the powers of all corporations to the extent that the safety of the public shall not be endangered and that public and private rights shall be reasonably guarded.

Special Report of the Board Relating to an Accident on the Maine Central Railroad near Newport Junction, Monday, March 19, 1894. Investigation held at Newport, March 20, 1894.

STATE OF MAINE.

RAILROAD COMMISSIONERS' OFFICE.

Augusta, April 16, 1894.

A serious and fatal accident occurred near Newport Junction on the Maine Central Railroad about ten o'clock in the fore-noon, on the nineteenth day of March, A. D. 1894, to a construction train running from Waterville to Bangor, caused by running into a hand car on the track, in which the locomotive and several cars were derailed, and Frederick B. Wing of Waterville, the engineer, was killed.

From the report of evidence taken at the investigation, it appears that a construction train in charge of conductor C. F. Buck, was sent out on that morning from Waterville to be run to Bangor, consisting of locomotive, four box cars loaded with ties and a caboose, so-called. This train, as appears, was run under a working order, between the points abovenamed, from five o'clock in the morning till eight o'clock in the evening as provided by rule No. 61 of said company.

Mr. Buck, the conductor, testified that he received a special order to run from Waterville to Burnham Junction, and there he received an order to run ahead of the regular passenger train to Newport Junction, at which place he received a further order to cross a special train at Etna. Under these orders, as appears, the train was run carefully at a rate of speed not exceeding fifteen miles per hour. The morning being foggy, the track could be seen but a short distance from any point, and for this reason, the whistle, as testified by witnesses was used more frequently than the rules required.

The point where the accident occurred was about two miles northeasterly from Newport Junction, on a straight track or tangent known as Boyd's grade. At this point a section crew, consisting of three men, were propelling a hand car, in the opposite direction toward Newport Junction. of the fog aforesaid, and the noise made by the moving hand car, these men failed to see the approaching train or hear the whistle thereof, till they were within five or six hundred feet of the train, at which time they made an effort to remove the car from the track; but by reason of the weight of the car and tools thereon and the limit of time, they failed to do more than to swing the car crosswise of the track or rails. and were then compelled to leave it. Immediately after striking the car, the forward end of the locomotive was seen to rise up and swing to the left hand side, while the tender, uncoupling, swung to the right. None of the cars were tipped over though all were derailed.

Mr. Wing, in jumping from the locomotive on the right hand side, was struck, as is supposed, by the tender as it swung around, or else he fell upon the track or rail and was instantly killed. None of the other train hands suffered any injury.

The foregoing are substantially the facts as related by the witnesses examined. From all the facts elicited at the examination, the Board fails to find any evidence of violation of the rules of the company or want of vigilance or care on the part of the employes.

It is probable that if no attempt had been made to remove the hand car from the track, no accident of a serious nature would have occurred. No blame, however, can reasonably be attached to the men who made the attempt to remove the car and failed in so doing. The attempt to do what seemed best under the circumstances, and what is ordinarily done when sufficient time is afforded to do so, deserves commendation rather than censure.

From an inspection of the wreck, made by the board soon after the accident, and the testimony of some of the witnesses, it seems probable that the pilot or cow-catcher was immediately crushed in the collision with the hand car, thus letting the long connecting bar which rests upon the pilot, drop to the ground. If this theory be correct, it will account for the raising of the forward end of the locomotive, as testified to by Mr. Buck, the conductor and other witnesses. However that may be, there is not sufficient evidence to convince us that the derailment was caused by defective machinery or structural or other weakness in the locomotive or attachments thereto, though some such defects may have contributed, in a degree, to the result. While we hold the corporation and its employes blameless for this accident, it seems to us desirable and proper, if possible, that some method should be devised and adopted by which section men may be notified that a wild train, such as this one was is to run over the road. seem that a system of signals might be adopted and displayed at telegraph stations to indicate that a wild train was on the road, or that notice of the approach of such trains should be given to telegraph stations on the line, over which it is to pass. It seems that under existing rules, section men have no knowledge of the approach of such trains, except that they may be able to see or hear such trains approaching. Mr. Pushor, the section foreman, testified "that he received no information that this wild train was on the road," that "notice of such trains is not given;" "that while waiting at East Newport, train No. 48 passed wearing a red flag to notify us that there was a special coming behind. I went into the office to

see if he (the operator) could tell where the special was. The special coming from Bangor. I sat there and he took the orders as they went over the wire. He said trains No. 31 and 99 would pass the special at Etna. I asked him if he could tell me where train 31 was. He said 31 left Pittsfield at 9.55. I knew train 31 hadn't time to run to Newport, and get to Etna in the time I had. I had time to clear 99 so I started out."

From this testimony, it is clear that if notice of this wild train had been given to stations along the line, as we suggest, these section men would have been, to some extent, warned of its approach.

Such an arrangement or method, as we suggest, may not be practicable; but we think it worthy of careful consideration.

Augusta, April 16, 1894.

In the matter of Special Report of the Board of Railroad Commissioners relating to an accident on the Maine Central Railroad near Newport Junction, Monday, March 20, 1894. Investigation held at Newport, March 20, 1894.

In the main I agree with the majority of the Board in their decision. The corporation and its employes I believe to be entirely blameless for the accident.

I object to the following statement therein. "It would seem that a system of signals might be adopted and displayed at telegraph stations to indicate that a wild train was on the road, or that notice of the approach of such trains should be given to telegraph stations on the line, over which it is to pass. It seems that under existing rules, section men have no knowledge of the approach of such trains, except that they may be able to see or hear such trains approaching."

The closing sentence of the report, to wit: "Such an arrangement or method, as we suggest, may not be practicable; but we think it is worthy of consideration" I concur in fully.

There is no inference in the report that any rules are laid down for the protection of section men or of men running wild trains.

Men of experience covering the whole time that the telegraph system of running trains has been in use, have given their best endeavors to the development of a system or systems to avoid danger. The part of the system referring to the running of wild trains receiving most careful study.

Of the rules governing the running of trains over the Maine Central Railroad, Rule 56, reads "Wild, Extra or Special Trains may be run over the road by order of the General Manager or Train Despatcher, with or without notice to other parties, and therefore, the main track must always be kept clear for passage of such trains."

Rule 63 says "All Engineers and Conductors in charge of Wild or Irregular trains are enjoined to exercise the utmost caution in running them, so as to do no injury to the persons or employes employed in repairs of track or otherwise, or to the property of the company. Whistling when approaching all obscure places, and blowing a long whistle one mile before turning each curve, and reducing speed so as to have the train under full control when going around it."

Rule 61 says, "Gravel, Wood, Construction or Working Trains, with orders to 'work wild' will have from 5 A. M. to 8 P. M., and these hours must in no case be exceeded, unless particularly specified in their orders."

The duties of section men require that they shall be at work between stations the greater part of the time, hence it would be impossible to warn them of work trains, and these trains are by far the most of the wild trains run. Such trains cannot be run with any regularity as to time, their work requiring more or less frequent stops, varying greatly in length of stop made.

In order that signals shall be displayed they must be ordered by the Train Despatcher and he must know that his order is taken or if not taken who may have not done so. That would require every operator to repeat the order to him. Such a system does not seem to me to be practical.

Mr. Wing and Conductor Buck had been running wild trains for years among the section men without accident. They were known as careful men and at the time of the accident were in the exercise of every caution. While the section men cannot be blamed for trying to get their car off, if they had left it on the track probably no harm would have been done, the train running as it was at that time very slowly. Mr. Wing had done all any man could have done, and it was perfectly natural that he should have jumped, still if he had remained on his engine he would in all probability have escaped injury.

Had the day been clear with no fog the accident would not have happened, for the section men in accordance with Rule 147 were so placed on their car that they could have seen the train and the train was not running up to the rate prescribed in Rule 47, to wit, fifteen miles an hour as the extreme limit.

The provisions for the safety of section men then are that no wild train can be started without orders from the General Manager or Train Despatcher, they must not run faster than fifteen miles an hour, must whistle before entering curves, must be under full control when rounding curves, must run only during the prescribed hours and a constant look be kept for section men. The section men must always be on the watch for wild trains (of others they have warning by flags) for under the rules they may be expected at any time.

It would be impossible to do the business of any railroad without running wild trains. Work trains must be run wild in order that the track may be kept in good repair. They cannot be run on anything like regular time because it cannot be calculated how long it may require to do any given piece of work. Wild trains are run as little as possible and all trains that can be run under signals are cared for by signal and every precaution taken to call attention to such signals.

The system in use on the Maine Central is the one that long experience on nearly every single track road in the country has developed as the best. Surprisingly few accidents have occurred under it. Any system of signals not in itself complete invites danger.

As much as I would like to see a system of signal adopted that would warn every man on the line of the approach of every train, I am not able to suggest a better one than the one now in use. The most experienced men in train despatching in the world have given the matter constant attention suggested by their every day experience. It does not seem proper for me to suggest when I am unable to accompany the suggestion with an intimation, at least, of some method of improvement.

BENJAMIN F. CHADBOURNE.

Special Report on Railroad Accident. Accident on Canadian Pacific Railway, at West Outlet, near Moosehead Lake, in the Plantation called Sapling Township, July 2, 1894. Investigation held July 11 and 12, 1894.

A serious and painful disaster to a passenger train occurred on the Atlantic Division of the Canadian Pacific Railway, at the above named place, about five o'clock in the morning of the second day of July, 1894, caused, as appears, by a derailment of the train, when on or approaching the western end of a wooden trestle bridge, which spans an intervale and constitutes the approach to the Deck Plate Girder Bridge, which crosses the stream, known as the West Outlet of Moosehead lake.

The train to which the accident occurred, is scheduled as the Montreal Express, No. 9. It consisted of one ten wheel locomotive and tender, one mail and express car, one baggage car, one second-class and one first-class passenger car, and one Canadian Pacific Sleeping car, and was made up in the order named.

As regards loss of life, personal injuries, destruction of property and pecuniary damages involved, this is one of the most serious accidents, which has ever occurred in this State.

The loss of life and serious injuries to persons are as follows: killed, 4; seriously injured, 2, one of whom has since died.

The names of those killed and seriously injured are as follows: Killed: Fred Leavitt, Engineer, of Megantic, P. Q.; Alfred C. Foss, Station Agent, of Greenville, Me.; Walter Starkey, Mail Agent, of St. John, N. B.; G. C. Hoyt, Passenger, of Fort Fairfield, Me.

Seriously injured: Charles Grant, Station Agent, of Jackman, Me., since died; Angus McDonald, Fireman, George F. Devine, News Agent, of Montreal, P. Q.; William J. Kelly, Baggage Master, of Megantic, P. Q.

BRIDGE STRUCTURE.

The length of the timber trestle on which the accident occurred, from the embankment to the stone pier, on which the plate girder crossing the stream rests, is 244 feet, consisting of sixteen spans, each fifteen feet in length.

The height of the trestle, which constituted the western approach, ranged from ten to twenty-five feet.

The bents, that were thrown down, were from ten to seventeen feet in height.

The timber of the trestles was uniform in size, except in height, and was as follows:

Posts, caps and sills 12 by 12 inches; the sway braces 3 by 10 inches; the stringers were 8 by 16 inches and were hard pine; the ties were 8 by 8 inches, and of spruce; the outer guards were 9 by 9 inches and the inner guards 5 by 8 inches; the outer guard rails were gained on the ties and bolted down; the sway braces were also bolted through the posts securely.

The bridge throughout was erected in the summer of 1888, and was one of the uniform standard wooden trestles erected by the Canadian Pacific Railway Company on its line through the State. This structure as appears, was made of good, sound timber, and was of modern and approved design, and was in every respect substantially constructed.

WRECK OF TRAIN AND BRIDGE STRUCTURE.

From an inspection made by two members of the Board shortly after the accident, and from testimony of witnesses given at the investigation, it appeared that four spans of the bridge of the western end, and the bents supporting them, were thrown down, and other spans were somewhat displaced. However, but few of the bents were broken and none of the deck stringers were broken or materially injured. Nearly all of the timber which constituted the bridge has been used in reconstructing the same. No rotten or decayed timber was found in any portion of the wrecked bridge, after the accident.

From the top of the embankment or west end of the trestle to the forward end of the locomotive, as it laid turned nearly upside down, is 188 feet.

From the appearance of portions of the wrecked bridge and indications on different portions of the deck of the bridge that remained standing, it is quite evident that the locomotive, though derailed at or near the western end of the bridge, continued to run upon the deck of the bridge, a distance of, at least, 100 feet, and after leaving the bridge on the right hand or westerly side, plunged ahead a distance of eighty-five feet to the point where it laid in the valley. The tender laid within a few feet of the locomotive, but was disconnected. The mail and express, baggage and second-class passenger cars followed the direction taken by the locomotive, and laid shattered and wrecked along side of and partially under the The first-class passenger car, though derailed broken trestle. and the forward end dropped down over the bank, was not The sleeping car was partially derailed, materially injured.

but not injured. The bodies of Leavitt, the engineer, and Foss, station agent of Greenville, were found near the locomotive. Mr. Grant, the station agent at Jackman, was also found near the locomotive, though not then dead but fatally injured. These last two persons, as appears, were riding on the locomotive with the engineer and fireman and had so ridden from Jackman that morning. The bodies of Mr. Starkey and Mr. Hoyt were taken out of the wreck of the respective cars in which they had been riding. Mr. McDonald, the fireman, was found on the ground in an unconscious condition, on the northerly or easterly side of the bridge, about twenty-three feet from the westerly end thereof. Though still alive and partially recovered from his wounds, Mr. McDonald has not, we are pained to say, at the date of this report, recovered mentally.

CAUSE OF ACCIDENT.

From the evidence taken at the investigation, it is clear that the accident was caused by a derailment of the train, and that such derailment was not caused by any defects or want of repairs in the track or bridge structure. As we have stated, this trestle bridge was in every respect, substantially constructed of the best materials and of modern and approved design.

A careful inspection had been made of the structure and other structures on the line, by an expert bridge inspector employed by the railroad company, and also by its chief engineer and by the State Board of Railroad Commissioners, but a short time before the accident, and no evidence of decay or structural weakness was then found in any portion of it; nor did the evidence taken at the investigation, show that defects of any kind were afterward found in it. But on the contrary, the evidence clearly showed that the bridge was not crushed but was thrown down by the derailed cars, after the locomotive, which was also derailed, had passed over it the distance above mentioned.

This is apparent from the fact that the wrecked cars of the train were not, after the accident, upon the wrecked portion of the bridge, but laid along side and partially underneath thereof. Another significant fact which tends to prove that the bridge did not break down under the weight of the train is, that none of the stringers of the spans were broken, all of which have been again used in the reconstruction of the bridge.

DERAILMENT.

Having found, as we do, that the train was derailed, was such derailment accidental or otherwise?

It is often difficult to determine what caused the derailment of a train. Especially is this true when no direct evidence of the cause can be found. We think, however, that the facts disclosed by the evidence, to which we will hereafter particularly call attention, removes every reasonable doubt as to the true cause of the derailment.

There is no evidence that the train was derailed by any accidental cause. The evidence abundantly shows that the track, at that point, was in excellent condition, and no defect in rolling stock was found, even after the accident, which could reasonably have caused the derailment. What then caused it? We think the evidence taken at the investigation conclusively shows that the rails of the track, on the first span of the trestle, had been separated by the taking off of the fish plates; that the ends of one or both of the rails extending on to the bridge had been pried up, and a new cedar tie placed underneath the rail so as to hold it in that position; that several other new cedar ties were also placed in same manner upon the rails as an obstruction. The evidence which stands to substantiate these facts is as follows: Near the point where marks show that the locomotive left the bridge, a portion of a new cedar tie was found on the bridge which bore marks of having been cut by the flange of a wheel and was broken. This piece of tie was about three and one-half feet long and apparantly had never been used in the track. This piece of tie was found at the place named soon after the accident by Mr. Dales, the conductor, on his return with others from Moosehead station, where he had gone to give notice of same. Other pieces of new cedar ties were found afterward near the western end of the bridge, on the northerly or easterly side, and one or more new ties were under the wreck. On the ends of the rails reaching from the embankment about three feet onto the bridge, no fish plates were found, but two were found near the ends of these rails, on the ground, in perfect shape, with no appearance of having been wrenched or pulled out of the rails.

Mr. Boulyier, Section Foreman, testified as follows:

- Q. By Chadbourne. "You went under the first-class car?" Ans. Yes and examined the rail. I found one fish plate there. It was down on the ground. I couldn't tell which fish plate it was, but I know it was a fish plate. It wasn't bent—taken off, same as you would take it off with an axe. I couldn't find the bolts. I looked for them. The bolts were all out. I couldn't find any." Q. "Was it opposite the joint of the rails?" Ans "Yes sir, laid just by the end of the rail, of the outside rail, outside the track."
- Q. "That was when the cars, Pullman and sleeper were sitting there?"

Ans. Yes sir.

Q. By Mr. Woodard. "That was under the first-class car?" Ans. "Yes sir, down over the dump." Q. "Did you go around on the other side to see the rail on the other side?" Ans. "Yes sir. I didn't find anything there. The rail was perfect in its form, not bent nor nothing. The fish plate wasn't there. There was nothing on the opposite rail. No fish plate on it. Joints opposite, but both rails opposite one another were apart. The rail had no fish plates or bolts connected with it."

James Assnow, a witness who went to the place of accident shortly after it occurred testified that he went down under the car with Mr. Boulvier. "The reason we went under there, we saw the track was broke down. I kind of looked at that and it looked queer to me. Both joints were taken apart and I couldn't see anything broken. Bouylier and I went around and found a fish plate right under the track. There didn't appear to be anything with it at all—I took notice of the holes."

Q. By Mr. Mortland. "Did you see any other joints that were disconnected in the same way as these two were?" Ans. "No sir. The rails were bent but the fish plates were all on safe. The next day I looked for fish plates and I found one between the trucks of the car, about five or six fect below where we found this one."

Other witnesses corroborated these in respect to the condition of the rails and joints at the point mentioned. appeared from all the testimony, that, notwithstanding the wreck of the bridge, the rails though bent and twisted, were nowhere broken apart at the joints and only one rail was found broken. It does not seem possible that these two opposite joints could have been broken or pulled apart in the wreck without disfiguring in some manner the rails and fish plates, which held them together. There is other evidence which tends strongly to convince us that the track had been separated at the point named, and that the end of one rail at least had been raised up as above indicated. The connecting rail on the bridge, the end of which we believe was raised up, was, when found, battered on the end and bent into the form of the letter C. There were also two marks or dents on the iron channel beam of the forward truck of the tender, which from the appearance of the dent, plainly indicates that this beam had been struck by the end of a rail. This truck frame was torn from the tender and remained in the wreck near the bank, though the tender followed the locomotive to the point above stated.

An examination of the locomotive after the accident disclosed the fact that it had been reversed and with the throttle open, or as engineers sometimes say "in back gear." Several witnesses (trackmen) testified that shortly after the accident,

they examined the track some distance westerly of the bridge and found that it was blistered in a manner indicating that the locomotive had been reversed before it reached the place of accident. These facts, we believe clearly indicate that the engineer saw an obstruction of some kind on the track before reaching the same and endeavored, so far as he could, to stop the train or check its speed. Another significant fact, in this connection, is that Mr. McDonald, the fireman, was found lying in an unconscious state on the ground on the westerly side of the bridge about twenty-three feet from the end of the bridge, or point where the obstruction is supposed to have been placed.

Though Mr. McDonald has in a degree recovered physically, he has not been restored, and can give no information as to whether he jumped or was thrown from the locomotive. As there were three men on the locomotive besides himself, it is probable that he was standing on the apron between the locomotive and the tender.

The height of the trestle abreast of where he was found is about fifteen feet. There were indications that he struck the ground from eight to ten feet farther westerly from the spot where he was found. At the rate of speed the train, at that time, must have been moving, it is probable that had he jumped or was thrown from the train, he would have gone ahead a distance of at least forty feet before striking the ground. Therefore it is quite certain that he left the locomotive in some manner, while it was mainly on the bank, and before the body of the locomotive reached the bridge. to the facts above stated, which to our minds, tends strongly to prove that an obstruction was placed at or near the end of the trestle bridge, such as has been indicated, several witnesses testified (mainly track men) that five cedar ties which had been distributed along the sides of the railroad for future use, about 100 feet westerly of the bridge, had been removed from the place where they had lain, by some one, though they themselves had placed none in the track in that vicinity.

Some ties, such as we have described, were found after the accident under and in the immediate vicinity of the wreck, together with the broken pieces heretofore mentioned.

Milton I. Spaulding, an engineer, testified that shortly after the accident, he made an examination of the locomotive as it lay on the ground turned over. He "found on the pilot of the locomotive, underneath where the bolts stuck down through, there'd be bolt heads where the pilot was bolted together, saw several pieces and called the Roadmaster's attention to it, of cedar bark caught on those bolts of the pilot. There were several bolts that had bark on them."

This testimony in connection with other evidence relating to these cedar ties, renders it almost certain that they were used to constitute an obstruction on the track.

CONCLUSIONS.

Having stated the facts which we deem important, it remains our duty only to state briefly the conclusions these facts seem to warrant and require.

- 1. That the accident was not caused by any inherent defect, want of repair, or structural weakness in the trestle bridge; but that said bridge, on the day of the accident, was of adequate strength to carry all the engines and trains which were in use on that division of the railroad.
- 2. That on the day prior to the date of the accident, the roadbed and track was in good condition and safe for the passage of trains thereon.
- 3. That the rolling stock of the train was suitable, in good condition and in no manner defective.
- 4. That the cause of the accident was, that some person or persons unknown, during the preceding night, had withdrawn the bolts and taken off the fish plates used to connect the same on two opposite joints of the rails, that extended from the bank, about three feet onto the bridge; that the ends of one or both of the connecting rails on the bridge were raised up, carried to one side and a cedar tie placed under-

neath same, and that other new cedar ties were used in same manner to complete the obstruction.

5. That no blame for the accident attaches to the railroad corporation or any of its officers or employes.

D. N. Mortland,
A. W. Wildes,
Benj. F. Chadbourne,

Railroad
Commissioners
of Maine.

August 7, 1894.

CONCLUSION.

In closing this report, it is our painful duty to record the death of Col. Asa W. Wildes, of Skowhegan, who was a valued member of this Board. At a meeting held by the surviving members, at their office in Augusta, on the second day of October, 1894, the following resolution was adopted as an expression of their estimation and appreciation of him.

STATE OF MAINE.

OFFICE OF RAILROAD COMMISSIONERS.

The surviving members of the Board of Railroad Commissioners of the State of Maine desire to place on record their appreciation of the life and character of Col. Asa W. Wildes of Skowhegan, and their sense of the loss they believe the State has sustained by reason of his death, which occurred at Augusta, on the third day of September, 1894.

His kind and genial disposition and uniform courtesy endeared him to his associates on the Board, and to all who knew him intimately.

His experience of thirty-two years on the Board of Railroad Commissioners, coupled with honesty of purpose in the discharge of his official duties, well fitted him for the responsible position he so long held, and secured for him the respect and esteem of the entire community.

We tender to his bereaved family our deepest and tenderest sympathy.

Respectfully submitted,

D. N. Mortland,
Benj. F. Chadbourne,
Frederic Danforth,

Railroad
Commissioners
of Maine.

Augusta, December 26, 1894.

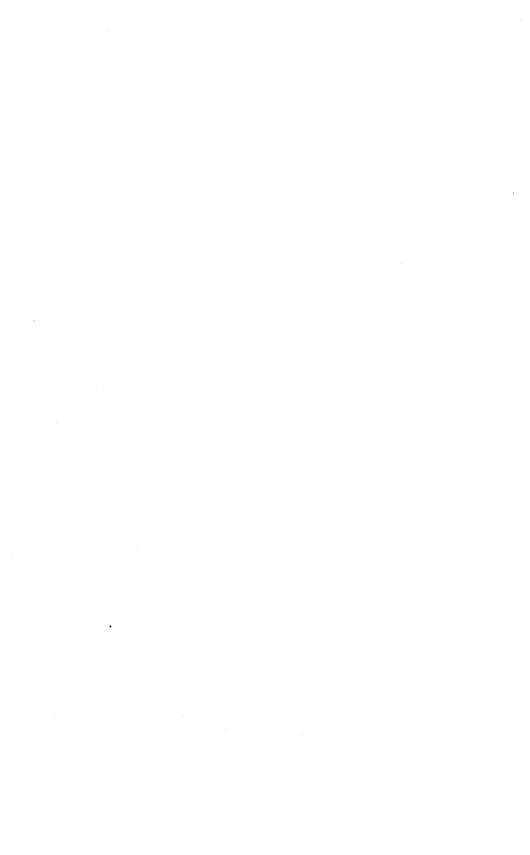
PART II.

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

AND

Rules of the Board of Commissioners.

1894.



PETITIONS AND DECISIONS OF THE BOARD.

BANGOR AND AROOSTOOK 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 Bangor and Aroostook Railroad, a new road extending from Brownville in Piscataquis County to Houlton in Aroostook County, 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; subject to the following conditions:

No passenger train shall be run over so much of the line as lies between Island Falls and Houlton, faster than at a rate of twelve miles per hour until the track shall have been aligned and surfaced.

Given under our hands this twenty-third day of December, A. D. 1893.

D. N. Mortland,
A. W. Wildes,
Benj. F. Chadbourne.

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board, relating to the crossing of a certain highway over the Canadian Pacific Railway, in Township numbered four, Range eight, in Piscataquis County. Decision January 18, 1894.

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

The Canadian Pacific Railway Company, a corporation duly established by law, and operating and maintaining a line of railway

across said State from Mattawamkeag to the western boundary of the State, respectfully represents that the County Commissioners of Piscataquis County have laid out a highway in Township numbered Four (4), Range Eight (8), North of Waldo Patent, an unincorporated town in said Piscataquis County, which crosses said Company's railway at grade, said highway having been located and established by metes and bounds, as follows, viz:

Beginning at a stake marked "R," on the east side of the road leading from Lakeview to Brownville, said stake being fifty feet southerly from the southwest corner of house lot No. 4, according to William P. Oakes' survey and plan of house lots made in 1891, said plan being recorded in plan book in Piscataquis county Registry, page 67; thence north 54° 30′ east, thirty-two rods, sixteen links, to the west shore of Schoodic Lake to a stake marked "R," at low water mark, and crossing the right of way of the Canadian Pacific Railway, sometimes called International Railway of Maine.

And said Company further represents that said highway is laid out through and across the land and right of way of said Company used for station purposes, at its station called Lakeview in said Township No 4, R. 8, as it is so near the switch controlling the union of the main line of railway with the principal siding there, that said switch may not be safely used, and so said Company may not be able to set off or take on cars there, or cross trains, and thus be unable to do its business at said station.

From the center of the head block of the switch to the southeasterly line of said highway, the distance is only one foot, ten and one-half inches, and the throw of the swing rail connected with said switch is five inches, so that a crossing there could not be safely planked if said switch is maintained.

Wherefore said Company requests your Honorable Board to give notice and hearing, and determine whether said highway shall be permitted to cross at grade said Company's railway, and the land and right of way of said Company used for station purposes as aforesaid or not, and if it shall be permitted to cross, to determine the manner and condition of crossing, and how the expenses of building and maintaining so much of said highway as is within the limits of said Company's railway location shall be borne.

Canadian Pacific Railroad Company,

By C. F. Woodard, its Attorney.

November 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, three days successively in the Daily Whig and Courier, a newspaper published at Bangor, in the County of Penobscot. the first publication in said paper to be at least three days before the fifth day of December, 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 twenty ninth day of November, A. D, 1893.

Hearing at the Office of the Board, December 5, A. D. 1893. Counsel, C. F. Woodard for Petitioner; J. B. Peaks for County Commissioners.

REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Dover in the County of Piscataquis, on the last Tuesday of February, A. D. 1894.

As appears by the foregoing application, the Canadian Pacific Railway Company, a corporation operating a line of railroad in this State, represents "That the County Commissioners of Piscataquis County have laid out a highway in Township Number Four (4), Range Eight (8), North of Waldo Patent, an unincorporated town in said County of Piscataquis, which crosses said company's railway at grade."

And said company further represents "That said highway is laid out through and across the land and right of way of said Company used for station purposes;" that "it (the crossing) is so near the switch controlling the union of the main line of railway with the principal siding there, that said switch may not be safely used, and so said company may not be able to set off or take on cars there, or cross trains;" that "From the center of the head block of the switch to the Southerly line of said highway, the distance is only one foot ten and one half inches, and the throw of the swing rail connected with said switch is five inches, so that a crossing there could not be safely planked if said switch is to be maintained," and prays the Board to give notice and hearing and determine

whether said highway shall be permitted to cross said railway at grade etc.

At the hearing which was given by the Board, at the time and place indicated in the foregoing order of notice, it appeared from evidence introduced, that the facts as to the location of the highway across the railway were substantially as set forth in the foregoing application, and it further appeared from the evidence submitted, that a crossing of the railway, at the point named, could not be reasonably made otherwise than at grade, it being a short road or way leading from another highway running parallel with the railroad to the lake shore, and on a descending grade thereto. This way, as appears, was laid out for the purpose of giving access to the shore of the lake, from the highway aforesaid. The petitioner admits that if a crossing is to be permitted at all, it cannot reasonably be made otherwise than at grade, but contends that a grade crossing, at that point, ought not to be permitted for the reason, that at the point, on the railroad, where the way is located to cross, there is a curve and a steep grade; that, on account of the curve aforesaid, the crossing could not be seen from locomotives approaching the curve from the westward until they were very near the same, and that on account of the grade, a train could not be slowed up sufficiently to avoid a collision with teams passing on said way after the same could be seen from the locomotives as above mentioned.

The petitioner further claims that the location of the way aforesaid "Is across grounds used by the railway company for station purposes," and that if a highway is built where located, the railway cannot be safely or conveniently operated, and that for these reasons the Board should determine that public exigencies did not require a crossing of the railway at the point named. On the other hand, the learned counsel for the Board of County Commissioners claims and strenuously urges that this Board has no jurisdiction of the subject matter; that the way having been laid out by the County Commissioners in an unincorporated township, the statute applicable to the laying out of way in towns and cities does not apply.

From the foregoing statement of facts, it is apparent that the first, and perhaps the only, question here to be determined by the Board, is that of jurisdiction. Has the Board of Railroad Commissioners jurisdiction of the subject matter presented in the foregoing application?

The Board of Railroad Commissioners was created by statute to do and perform certain specific duties. Its jurisdiction extends just so far as the statute has specifically conferred the same. It is endued with no general powers of supervision of railroads.

Formerly townways and highways were located and constructed across railroads wherever and whenever the County Commissioners or Municipal officers of towns determined to do so, and too, without any limitations or restrictions. The power of the County Commissioners to locate and cause to be constructed ways across railroads in unincorporated townships, without limitations or restrictions, still exists, unless that power has been taken away by some subsequent statute enactment. Has that been done?

Section 27 of Chapter 18, Revised Statutes, as amended by chapter 282 of the Public Laws of 1889, is as follows: "Townways and highways may be laid out across, over, or under any railroad track, in the same manner as other townways and highways, except that before such way shall be constructed, the Railroad Commissioners, on application of the Municipal officers of the city or town, wherein such way is located, or of the parties owning or operating the railroad, shall upon notice and hearing, determine whether the way shall be permitted to cross such track at grade therewith or not, and the manner and conditions of crossing the same and the expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne by said railroad company, or by the city or town in which such way is located, or shall be apportioned between such company and city or town as may be determined by said Railroad Commissioners."

It will be noticed that by the provisions, above quoted, that an application to the Board of Railroad Commissioners, relative to such crossings, can be made only by the 'Municipal officers of the city or town wherein such way is located or by the parties owning or operating the railroad." Under its provisions the Board has power to determine whether the expense of building and maintaining such crossing, as may be within the limits of the railroad, 'Shall be borne by such railroad company or by the city or town' wherein such way is located. The provisions of the statute relate wholly to ways in incorporated cities and towns. The right to petition is by its provisions limited to the Municipal officers of such cities or towns and the railroad company.

The able counsel for the petitioners contends that the intent of the statute was to give the Railroad Commissioners jurisdiction of railroad crossings wherever situated; that if the crossing is in an unincorporated township, the County Commissioners would, under the provisions of this statute, have the right to petition the Board, as Municipal officers of cities and towns have.

We cannot believe the Court would sanction such a liberal construction of this statute. "Courts of Justice can give effect to legislative enactments only to the extent to which they may be made operative by a fair and liberal construction of the language used. It is not their province to supply defective enactments, by an attempt to carry out fully the purposes which may be supposed to have occasioned those enactments." Swift V. Luce, 27 Me., 286.

If the Board of Railroad Commissioners have jurisdiction of cases of this kind at all, it has power to exercise it to its fullest Suppose that in the exercise of that jurisdiction they should determine that the way should be constructed over or under the railroad, and that the Plantation or unincorporated township should bear the expense of constructing and maintaining such crossing, would the County be chargeable with such expenses, or could the County Commissioners under the provisions of Section 41, Chapter 18 of Revised Statutes, assess upon the owners of the land over which the way was located, and compel them to pay such expenses? Can the right of eminent domain be thus indirectly exercised and the right of the citizen to hold and enjoy his property be thus interfered with and encumbered? We think it cannot be. Therefore we must hold that the statute above quoted, gives to this Board no authority to determine the manner and conditions in which highways may cross a railroad in unincorporated townships or unorganized plantations.

But the petitioner further claims that this Board has jurisdiction under the provisions of Section 29 of Chapter 18, Revised Statutes, which is as follows:—"No way shall be laid out through or across any land or right of way of any railroad corporation, used for station purposes, unless after notice and hearing, the Railroad Commissioners adjudge that public convenience and necessity require it."

It appeared from the evidence submitted at the hearing, that no lands, other than the right of way, had been acquired by the railway company, nor was any other land or lands used by it for station purposes, at or near the point mentioned. True, a side track, within such location and right of way, extends from the station at Lakeview westerly to the place where the way aforesaid is located,

and the petitioner claims that the location of the way is so near the switch controlling the union of the main line of railway with the side track that said switch cannot be safely used; and that if the way aforesaid be built as located, the railroad company cannot set off cars at that point. These may be sufficient reasons why the highway ought not to have been located where it is, and why a crossing at grade at that point ought not to be allowed; but before the Board of Railroad Commissioners can determine that matter, they must first have authority to do so. Therefore the first question to be determined is whether or not the way as located crosses "Any land or right of way" of the railway company "Used for station purposes." If not so located this Board can have no jurisdiction and cannot interfere in the matter. The fact of the location and use of a side track, extending from the station to or beyond the point where the highway is located, does not necessarily prove that all the land over which it extends is "used for station purposes," though the fact that it exists there may tend to prove that such lands were used for that purpose, but it is not at all conclusive of that point. Side tracks are often put in and used on lines of railroad at points where no station exists. It could not reasonably be held that all the land over which such tracks extended was used for station purposes, especially when such tracks extend, as in this case, a long distance from the station buildings. While we do not deem it necessary here to define what we understand to be the meaning of the language used in the statutes, we do not find, as a matter of fact, that the land or right of way over which this highway is located is used by the petitioner company or any railroad company for station purposes, and therefore our order must be that the petitioner have leave to withdraw.

In witness whereof we have hereunto set our hands this eighteenth day of January, A. D. 1894.

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the crossing of a certain street or way over the Maine Central Railroad in the city of Westbrook. Decision February 6, 1894.

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

The undersigned, Mayor and City Council of the City of Westbrook, being the municipal officers of said city would most respectfully represent and give your Honorable Board to be informed, that said city of Westbrook, after due notice and a full hearing as the law in said cases require have made a location of a certain way or street in said city across the track of the Maine Central Railroad on that part of said railroad known as the Mountain division of said Maine Central Railroad said way or street being a continuation of Forest street as follows:

Beginning at a point on the Northeasterly side line of the Maine Central Railroad location in the center of Forest street, thence Southerly about twenty degrees West (S. 20 W,) at an angle of sixty-seven degrees and twenty-three minutes (67 23,) deflected to the right from said line of Railroad location, seventy-one and five-tenths (71 5) feet across said railroad to the Northwesterly side line of Cottage street.

The above described line is the center line of Forest Street, and said street is fifty (50) feet wide, twenty-five (25) feet on each side of the above described line.

The report of said location having been filed with the clerk of said city and all other acts as by law required with location of ways in said city, having been done, and said way having been legally accepted and established, the Municipal officers of said city of Westbrook would most respectfully apply to your Honorable Body and petition your Honorable Board that after due notice and hearing as provided by law in such cases you proceed to hear the parties, and determine the manner in which said location shall cross said Maine Central Railroad track, and the manner and conditions of crossing the same.

And as in duty bound will ever pray.

Given under our hands in our official capacity as Municipal officers of the city of Westbrook this sixth day of November in the year of our Lord A. D. 1893.

Albert A. Cordwell, Mayor of Westbrook; W. W. Cutter, Alfred B. Winslow, Seth C. Morton, Geo. B. Gray, Franci A. Cloudman, D. M. Woodbury, Samuel Lane, Chas. C. Bailey, John J. Knowlton, Flavien L. 'Heureux, A. N. Waterhouse, Isaiah D. Leighton, Chas. R. Goodell, City Council of Westbrook.

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 Portland Daily Press, a newspaper published at Portland, in the county of Cumberland, four days successively. The first publication in said paper to be at least seven days before Monday, the fourth day of December, A. D 1893, on which day the Board of Railroad Commissioners will view the location of said way and be in session at the aldermen's room in Westbrook 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 eighteenth day of November, A. D. 1893.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Portland in the County of Cumberland, on the second Tuesday of April, A. D. 1894:—

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 said hearing had been published as ordered, after viewing the location of said way and the proposed crossing, gave a hearing to the petitioners and all others who appeared and desired to be heard relative to same.

From the view aforesaid and the evidence submitted at the hearing, it appeared that the way mentioned in the application had been legally located and accepted by the city of Westbrook; that the way as located, is a continuation of Forest street from the northeasterly line of location of the Maine Central Railroad, southwesterly across said railroad to Cottage street, a distance of seventy-one and five-tenths (71.5) feet only, and that this way when built,

will be simply a continuation of Forest street across the railroad to connect with streets on the other side of the railroad, heretofore built, and on which many houses have been erected.

It also appeared that a way now crosses the railroad at grade, but a few rods northerly of the one now asked for, and that a street running parallel and along the side of the railroad track connects these two, said street being but little above the grade of the railroad. These streets were apparently laid out with a view of compelling the allowance of a grade crossing at the point we are considering, for the reason that if an overhead bridge to span the railroad should be ordered, it would also have to be extended over the street above named that runs parallel with the railroad. structure would be unsightly and would greatly injure property holders, who had erected houses along the side of the streets aforesaid near the railroad. It is therefore evident that, if the way, as located, is to be built at all, it must be at grade with the railroad We do not, however, believe that public interests are subserved by the laying out of streets and ways in such manner that crossings of railroads cannot be made other than at grade, especially in the thickly settled portions of our cities and villages, and we think that Municipal officers ought not to permit ways to be so True there are two railroads running through the city of Westbrook in different directions, and from necessity there must be many railroad crossings, and a separation of grades, at many points could not be reasonably made; but at the point we are now considering, an overhead bridge could be erected without much difficulty, as the grade of the railroad is five feet below the level of the way. Such a manner of crossing we should certainly order, were it not for the obstacles above enumerated.

For the reasons above stated and in view of the fact that the owner of the real estate on the northerly side of the railroad location has agreed to excavate and lower the banks on each side of the way to near the level of the approaches to the railroad track, to afford a view thereof, we have determined, though reluctantly, to permit the way aforesaid to be constructed so as to cross the railroad aforesaid, at grade, and we further determine and order that 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 Maine Central Railroad Company, and shall be exactly at grade with said railroad track. The

approaches, on said street toward said track, shall be as wide as said way may be elsewhere constructed for travel thereon, and the descent of the approaches toward said track shall not be steeper than one foot elevation to every twenty feet out from said track, and suitable provisions shall also be made for the passage of surface drainage.

In witness whereof we have hereunto set our hands this sixth day of February, A. D. 1894.

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

Railroad
Commissioners
of Maine.

PORTLAND AND RUMFORD FALLS RAILWAY.

STATE OF MAINE.

RAUROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, board of Railroad Commissioners, having made a careful inspection of the extension of the Portland and Rumford Falls Railway, a new road extending from Mechanic Falls to the City of Auburn, hereby certify that we have found the same so constructed as to be safe for public travel, and for the passage of passenger trains thereon.

Given under our hands this seventh day of February, A. D. 1894.

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the maintenance of gates or flagmen on line of the Canadian Pacific Railway in the town of Fort Fairfield. Decision March 19, 1894.

To the Railroad Commissioners of the State of Maine.

The undersigned Municipal officers of the town of Fort Fairfield, in the County of Aroostook and State of Maine, respectfully represent that they deem it necessary for public safety, that gates should be erected, across a way where it is crossed by the Canadian Pacific Railway in the village of Fort Fairfield, to wit: the way or street leading from Main street to the covered bridge spanning the Aroostook river, and that a person should be appointed to open and close said gates. We have made a request in writing to the superintendent of the Canadian Pacific Railway Company, asking that gates be erected at said crossing or that a flagman be stationed thereat. The said Canadian Pacific Railway Company have refused to comply with said request, we therefore apply to you and respectfully ask that either gates be erected at said crossing or that a flagman be stationed there, whichever in your judgment may seem for the best interests of all concerned.

HENRY O. PERRY, Selectmen of F. A. THURLOUGH. Fort Fairfield.

On the foregoing petition,

Ordered. That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Whig and Courier, a newspaper published at Bangor in the County of Penobscot, the first publication in said paper to be at least three days before the seventh day of March, A. D. 1894, on which day the Board of Railroad Commissioners will view the location of said crossing and be in session at the selectmen's office in Fort Fairfield at four o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this first day of March, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

As appears by the foregoing application, the Municipal officers of the Town of Fort Fairfield in the County of Aroostook, represent that they deem it necessary for the public safety that gates should be erected across a way which is crossed by the Canadian Pacific Railway in that village, viz: The way or street leading from Main Street to the covered bridge, which spans the Aroostook River, and further setting forth that they had in writing made a request to the Superintendent of said Railway Company asking that gates be erected at said crossing or that a flagman be stationed thereat, and that the Railway Company have refused to comply with said request.

Section 34 of Chapter 51 of the Revised Statutes, as amended by Chapter 205 of the Public Laws of 1893, is as follows: "Sect. 34. When the Municipal officers of a town deems it necessary for public safety, that gates should be erected across a way where it is crossed by a railroad, and that a person should be appointed to open and close them, they may make a request in writing; and in the case of neglect or refusal they may apply to the railroad commissioners to decide upon the reasonableness of such request, who, after notice and hearing, shall decide. When they decide that such a request is reasonable, or that at such crossing a flagman is necessary for public safety, they may upon said application, order a flagman to be stationed there, instead of gates" etc.

After the reception of the aforesaid application, the Board appointed the seventh day of March, A. D. 1894, at four o'clock in the afternoon, and the office of the selectmen in said town as the time and place for a hearing, and ordered notice thereof to be given as provided by law. 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 given as ordered, after viewing the premises, gave a hearing to the petitioners and all others who appeared and desired to be heard relative to said crossing.

From the view aforesaid and facts elicited at said hearing, it appeared that the railroad above mentioned is located along and near the bank of the river and through the thickly settled portion of said village; that said location is but twenty-two feet in width; that Bridge street, so called, is a narrow way leading from Main

street in said village to and across the covered bridge, which spans the Aroostook River; said way being the only direct way or thoroughfare leading to the northerly portion of said town and the town of Limestone and across the State line into the Province of New Brunswick.

It further appeared that said street or way, at the point where it crosses the railroad, is but about two rods in width, and that buildings have been erected on each side of said way and close up to the railroad location, so that a view of the railroad track, by persons passing on said way from Main street to the covered bridge aforesaid, is much obstructed. This being one of the principal thoroughfares leading to and from said village, many persons and teams, from necessity, pass that point daily. From these facts and others, which might be mentioned, we cannot but deem said crossing dangerous, and therefore must find as matter of fact, that the request of the petitioners is reasonable, and that it is necessary for public safety that the prayer of the petitioners be granted.

We therefore order and direct that the Canadian Pacific Railway Company cause a flagman to be stationed at said crossing, for the purpose of notifying and warning persons passing on said way, at that point, of approaching trains or locomotives on said railway.

In witness whereof we have hereunto set our hands this nineteenth day of March, A. D. 1894.

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Action of the Board relating to the approval of the Articles of Association of the Poland Spring Railroad Company. Approval of the Board March 19, 1894.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned ten persons, a majority of whom are citizens of the State of Maine, having made and signed certain articles of association, for the purpose of forming a company under the name of the Poland Spring Railroad Company for the purpose of constructing, maintaining and operating, for public use in the conveyance of persons and property within the State of Maine, a railroad of the gauge, four feet, eight and one-half inches, having its place of beginning at a point of connection with the main line of the Grand Trunk Railway Company of Canada, marked by a post set in the ground, at a distance of one thousand five hundred and fiftyfive feet north of the center of said Grand Trunk Railway Company's station at Lewiston Junction, so called, in the city of Auburn, County of Androscoggin, State of Maine, thence extending in a westerly course, for a distance as near as may be, of three and onehalf miles, to a point marked by a post, set in the ground, on the easterly side of Ricker's Hill, so called, in the town of Poland, County of Androscoggin, State of Maine; said post being distant nine hundred feet from the Bottling Spring on said hill, and five hundred feet from the Pumping Station of the Poland Spring house, in the town of Poland; and having complied with all the provisions of Sections one and two, of Chapter fifty-one of the Revised Statutes of the State of Maine, respectfully ask that the said articles of association, which are presented herewith, may be approved by you and that a certificate of your approval made be endorsed thereon.

Dated at Portland, Maine, this fifth day of March, A. D. 1894.

(Signed)

Edward P. Ricker, Poland.

Hiram W. Ricker, Poland.

Alvin B. Ricker, Poland.

Milton C. Wedgewood, Lewiston.

S. R. Small, Portland.

J. S. Winslow, Portland.

Horace O. Bright, Cambridge.

Nelson Bartlett, Boston.

Oliver L. Briggs, Boston.

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C. A. Hight, Portland.

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 Portland Daily Press, a newspaper published at Portland, in the County of Cumberland, the first publication in said paper to be at least three days before Monday, the nineteenth day of March, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at four o'clock in the afternoon, for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine.

Dated this fourteenth day of March, A. D. 1894.

Attest: C. A. Hight, one of the petitioners for the petitioners.

ARTICLES OF ASSOCIATION.

In accordance with and by virtue and authority of the laws of the State of Maine in such cases made and provided, we, the undersigned, being not less than ten persons, a majority of whom are citizens of the State of Maine, make and sign these articles of association, and hereby associate ourselves together to form a company under the name of, Poland Spring Railroad 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, said railroad to be of the gauge, four feet eight and one-half inches, and to be constructed, maintained and operated from its place of beginning at a point of connection with the main line of the Grand Trunk Railway Company of Canada, marked by a post set in the ground at a distance of one thousand five hundred and fifty-five feet north of the center of said Grand Trunk Railway Company's station at Lewiston Junction, so called in the city of Auburn, County of Androscoggin, State of Maine, thence extending in a westerly course, for a distance as near as may be, of three and one-half miles, to a point, marked by a post set in the ground on the Easterly side of Ricker's Hill, so called, in the town of Poland, County of Androscoggin, State of Maine, said post being distant nine hundred feet from the Bottling Spring on said hill and five hundred feet from the pumping station of the Poland Spring House, in said Poland; said railroad to be made into the said city of Auburn and the said town of Poland, but neither through or into any other city or town in said State; and said railroad to be wholly within the County of Androscoggin, in the State of Maine.

The amount of the capital stock of said company is to be twenty-five thousand (\$25,000) dollars, divided into two hundred and fifty (250) shares of the par value of one hundred (\$100) each, said capital stock amounting to more than six thousand (\$6,000) dollars for every mile of said road proposed to be constructed of the gauge aforesaid.

Edward P. Ricker, Alvin B. Ricker, and Hiram W. Ricker, all of whom are residents of Poland in the County of Androscoggin, State of Maine; Milton C. Wedgewood. a resident of Lewiston, in said County of Androscoggin, and State of Maine, and Jacob S. Winslow, a resident of Portland, in the County of Cumberland, State of Maine, are five persons, all of whom are citizens of the State of Maine, who will act as directors of said company and manage its affairs until others are chosen in their places.

And to these articles of association, we, the undersigned parties hereto, sign our names, and opposite our names, we state our residences, and the number of shares of the capital stock of said company which we each and all of us agree to take.

Dated, Portland, Maine, this 28th day of February, A. D. 1894.

•	υ,
Residence.	Number of shares which each agree to take.
Poland, Me.,	123 shares
Poland, Me.,	30 shares
Poland, Me.,	90 shares
Lewiston, Me.,	One share
Portland, Me.,	One share
Portland, Me.,	One share
Cambridge, Mass.	One share
Boston, Mass.,	One share
Boston, Mass.,	One share
Portland, Me.,	One share
	Poland, Me., Poland, Me., Poland, Me., Lewiston, Me., Portland, Me., Cambridge, Mass., Boston, Mass.,

Affidavit, made by a majority of the Directors named in the foregoing articles of association.

We, Hiram W. Ricker, Alvin B. Ricker and Milton C. Wedge-wood constituting a majority of the Directors named in the fore-going articles of association to which this affidavit is annexed, being duly sworn, on oath say that the whole amount of the capital stock named in said articles of association has been subscribed for

in good faith, by responsible parties, and five per cent thereon has been paid in cash to the Directors named in said articles of association and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association.

HIRAM W. RICKER, ALVIN B. RICKER, MILTON C. WEDGEWOOD.

STATE OF MAINE.

Androscoggin, ss.

March 3, A. D. 1894.

Personally appeared, Hiram W. Ricker, Alvin B. Ricker, Milton C. Wedgewood and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

WILLIAM H. NEWELL, Justice of the Peace.

Portland, Maine, March 5, A. D. 1894.

I, M. R. Goding, Cashier of the Casco National Bank of Portland, Maine, hereby certify that there has been and now is deposited in the said bank to the credit of the Directors of the Poland Spring Railroad Company mentioned in their articles of association, the sum of fifteen hundred dollars.

M. R. Goding,

Cashier of the Casco National Bank.

STATE OF MAINE.

CUMBERLAND, SS.

March 5, A. D. 1894.

Personally appeared, M. R. Goding, Cashier of the Casco National Bank of Portland, Maine, and made oath to the truth of the foregoing statement by him subscribed.

Before me,

C. A. Hight, Notary Public.

STATE OF MAINE.

Office of Railroad Commissioners.

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 section one and two of chapter fifty-one, of the Revised Statutes of the State of Maine, have been complied with, hereby approve and endorse the same.

Augusta, March 19, 1894.

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Action of the Board relating to the transportation of the Boston Sunday Journal on the Sunday Paper train in Maine. Action of the Board April 9, 1894.

BOSTON JOURNAL.

GENERAL MANAGER'S OFFICE, Boston, Mass., March 16, 1894.

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

Gentlemen:—The Journal Newspaper Company hereby respectfully petitions your Honorable body to take such action as shall secure to said company the right of transportation for the Sunday Journal at the same time as other Boston papers now carried on Sunday trains in the State of Maine and at no higher rate of compensation than is now paid by any other Boston paper. The enclosed copy of correspondence between the Maine Central Railroad and the representative of the Journal Newspaper Company will inform you more in detail as to the condition of affairs from which the Journal Newspaper Company seeks relief.

Respectfully,

Journal Newspaper Company.

Stephen O'Meara, General Manager.

On the foregoing petition,

Ordered, That notice of the pendency of the same, be given to the Maine Central Railroad Company by giving it or by leaving at its office in Portland, in the County of Cumberland, a true and attested copy of said petition and this order of notice thereon four days before Tuesday, the third day of April, A. D., 1894, on which day at ten o'clock in the forenoon the Board of Railroad Commissioners will be in session at their office in Augusta, in the County of Kennebec for the purposes indicated in said petition.

D. N. MORTLAND, Chairman,

For the Board of Railroad Commissioners of Maine.

The foregoing hearing, ordered for the third of April was continued to the sixth of April.

E. C. FARRINGTON, Clerk.

PORTLAND, April 5, 1894.

The Herald Company writes me under date of 4th instant relating to the Sunday trains that they will not appear before you at Augusta, on the sixth inst., but leave the matter entirely in my hands.

Therefore I hereby notify you that the Special Sunday Boston train will be discontinued from this date. The Herald and Globe Sunday train will continue to run and the Boston Journal Newspapers will be carried on that train. I understand that this arrangement is satisfactory to the Boston Globe people and ends the controversy.

PAYSON TUCKER.

STATE OF MAINE.

DECISION OF THE BOARD.

Office of Railroad Commissioners.

After notice and hearing on the foregoing application, the Maine Central Railroad Company, having notified the Board that, hereafter, the Sunday Journal would be carried on trains with other papers without discrimination, the Board deems any order or recommendation by it unnecessary.

For the Board,

D. N. MORTLAND, Chairman.

April 9, 1894.

Petition, Order of Notice and Decision of the Board relating to the crossing of a certain highway over the Canadian Pacific Railway in the town of Houlton. Decision April 16, 1894.

Aroostook ss.

To the Honorable Railroad Commissioners of the State of Maine.

The undersigned municipal officers of the town of Houlton in the county of Aroostook and State of Maine, respectfully represent that there has been laid out over, that is to say across, the Railroad track of the Canadian Pacific Railroad Company, a town way, which said crossing is located about one-half mile southerly from the depot of the said C. P. R. R. Company and at or near the south-east corner of lot numbered twenty-seven (27) in the south division of said Houlton, and is at grade.

That public convenience requires the said crossing,

Wherefore your petitioners pray that you determine the manner and conditions of said crossing according to the law in such cases made and provided.

Dated at said Houlton this twenty-sixth day of March, A. D. 1894.

MICHAEL M. CLARK, ALEXANDER WILSON. Selectmen of Houlton.

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 Times, a newspaper published at Houlton, in the county of Aroostook, the publication in said paper to be at least four days before the fourth day of April, A. D 1894, on which day the Board of Railroad Commissioners will be in session at the Snell House in Houlton at three o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this twenty sixth day of March, A. D, 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Houlton, on the fourth Tuesday of April, A. D. 1894.

On the twenty-sixth day of March, A. D. 1894, the selectmen of the town of Houlton in the county of Aroostook, presented to the Board a petition setting forth that a town way had been laid out over and across the railroad track of the Canadian Pacific Railway Company, and that the crossing aforesaid was located about one-half mile southeasterly of the depot of said company, and praying the Board to determine the manner and conditions of said crossing.

On the reception of said application, the Board appointed Wednesday, April 4th, at three o'clock in the afternoon, at the Snell House in said Houlton as the time and place for a hearing thereon, and ordered notice thereof as required by law. On said day, the Board met at the time and place appointed, and it then appearing that notice of said hearing had been published as ordered, then and there gave a hearing to the petitioners and such others as desired to be heard relative to same.

From the evidence elicited at said hearing, it appeared that the way, as located, is on the easterly side of the railroad, and runs for several rods parallel with said railroad track and within the location of said railroad; thence westerly and diagonally across the track of said railroad to near certain dwelling houses situated on the westerly side of said railroad.

On the easterly side, at the point where said way crosses the rail-road, the level of the land is several feet lower than on the westerly side, and is comparatively level for some distance out from the railroad track, thus making it impracticable to erect an overhead bridge. However, as travelers, on said way, can readily see an approaching train on said railroad, we see no reasonable objection to permitting a crossing at grade.

We therefore determine and order that the manner and conditions of said crossing shall be as follows:

The location of said way, where it now runs parallel and within the location of the railroad, shall be changed and re-located wholly outside the railroad location. Said way at point of crossing, shall be located and constructed as near at right angles with the railroad as it can reasonably be made, and it shall be at grade with said railroad track at point of crossing. The way within the location of said railroad shall be constructed by and at the expense of said town, under the supervision and direction of said railroad company. The surface of the approaches of said way toward said track shall be made as wide as the way shall elsewhere be constructed and not steeper than one foot elevation to every twenty feet out from said track. Said railroad company, after completion as aforesaid, shall, within the railroad location, maintain said way so that the same shall be safe and convenient for travelers with horses, teams and carriages.

In witness whereof we have hereunto set our hands this sixteenth day of April, A. D. 1894.

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board, relating to the location of a Branch Railroad Track on line of the Bangor and Aroostook Railroad in the town of Island Falls. Decision April 16, 1894.

To the Railroad Commissioners of the State of Maine.

The Bangor and Aroostook 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 Island Falls, Aroostook County, State of Maine, to a tannery owned by Proctor and others in said Island Falls and that it has made a location of said branch railroad track desired, which location is described as follows:

Beginning at a point on the center line of the Bangor and Aroostook Railroad as located and constructed, a short distance west of the said Railroad Company's Freight House at Island Falls Station, said point being at station 1,386+65 (construction chainage), and running in a southerly direction on a curve to the right with a radius of 573.7 feet, 922 feet to station 9+22; thence on a tangent to said curve bearing S-6°09'-E, 1,678 feet more or less to the center of the Patten road so-called, at station 26+00; thence on the same

course 55 feet more or less to station 26+55; thence on a curve to the right with a radius of 573.7 feet, 264 feet to station 29+19; thence on a tangent to said curve bearing S-20°21′-W, 86.5 feet more or less to station 30+05.5; thence on a curve to the left with a radius of 573.7 feet, 303.5 feet to station 33+09; thence on a tangent to said curve bearing S-9°59′-E, 324 feet more or less to the north line of the Tannery Property, at station 36+33.

This location is to cover a width of four rods wide being two rods on either side of above described line; said location crosses highway known as Patten Road, all of which is shown on plan attached hereto; said Bangor and Aroostook Railroad Company hereby desires your approval of said location that it may be constructed and maintained under your direction as provided in section eighteen of chapter fifty-one of the Revised Statutes as amended by chapter 129 of the Public Laws of 1891, and a determination of the manner and condition upon which said railroad track may cross the aforesaid highway.

Bangor and Aroostook Railroad Company.

Bangor, April 6, 1894

By F. H. APPLETON, Clerk.

On the foregoing Petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in one issue in the Aroostook Times, a newspaper published at Houlton, in the County of Aroostook, the publication in said paper to be at least four days before the six eenth day of April, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at four o'clock in the afternoon, for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this seventh day of April, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Houlton, within and for the County of Aroostook, on the Fourth Tuesday of April, A. D. 1894.

After notice and hearing on the foregoing application, it is adjudged and determined, by the Board, that public convenience

requires the construction of the branch railroad described in said application, and we hereby approve the location thereof as shown on plan and profile submitted and approved.

This being a branch track over which trains will be infrequently run, and as the surrounding territory is comparatively level, we think it would be unreasonable and unnecessary to require that said branch railroad should be located and constructed so as to cross the highway named in the application otherwise than at grade. Therefore we determine and order that said track shall be located so as to cross the highway, known as the Patten Road, at grade therewith, and that the manner and conditions of crossing said way shall be as follows:

The crossing of said way shall be at grade, when said railroad track shall be at full grade.

The approaches on said way toward the railroad track shall be constructed so that the same shall not be steeper than one foot elevation to every twenty feet out from said railroad track.

Said way within the location of said railroad shall be maintained by said railroad company, so that the same shall be safe and convenient for travelers on said way, with horses, teams and carriages. Suitable provisions shall also be made for the passage of surface drainage.

In witness whereof we have hereunto set our hands this sixteenth day of April, A. D. 1894.

Petition, Order of Notice and Decision of the Board relating to the location of a Branch Railroad track on the line of the Bangor and Arosstook Railroad in the town of Houlton. Decision April 16, 1894.

To the Railroad Commissioners of the State of Maine: -

The Bangor and Aroostook 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 Houlton, Aroostook County, State of Maine, to a mill owned by

F. W. Titcomb in said Houlton, and that it has made a location of said branch railroad track desired, which location is described as follows:—

Beginning at a point on the center line of the Bangor and Aroostook Railroad as located and constructed, at or near the said Railroad Company's Freight House at Houlton Station, said point being at station 2772+35 (construction chainage), and running in a southerly direction, on a curve to the left with a radius of 287.9 feet, 113.8 feet to station 1+13.8 of said spur; thence on a tangent to said curve bearing S-20° 33-W, 52 feet more or less to station 1+65.8; thence on a curve to the left with a radius 2879 feet, 197.8 feet to station 3+63.6; thence on a tangent to said curve bearing S-19°-E, 265 feet more or less to station 6+28.6 equal 0+00; thence on a curve to the left with a radius of 2879 feet, 199.6 feet more or less, to the south line of Bangor Street so-called, at station 1+99.6; 32.2 feet more or less in an easterly direction along said south line of said street from the south line of the land owned by L. S. Strickland; thence following the same curve 25.4 feet more or less to station 2+25; thence on a tangent to said curve bearing S-64°-E, 72 feet more or less to station 2+97; thence on a curve to the right with a radius of 1,910 feet, 25.2 feet more or less to the line between the land owned by L. S. Strickland and the J. F. Holland Estate, at station 3+22.2; thence following the same curve 152 6 feet more or less to station 4+74 8; thence on a tangent to said curve bearing S-58° 40′ E, 69.9 feet more or less to station 5+44.7; thence on a curve to the left with a radius of 383 feet, 303.9 feet more or less to the south line of the land owned by L. S. Strickland, at station 8+48.6; thence following the same curve 34.4 feet more or less to the line between the land owned by the said Strickland and W. G. Brown, at station 8+83; thence following the same curve 363.6 feet more or less to station 12+46.6; thence on a tangent to said curve bearing N-16° 03' E, 241.4 feet more or less to the south line of Military Street so called, at station 14+88, 85 feet more or less in a westerly direction along said line from the northeast corner of the land owned by the said W. G. Brown; thence on the same course 102.3 feet more or less to station 15+90.3; thence on a curve to the right with a radius of 716.8 feet, 12.7 feet more or less to the north line of Bangor Street so-called, at station 16+03; thence following the same curve 180 3 feet more or less to station 17+83.3; thence on a tangent to said curve bearing N-31° 39′-E, 203.3 feet more or less to station 19+86.6; thence on a curve to the right with a radius of 287.9 feet, 113.4 feet to station 21.

This location is to cover a width of four rods wide, being two rods on either side of above described line; said location crosses highways known as Bangor Street, and Military Street, all of which is shown on plan attached hereto.

Said Bangor and Aroostook Railroad Company hereby desires your approval of said location, that it may be constructed and maintained under your direction, as provided in Section eighteen of Chapter fifty-one of the Revised Statutes as amended by Chapter one hundred and twenty-nine of the Public Laws of 1891, and a determination of the manner and condition upon which said railroad track may cross the aforesaid highways.

Bangor, April 6th, 1894.

Bangor & Aroostook Railroad Company,

By F. H. APPLETON, CLERK.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in one issue in the Aroostook Times, a newspaper published at Houlton, in the County of Aroostook, the publication in said paper to be at least four days before the sixteenth day of April, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at four o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this seventh day of April, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Houlton within and for the County of Aroostook, on the Fourth Tuesday of April, A. D. 1894.

The foregoing application was presented to the Board on the 6th day of April, A. D. 1894. After notice and hearing on same, as required by law, the Board finds, adjudicates and determines

that the mill mentioned in said application is a manufacturing establishment within the meaning of the statute, and that public convenience requires the construction of the branch railroad mentioned and described in said application and the location thereof, as shown, and the plan and profile submitted are hereby approved.

From an inspection of the route and plans submitted, it appears that this line of railroad, as located, crosses one of the principal thoroughfares within and leading to and from the village of Houlton, at two points, and were this the main line of said railroad, we should not feel justified in permitting the same to cross at grade; but this being a branch line merely, over which trains will be infrequently run and at a slow rate of speed, we do not deem it unreasonable to permit such crossings.

We therefore determine and order that the manner and conditions of the crossings named in the application shall be as follows:

1, The Southerly crossing of Bangor Street, at or near Station 1+99.6 on the line of said branch railroad, shall be exactly at grade with said street as now built, when said railroad shall be at full grade.

Said crossing, within the location of said railroad, shall be made and maintained by said railroad company.

The approaches on said way toward the railroad track shall not be made steeper than the present grade of said street, and said crossing shall be made and maintained so that the same shall be safe and convenient for travelers on said way with horses, teams and carriages.

2. The crossing of Bangor and Military Streets, at the junction thereof, shall be at grade with said Street, as now constructed, when said railroad shall be at full grade.

Said crossing and the approaches toward said railroad track, within the location of the railroad, shall be made and maintained by said railroad company, and said approaches shall not be steeper than one foot elevation to every twenty feet out from the railroad track. Said crossing shall be made and maintained so that the same shall be safe and convenient for travelers on said streets with horses, teams and carriages. Suitable provisions shall also be made at each of said crossings for the passage of surface drainage.

In witness whereof we have hereunto set our hands this sixteenth day of April, A. D. 1894.

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the crossing of a certain highway by the Bangor and Aroostook Railroad in the town of Houlton and Westfield Plantation. Decision April 23, 1894.

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

The Bangor and Aroostook Railroad Company, respectfully represents, that its line of railroad which has been approved by your Honorable Board through the town of Houlton, in Aroostook County, crossed the "Ludlow" Road near the Letter B Stream (crossing No. 26) and the "Letter B" road at a point near the Barker Brick yard; and that the manner and condition said railroad might make such crossings has been determined by your Honorable Board.

That since said determination, the said "Ludlow" Road, and said "Letter B" road have been legally altered so that said railroad now crosses them at points some distance from the former crossings. And your petitioner further represents that a highway has been legally laid out in the Plantation of Westfield in said Aroostook County, which said highway will cross said railroad at station No. 1848 in said plantation.

Now, therefore, said railroad company hereby makes application to your Honorable Board that you may determine upon proper notice, a hearing thereon, whether the said ways shall be permitted to cross said track at grade therewith or not, the manner and condition of said crossing, and perform all other duties in relation thereto as by the statutes in such case made and provided.

Bangor & Aroostook Railroad Company.

F. H. APPLETON, Clerk.

April 13, 1894.

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 four days before the twenty-third day of April, A. D. 1894, on which day the Board of Railroad Commissioners will be in ses-

sion at their office in Augusta, at four o'clock in the afternoon, for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine.

Dated this sixteenth day of April, A. D. 1894.

STATE OF MAINE.

Railroad Commissioners' Office.

To the Supreme Judicial Court next to be held at Houlton in and for the County of Aroostook, on the Fourth Tuesday of April, A. D. 1894.

After notice and hearing on the foregoing application, the Board finds that the facts are substantially as set forth therein, and that it is reasonable and proper to permit the railroad corporation to construct its line of railroad, so as to cross the several ways mentioned at grade therewith, and that the manner and conditions of making and maintaining said crossing shall be as follows:—

- 26. The crossing of the "Ludlow Road" in the Town of Houlton, near the "Letter B" stream, shall be at grade after the grade of said road shall have been raised three and one-half feet at point of crossing. Permission is hereby granted to said railroad corporation to raise the grade of said way as above provided. The approaches on each side of the railroad track, shall be made and maintained, by said railroad company, as wide as the road-way is now constructed and shall not be steeper than one foot elevation to every twenty feet out from the railroad track.
- 27. The crossing of the "Letter B" road, in the town of Houlton, at a point near the Barker Brick Yard, shall be at grade after the grade of said railroad shall have been raised three feet at point of crossing. Permission and conditions the same as provided in No. 26.
- No. 44 A. The crossing of the highway recently laid out in the Plantation of Westfield in said County of Aroostrok, shall be at grade therewith, when the railroad shall be at full grade.

The approaches, on each side of the railroad track within the railroad location, shall be made and maintained by said railroad company, and as wide as said way shall be constructed outside of said location, when the same shall have been built; and said approaches shall not be steeper than one foot elevation to every

twenty feet out from the railroad track. Each of the above named crossings shall be made and maintained by said railroad company in such manner that they shall be safe and convenient for travelers on said ways, with horses, teams and carriages, and 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-third day of April, A. D. 1894.

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the crossing of certain Highways by the Bangor and Aroostook Railroad in Aroostook County. Decision of the Board April 23, 1894.

To the Honorable Railroad Commissioners of the State of Maine.

The Bangor and Aroostook Railroad Company respectfully represent, that your Honorable Board, after due proceedings had, on October 3, 1892, determined and ordered in a written report, made to the Supreme Judicial Court to be held at Houlton, in the County of Aroostook, on the last Tuesday of February, A. D., 1893, how the line of railroad of said company should be located and constructed, so as to cross the several ways hereinafter mentioned and the manner and conditions of such crossings, which report has been duly accepted by said court; that by changes in its location legally made since said report, the points where said railroad crosses the ways hereinafter mentioned are changed, and said railroad now crosses said ways at other and different points, and at the points thereon hereinafter described, viz:—

		No. of	
Т	ownship.	Crossing.	At or near what Place.
Li	ttleton,	28	The "Lindsay" road at a point near the Lind-
			say place so called.
Li	ttleton,	31	The "Carmichael" road near the residence of
			John Carmichael.
Li	ttleton.	32	The "Tingley" road near the residence of
			Harvey Tingley.

Township.	No. of Crossing.	At or near what Place.
Littleton,	33	The Houlton and Presque Isle road at a point
,		near the Hayward school-house, so called.
Littleton and	i	near the ring ward solloof house, to carred.
Monticello.		The road running east on the Town Line
Montioeno	, 01	between Littleton and Monticello, from the
		Ivory Hill place to Thos. Melvin's, at a point
		near the residence of Ivory Hill.
Monticello,	35	The Houlton and Presque Isle road at a point
Montileeno,	99	near the residence of the late Charles Howe.
Monticello,	36	The "Foster" road, so called, at a point near
		the residence of William Foster.
Monticello,	37	The road leading westerly from the "Bailey"
		place, so called, to Harvey's in Letter "C"
		at a point near the residence of Aaron
		Cullen.
Bridgewater	, 38	The Centre Line road, so called, near and west
		from the bridge over Whitney brook at
		Bridgewater Center.
Bridgewater	40	The Baird's Mills road, so called, at a point
	,	near the dwelling of John Jamison.
Blaine,	41	The Robinson's Mills road at a point near the
		residence of Colonel F. C. Robinson.
Blaine,	42	The Pierce road, at a point near and west from
		the bridge over the Presque Isle stream.
Blaine,	43	The Chandler road at a point near and west
		from the Chandler Mill, so called.
Mars Hill,	44	The Fort Fairfield road, so called, at a point
		near the residence of Dr. J. H. Syphers, in
•		the village of Mars Hill.
Presque Isle	, 46	The "Center Line" road, so called, near the
		residence of Fred Manzer.
Presque Isle	, 47	The "Jamison" road, at a point near the resi-
		dence of Freeman Ireland.
Presque Isle	, 48	Houlton and Presque Isle road near and north
		from the Thomas H. Phair's Starch Factory.
		FORT FAIRFIELD BRANCH.
Presque Isle	, 63	The road leading northerly past the DeLong

school-house to the Cleaves neighborhood, at a point near the dwelling of Levi DeLong.

No. of Crossing. Township. At or near what Place. The Sprague's Mill road, running southerly to Easton, 64 Sprague's Mills, at a point near the residence of Eugene Thompson. Easton and Fort Fairfield, 66 The Easton and Fort Fairfield town line road, at a point about one-third of a mile west from the residence of the Rev. E. Knight. Fort Fairfield, 69 The Thurlough cross road at a point near the residence of J. M. Thurlough. The road leading southerly from the Houlton Fort Fairfield, 70 road, so called, near and by the residence of James Good, to and across Johnson brook, at a point near the bridge crossing said Johnson brook.

And your petitioner further represents, that its said line of railroad is legally laid out across the following additional highways and other public ways and at the points thereon described as follows:

Littleton, 32-A The "Ridge" road near the Hayward schoolhouse.

FORT FAIRFIELD BRANCH.

Presque Isle, 62-A The Findley Ross road at the line between William Grieves and Albion Biglow.

Fort Fairfield, 70-A The road leading southerly from the Houlton road, so called, and about one-half mile north of crossing No. 70.

Fort Fairfield, 70-B The Presque Isle road at a point near McShea's. Fort Fairfield, 70-C The Currier road about five-eighths of a mile west of its junction with the Presque Isle road.

And your petitioner further represents that it is impossible to so construct said railroad as to pass either over or under any of such ways; wherefore your petitioner requests that your Honorable Board after notice and hearing will authorize a crossing of said ways at grade; and further that your Honorable Board will determine the manner and conditions said railroad may cross said ways and how the expense of building and maintaining so much thereof

as is within the limits of said railroad shall be borne, between said railroad company, and the respective towns and plantations in which said crossings are located.

Bangor & Aroostook Railroad Company,

By F. H. Appleton, Clerk.

April 13, 1894.

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 four days before the 23d day of April, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at four o'clock in the afternoon, for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this sixteenth day of April, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Houlton within and for the County of Aroostook, on the Fourth Tuesday of April, A. D. 1894.

After notice and hearing on the foregoing application, it appears that the Bangor & Aroostook Railroad Company, having made a change in the location of its railroad for the purpose or perfecting its line, and to avoid expense of construction, (such changes being authorized by Sect. 6 of Ch. 51 R. S.,) now ask the Board to determine the manner and conditions in which crossings of highways and other ways may be made.

By the plans and profiles submitted at the hearing, it appeared that, by the changes in location aforesaid, none of the grade crossings now asked for would be more dangerous than those heretofore permitted, while at many points, much more convenient and less dangerous crossings can be made. But few crossings, in addition to those heretofore authorized, are required by the changes in the line contemplated.

The reasons which led the Board formerly to permit the ways named to be crossed at grade, hold good in respect to crossings at the points now named in the application. We, therefore, determine and order that the line of railroad, so changed and re-located, be constructed so as to cross each and all of the ways named, at grade, and that the manner and conditions shall be as follows:

No. 28. The crossing of the "Lindsey" road, in the town of Littleton, shall be at grade, after the grade of said road shall have been raised at point of crossing, seven feet above the present grade, and permission is hereby granted to said railroad corporation to raise the grade of the same as above provided.

The approaches, on each side of the railroad track, shall be made and maintained by said railroad company, and shall be made as wide as the road or way is now built, and shall not be steeper than one foot elevation to every twenty feet out from the railroad track.

- No. 31. The crossing of the "Carmichael" road, in the Town of Littleton, shall be at grade after said road shall have been raised, at point of crossing, two feet and six inches. Permission and conditions the same as provided in No. 28.
- No. 32. The crossing of the "Tingley" road, so called, in the Town of Littleton, near the residence of Harvey Tingley, shall be exactly at grade with said way, when the railroad shall be at full grade. Conditions same as provided in No. 28.
- No. 33. The crossing of the highway known as the "Houlton and Presque Isle" road, at a point near the "Hayward School-House," in Littleton aforesaid, shall be at grade therewith, after the grade of said way shall have been raised, at that point, two feet and six inches. Permission and conditions the same as provided in No. 28.
- No. 34. The crossing of the road running east, on the town line between the towns of Littleton and Monticello, at a point near the residence of Ivory Hill shall be grade, after the grade of said road or way shall have been raised at point of crossing, one foot. Permission and conditions the same as provided in No. 28.
- No. 35. The crossing of said "Houlton and Presque Isle" road, near the residence of Charles Howe, in the Town of Monticello, shall be at grade, after the grade of said way, at point of crossing, shall have been raised three feet. Permission and conditions the same as provided in No. 28.

- No. 36. The manner and conditions of crossing not determined.
- No. 37. The crossing of the road leading westerly from the "Bailey" place, so called, in the Town of Monticello, to Harvey's in "Letter C," at a point near the residence of Aaron Cullen, shall be at grade, after the grade of said road shall have been raised at point of crossing, three feet and six inches. Permission and conditions the same as provided in No. 28.
- No. 38. The crossing of the "Center Line" road, so called, in the town of Bridgewater, at a point near and west from the bridge over Whitney brook at Bridgewater Center, shall be at grade, after the grade of said road, shall have been raised at point of crossing, three and one-half feet. Permission and conditions the same as provided in No. 28.
- No. 40. The crossing of the "Baird's Mills" road, so called, in the town of Bridgewater, at a point near the residence of John Jamison, shall be at grade, after the grade of said road shall have been raised two feet at point of crossing. Permission and conditions same as provided in No. 28.
- No. 41. The crossing of the "Robinson's Mill" road, in the town of Blaine, at a point near the residence of F. C. Robinson, shall be at grade, after the grade of said road shall have been lowered three and one-half feet at point of crossing, and permission is hereby granted to said railroad corporation to lower the grade of the same as above provided. The conditions the same as provided in No. 28.
- No. 43. The crossing of the "Pierce" road, in the town of Blaine, at a point near and west from the bridge over Presque Isle stream, shall be at grade, after the grade of said road shall have been raised seven feet at point of crossing. Permission and conditions the same as provided in No. 28.
- No. 43. The crossing of the "Chandler" road, in the town of Blaine, at a point near and west from the "Chandler Mill," so called, shall be at grade, after the grade of said road shall have been raised six inches at point of crossing. Permission and conditions the same as provided in No. 28.
- No. 44. The crossing of the "Fort Fairfield" road, so called, in the town of Mars Hill, at a point near the residence of Dr. J. H. Syphers, in the village of Mars Hill, shall be at grade, after the grade of said road shall have been raised three and one-half feet at point of crossing. Permission and conditions the same as provided in No. 28.

- No. 46. The crossing of the "Center Line" road, so called, in the town of Presque Isle, near the residence of Fred Manzer, shall be at grade after the grade of said road shall have been lowered two and one-half feet at point of crossing. Permission and conditions the same as in No. 41.
- No. 47. The crossing of the "Jamison road," so called, in the town of Presque Isle, at a point near the residence of Freeman Ireland, shall be at grade after the grade of said road shall have been lowered four feet at point of crossing. Permission and conditions the same as provided in No. 41.
- No. 48. The crossing of the "Houlton and Presque Isle" road, in the town of Presque Isle, at a point near and north from the Thomas H. Phair Starch Factory, shall be at grade after the grade of said road shall have been raised two and one-half feet at point of crossing. Permission and conditions the same as provided in No. 28.

B. & A. R. R. FORT FAIRFIELD BRANCH CROSSINGS.

- 63. The crossing of the road leading northerly past the DeLong schoolhouse to the Cleaves neighborhood, in the town of Presque Isle, at a point near the dwelling of Levi DeLong, shall be at grade after the grade of said road shall have been raised six feet at point of crossing. Permissions and conditions the same as provided in No. 28.
- No. 64. The crossing of the "Sprague's Mill" road, so called, running southerly to Sprague's Mills, in the town of Easton, at a point near the residence of Eugene Thompson, shall be at grade after the grade of said road shall have been lowered two and one-half feet at point of crossing. Permission and conditions the same as provided in No. 41.
- No. 66. The crossing of the Easton and Fort Fairfield Town Line Road, at a point about one-third of a mile west from the residence of the Rev. E. Knight, shall be at grade after the grade of said road shall have been raised one and one-half feet at point of crossing. Permission and conditions the same as provided in No. 28.
- No. 69. The crossing of the "Thurlow Cross Road," so-called, in the town of Fort Fairfield, at a point near the residence of J. M. Thurlow, shall be at grade after the grade of said road shall have been raised one foot at point of crossing. Permission and conditions the same as provided in No. 28.

No. 70. The crossing of the road leading southerly from the "Houlton Road," so-called, near and by the residence of James Good, to and across Johnson Brook, in the town of Fort Fairfield, at a point near the bridge crossing said Johnson Brook, shall be at grade after the grade of said road shall have been raised three feet at point of crossing. Permission and conditions the same as provided in No. 28.

B. & A. R. R. MAIN LINE CROSSINGS.

No. 32-A. The crossing of the "Ridge Road," so-called, in the town of Littleton, at a point near the Hayward school-house, shall be at grade after the grade of said road shall have been raised two feet at point of crossing. Permission and conditions the same as provided in No. 28.

B. & A. R. R. FORT FAIRFIELD BRANCH CROSSINGS.

- No. 62-A. The crossing of the "Findley Ross" road, so-called, in the town of Presque Isle, at a point on the line between William Grieves and Albion Biglow, shall be at grade after the grade of said road shall have been raised three and one-half feet at point of crossing. Permission and conditions the same as provided in No. 28.
- No. 70-A. The crossing of the road leading southerly from the "Houlton Road," so called, in the town of Fort Fairfield, at a point about one-half mile north of crossing No. 70, shall be at grade after the grade of said road shall have been raised three feet at point of crossing. Permission and conditions the same as provided in No. 28.
- No. 70-B. The crossing of the Presque Isle road in the town of Fort Fairfield, at a point near McShea's, shall be at grade after the grade of said road shall have been raised one-half of a foot at point of crossing. Permission and conditions the same as provided in No. 28.
- No. 70-C. The crossing of the "Currier Road," so called, in the town of Fort Fairfield, at a point about five-eighths of a mile west of its junction with the Presque Isle road, shall be at grade after the grade of said road shall have been raised one and one-half feet at point of crossing. Permission and conditions the same as provided in No. 28.

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

In witness whereof we have hereunto set our hands this twenty-third day of April, A. D. 1894.

D. N. Mortland,
A. W. Wildes,
Benj. F. Chadbourne,

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the crossing of certain highways on the line of the Wiscasset and Quebec Railroad between Wiscasset and Burnham. Decision June 28 and July 6, 1894.

To the Honorable Railroad Commissioners of the State of Maine:

The Wiseasset & Quebec Railroad Company, a corporation established by the laws of the State of Maine, having by virtue of law completed the location of its railroad from Wiseasset in the County of Lincoln via Whitefield in said county to Burnham in the County of Waldo, and having filed its said location with the respective Boards of County Commissioners of the Counties of Lincoln, Kennebec and Waldo, which location has been duly approved by said County Commissioners; respectfully represents to your Honorable Board that the said location of its said railroad crosses certain town ways, highways and other ways in the towns of Wiseasset, Alna, Whitefield, Windsor, China, Albion, Benton, Unity Plantation and Burnham, numbered and described as follows, viz:

	No. of	
Town.	Crossing.	At or near what Place.
Wiscasset,	1	Toll bridge leading from Wiscasset to Edge-
		comb and at the westerly end of said bridge.
Wiscasset,	2	M. C. R. R. at a point near the east end of
		platform of the station at Wiscasset.
Wiscasset,	3	Clark Point road near the crossing of Mill
		Brook.
Wiscasset,	4	Old Sheepscot road near the crossing of Mill
		Brook.

Town.	No. of Crossing.	At or near what Place.
Wiscasset,	5	Alna road near Mill Brook bridge.
Alna,	6	Dresden road near crossing of South Branch of Pond Brook.
Alna,	7	Averill road near Averill place.
`Alna,	8	Alna road leading from Wiscasset to Alna near Collins Carleton's.
Alna,	9	Road at Head Tide near bridge.
Alna,	10	Road at Head Tide near mill.
Whitefield,	11	Road at the Gravel Bank King's Mills.
Whitefield,	12	North Whitefield or Turner's Corner road near Abbie Blenn's.
Whitefield,	13	North Whitefield road at a point about one-half mile north first crossing.
Whitefield,	. 14	Town Farm road at a point about one-fourth of a mile east of its junction with North Whitefield road.
Whitefield,	15	Road leading from North Whitefield to South Jefferson near North Whitefield.
Whitefield,	16	Road leading from North Whitefield to Jefferson near North Whitefield.
Whitefield,	17	Road leading from North Whitefield to Cooper's Mills on easterly side of Sheepscot river and about one-half mile north of North Whitefield.
Whitefield,	18	Road leading from North Whitefield to Cooper's Mills on west side of Sheepscot river near Cooper's Mills.
Whitefield,	19	Augusta road near the junction with west road from North Whitefield to Cooper's Mills and about one-half mile west of the Mills.
Windsor,	20	China road at a point one and one-fourth miles from crossing of Augusta road.
Windsor,	21	China road near the residence of Bernard McKenzie.
Windsor,	22	Road leading from Windsor to China road and nine hundred feet east of west branch of Sheepscot river.
Windsor,	23	The China road near Pope's Corner.
Windsor,	24	The Somerville road near Pope's Corner.

Town.	No. of Crossing.	At or near what Place.
Windsor,	25	The China road near the residence of Sarah
Windsor,	26	Melvin. The road leading from Windsor to China near the bridge over the west branch of the Sheepscot river.
Windsor,	27	The road near residence of Horace Choate.
Windsor,	28	The road leading from China road westerly and near the residence of Horace Choate.
China,	29	The Augusta road at Weeks' Mills.
China,	30	The China road near its junction with the South China road.
China,	31	The road leading from Branch Mills to Augusta and at a point near the residence of Henry Dinsmore.
China,	32	The Horseback road leading from the Augusta and Branch Mills road to the Branch Mills and China village road at a point near Gully Hill.
China,	33	Austin road at Cole's Corner.
China,	34	Back road from China to South Albion at a point nine hundred feet east of east end of bridge at head of China Pond.
Albion,	35	West road from China Village to Albion at Johnson Brook.
Albion,	36	Waterville road near the residence of G. H. Crosby.
Albion,	37	Fairfield road near Chalmer's mill.
Benton,	38	Bog road leading from East Benton to Albion on the east side of Fifteen Mile Stream, and near the residence of Mr. Robinson.
Unity Pl.,	39	Unity road leading from Benton station to Unity near the crossing of Bog Brook.
Burnham,	40	Leonard road leading from Clinton to Troy at a point about one-half mile west of Twenty-five Mile Stream.
Burnham,	41	Belfast Branch of the M. C. R. R.

Wherefore, your petitioner, before entering upon the construction of its said railroad 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, in accordance with the provisions of law in this respect made and provided; also, that your Honors will order changes in the course of the following highways:

The highway leading from Wiscasset to Alna, at station 420 of said location, near the residence of Betram Erskine in the town of Alna.

The highway leading from the mill at Head Tide Village in said town of Alna to the Whitefield road, at or between stations 440 and 443 of said location, near the bridge at Head Tide Village in the town of Alna.

The highway at the Gravel Bank, so called, near King,s Mills village in the town of Whitefield, between stations 665 and 668 of said location.

All said requested changes being so as to facilitate the crossing, or passing along, said town ways and highways by said location.

A description, plan and profile of said location signed by Warren Nickerson, Chief Engineer, is filed herewith.

Wiscasset & Quebec Railroad Company,

By W. FRED P. Fogg, General Counsel.

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 Kennebec Journal, a newspaper published at Augusta, in the County of Kennebec, the first publication in said paper to be at least seven days before Tuesday, 29th day of May, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at the Depot of the Maine Central Railroad in Wiscasset at eight o'clock in the forenoon for the purposes indicated in said petition.

The Board will then view the location of the several ways and crossings mentioned in the foregoing petition, and on Wednesday the 30th day of May, A. D. 1894, be in session at the Maine Central depot in Burnham at one o'clock in the afternoon for the purposes aforesaid.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this 12th day of May, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Wiscasset, in the County of Lincoln, on the fourth Tuesday of October, A. D. 1894:

The Wiscasset and Quebec Railroad Company, a corporation established by the laws of the State of Maine, on the twelfth day of May, A. D. 1894, presented to the Board a petition setting forth that the location of its railroad crossed certain town ways in the towns of Wiscasset, Alna and Whitefield, in the County of Lincoln, and asked the Board, after notice and hearing, to determine the manner and conditions the crossings of such ways should be made, as provided by law.

On the reception of said application, the Board, as appears by the foregoing order, appointed times and places for hearings thereon, and afterward, on the day designated, met at the times and places appointed, viewed the locations and gave hearings to all persons and parties who appeared and desired to be heard relative to same.

From the view aforesaid and from facts elicited at the several hearings, it appeared that the railroad as located in said County of Lincoln, is to run along over intervale lands bordering on the Sheepscot river, and that the greater part of the crossings mentioned in the application, with few exceptions, are over ways infrequently traveled and at points where crossings at grade will not be deemed dangerous. We, therefore, determine to permit all of the ways in the County of Lincoln, named in the application, except one, to be crossed at grade subject to the following conditions:

- No. 1. The crossing of the Toll Bridge Street, at the westerly end of said bridge, shall be at grade with said bridge, and the slope or approach on the westerly side of the railroad track, shall be as wide as said street is now constructed and not steeper than one foot elevation to every twenty feet out from the railroad track.
- No. 2. This being a crossing of a railroad location and track, the Board of Railroad Commissioners has no jurisdiction.
- No. 3. The crossing of the "Clark's Point Road," near the crossing of Mill Brook, shall be at grade, after the grade of said way shall have been raised at point of crossing five feet. Permission to raise the grade of said way, as above provided, is hereby

granted to said railroad corporation. The slope or approach on said way toward the track on the easterly side thereof, shall be made by said railroad corporation, so that said approach shall be as wide as said way is now constructed and not steeper than one foot elevation to every fifteen feet out from said track.

- No. 4. The crossing of the "Sheepscot Road," in Wiscasset, shall be exactly at grade. The slopes and approaches on said way shall be made and maintained, within the railroad location, by said railroad company and as wide as said way is now constructed and in such manner that the same shall be safe and convenient for travelers on said way with horses, teams and carriages.
- No. 5. The crossing of the "Alna Road" near the Mill Brook bridge shall be at grade. The railroad location being now within a portion of the highway location, said highway location may be changed westerly of the railroad location, from the point where the same intersects to a point near said bridge, where a crossing may be made as nearly at right angles as the same can reasonably be done. Permission is hereby granted to said railroad corporation, at its own expense, to change the location of said highway as above provided. The highway so changed shall be made safe and convenient by said railroad company, and the crossing aforesaid shall, within the railroad location, be made and maintained by said company in such manner that the same shall be safe and convenient for travelers on said way with horses, teams and carriages.
- No. 6. The crossing of the Dresden road in the town of Alna shall be at grade after said way, at point of crossing, shall have been raised six inches above its present grade. The approaches on each side of the railroad track shall be made and maintained by said railroad company as wide as said way is now constructed and shall not be steeper than one foot elevation to every twenty feet out from the railroad track, and shall be maintained by said railroad company in such manner that the same shall be safe and convenient for travelers on said way with horses, teams and carri ges.
- No. 7. The crossing of the 'Averill Road,' so called, in Alna, shall be at grade after the grade of said road, at point of crossing, shall have been raised two feet. Permission to raise the grade of said way, as above provided, is hereby granted to said railroad corporation.

The manner and conditions of making and maintaining the same shall be as provided in No. 6.

- No. 8. The crossing of the "Alna Road" leading from Wiscasset to Alna in said town of Alna shall be exactly at grade therewith as now constructed. The manner and conditions of crossing shall be as provided in No. 6.
- No. 9. The crossing of the road near the bridge at the head of the tide in Alna, shall be as follows: The railroad company is hereby authorized and empowered to excavate through and under said way at point of crossing, to such depth as may be necessary to grade said railroad, and said corporation shall thereupon erect and maintain a suitable and substantial highway bridge over said railroad track; said structure shall be supported upon suitable stone abutments or upon substantial wooden trestles. Said bridge shall be at such height above the railroad track as will give a space or head-room of at least twenty feet between the track and the lower part of the stringers of said bridge. Said bridge and the approaches upon said road thereto shall not be steeper than one foot elevation to every twenty feet out from the level of said bridge. Said bridge and the top of the approaches thereto shall not be less than twenty feet in width, and said bridge and the approaches thereto, within the location of said railroad, shall be constructed and maintained by said railroad company in such manner that the same shall be safe and convenient for travelers on said way with horses, teams and carriages.
- No. 10. The crossing of the road at the head of the tide near the mill in Alna, shall be at grade after the grade of said road or way shall have been raised at point of crossing, seven feet. Permission to raise the grade and conditions the same as provided in No. 6.
- No. 11. The crossing of the gravel bank near King's Mills in Whitefield, shall be exactly at grade with said way as now constructed. The conditions the same as provided in No. 6.
- No. 12. The crossing of the North Whitefield or Turner's Corner road near Abbie Blinn's in Whitefield, may be at grade subject to the following conditions: The grade of the highway at the point of crossing shall be lowered six feet and so graded on the northerly and easterly side of the track for a distance of two hundred feet and in such manner that the descent toward said track shall not be steeper than four feet elevation to each one hundred feet out from said track, and on the southerly or westerly side the grade of said highway shall be lowered for a distance of two hun-

dred feet out from said track in such manner that the approach on said way shall not be steeper than five feet elevation to every one hundred feet out from said track, or said highway grade may be made as shown on a profile submitted by the engineer of said railroad company marked "A," on file in this office. Permission to lower and change the grade of said highway, as above provided, is hereby granted to said railroad corporation. The embankments on each side of the railroad track and highway shall be removed or lowered by said railroad company so that travelers on said way one hundred feet distant from the point of crossing can see an approaching train on said track when one hundred feet from said point. Said crossing, within the railroad location, shall be made and maintained by said railroad company so that the same shall be safe and convenient for travelers on said way with horses, teams and carriages.

- No. 13. The crossing of the "Whitefield Road," at a point about one-half mile north from above named crossing, shall be at grade after the grade of said road shall have been lowered one foot at point of crossing. Permission to lower the same and conditions the same as provided in No. 6.
- No. 14. The crossing of the "Town Farm Road" in Whitefield, shall be exactly at grade therewith. Conditions the same as provided in No. 6.
- No. 15. The crossing of the road leading from North White-field to South Jefferson in Whitefield, shall be at grade after the grade of said way shall have been lowered two feet at point of crossing. Permission to lower the grade as aforesaid is hereby granted said railroad company. The conditions shall be the same as provided in No. 6. Said company is also required to remove a barn situated near said crossing so as to afford a better view of the track.
- No. 16. The crossing of the road leading from North White-field to Jefferson, shall be exactly at grade therewith. The conditions of crossing shall be as provided in No. 6.
- No. 17. The crossing of the road leading from North Whitefield to Cooper's Mills in Whitefield, shall be at grade after the grade of said road shall have been lowered at point of crossing three feet. Permission to lower the grade of same and conditions the same as provided in No. 6.
- No. 18. The crossing of the road leading from North Whitefield to Cooper's Mills, on the west side of the Sheepscot river in

Whitefield, shall be exactly at grade therewith. The conditions of crossing shall be as provided in No. 6.

No. 19. The crossing of the "Augusta Road," near Cooper's Mills in Whitefield, shall be at grade after the grade of said way, at point of crossing, shall have been raised two feet. Permission to raise the grade of same as above provided, is hereby granted to said railroad company. The approaches on said way, on the westerly side of said crossing, shall be made as wide as said way is now constructed and shall not be steeper than one foot elevation to every twenty feet out from the railroad track.

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

In witness whereof we have hereunto set our hands this twenty-eight day of June, A. D. 1894.

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

Railroad
Commissioners
of Maine.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Augusta, on the third Tuesday of October, A. D. 1894.

The Wiscasset and Quebec Railroad Company, a corporation established by the laws of the State of Maine, on the twelfth day of May, A. D. 1894, presented to the Board a petition setting forth that the location of its railroad crossed certain town ways, highways and other ways in the towns of Windsor, China, Albion, Benton and Unity Plantation, in the County of Kennebec, and asked the Board, after notice and hearing, to determine the manner and conditions such crossings should be made.

Pursuant to said application, the Board appointed the 29th and 30th days of May, A. D. 1894, and the depots of the Maine Central Railroad in Wiseasset and in Burnham, as the times and places for hearings, and ordered the petitioners to give notice thereof as required by law.

On the days designated, the Board met at the times and places appointed, viewed the location of said crossings and gave hearings to all persons and parties who appeared and desired to be heard

relative to same. From an inspection of the route of location of said railroad and from facts elicited at said hearings, it appeared that but one of the crossings named in the application, within the County of Kennebec, could reasonably be made otherwise than at grade. Therefore we have determined to permit all of the crossings named, except one, to be at grade and that the manner and conditions of constructing and maintaining the same shall be as follows:

- No. 20. The crossing of the "China Road," in the town of Windsor, shall be exactly at grade therewith as now constructed. The approaches on said way on each side of the railroad track, within the location of said railroad, shall be made and maintained by the railroad company and shall be as wide as said way is now constructed, and not steeper than one foot elevation to every twenty feet out from said track. Said crossing shall be made and maintained in such manner that the same shall be safe and convenient for travelers on said way with horses, teams and carriages.
- No. 21. The crossing of the "China Road," near the residence of Bernard McKenzie, in Windsor, shall be at grade after the grade of said way at point of crossing, shall have been lowered two feet. Permission to lower the grade as above provided, is hereby granted to said railroad company. The conditions as to grade and maintenance shall be the same as provided in No. 20.
- No. 22. The crossing of the road leading from Windsor to China, east of the west branch of the Sheepscot river in Windsor, shall be at grade after the grade of said way at point of crossing, shall have been lowered two feet. Permission to lower the grade of said way as above provided is hereby granted to said railroad company. The conditions as to construction and maintenance shall be the same as provided in No. 20.
- No. 23. The crossing of the "China Road," near Pope's Corner in Windsor shall be at grade after the grade of said way, at point of crossing, shall have been raised six inches. Permission to raise the grade as above provided is hereby granted to said railroad company. The conditions as to construction and maintenance the same as provided in No. 20.
- No. 24. The crossing of the Somerville Road near Pope's Corner in Windsor, shall be exactly at grade therewith. The conditions as to construction and maintenance the same as provided in No. 20.
- No. 25. The crossing of the China Road near the residence of Sarah Melvin, in Windsor, shall be at grade after the grade of said

way 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 conditions as to construction and maintenance the same as provided in No. 20.

- No. 26. The crossing of the road leading from Windsor Corner to China, in Windsor, shall be exactly at grade. Conditions as to construction and maintenance same as provided in No. 20.
- No. 27. The crossing of the road near the residence of Horace Choate, in Windsor, shall be at grade after the grade of said way, 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 conditions as to construction and maintenance the same as provided in No. 20.
- No. 28. The crossing of the road leading from the China road westerly and near the residence of Horace Choate, in Windsor, shall be at grade after the grade of said way at point of crossing, shall have been raised two feet. Permission to raise the same as above provided is hereby granted to said railroad company. The conditions as to construction and maintenance the same as provided in No. 20.
- No. 29. The crossing of the Augusta Road at Weeks' Mills in China, shall be at grade after the grade of said way shall have been lowered two feet at point of crossing. Permission to lower the grade as above provided is hereby granted to said railroad company. The conditions as to construction and maintenance the same as provided in No. 20.
- No. 30. The crossing of the China Road near the junction with the South China road, shall be at grade after the grade of said road, 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 conditions as to construction and maintenance the same as provided in No. 20.
- No. 31. The crossing of the road leading from Branch Mills to Augusta, near the residence of Henry Dinsmore in China, shall be exactly at grade therewith. The conditions as to construction and maintenance the same as provided in No. 20.
- No. 32. The crossing of the "Horseback Road," near the "Gully Hill" in China, shall be as follows:—Said railroad company shall excavate through and under said way to such a depth and width as may be necessary to grade said railroad. Said railroad

company shall then erect and maintain a suitable highway bridge over the space so excavated, the same to be supported on good and sufficient stone abutments and retaining walls, or on suitable wood or iron trestles set at such distance from each other as said company may deem necessary. Said bridge or superstructure shall be placed at such height above the track of said railroad as will give a space or head-room of at least twenty feet between the track and the lower part of the stringers of said bridge. The approaches to said bridge on said way shall be constructed and maintained within the railroad location by said railroad company and shall not be steeper than one foot elevation to every fifteen feet out from the level portion of said bridge. Said bridge and approaches shall not be less than twenty feet in width. Said bridge and the approaches thereto shall be constructed and maintained in such manner that the same shall be safe and convenient for travelers on said way with horses, teams and carriages.

- No. 33. The crossing of the road to "Cole's Corner," in China, shall be at grade after the grade of said way shall have been raised one foot and six inches at point of crossing. Permission to raise the grade as above provided, and conditions as to construction and maintenance the same as provided in No. 20.
- No. 34. The crossing of the 'Back Road," so called, leading from China to South Albion near China pond in China, shall be at grade after the grade of said way shall have been raised at point of crossing one foot. Permission to raise the grade as above provided, and conditions as to construction and maintenance the same as provided in No. 20.
- No. 35. The crossing of the West Road, so called, leading from China village to Albion, near Johnson's brook, in town of Albion, shall be at grade after the grade of said way, at point of crossing, shall have been raised two feet. Permission to raise the grade as above provided, and conditions as to construction and maintenance the same as provided in No. 20.
- No. 36. The crossing of Waterville Road, near the residence of G. H. Crosby in Albion, shall be at grade after the grade of said way, at point of crossing, shall have been raised one foot and six inches. Permission to raise the grade as above provided, and conditions as to construction and maintenance the same as provided in No. 20.

- No. 37. The crossing of the Fairfield Road, near Chalmer's Mills in Albion, shall be at grade therewith. The conditions as to construction and maintenance the same as provided in No. 20.
- No. 33. The crossing of the Bog Road, so called, in the town of Benton, shall be at grade, after the grade of said way shall have been lowered, at point of crossing, one foot. Permission to lower the grade as above provided, and conditions as to construction and maintenance the same as provided in No. 20.
- No. 39. The crossing of the Unity road leading from Benton station to Unity in Unity Plantation, shall be at grade after the grade of said way, at point of crossing, shall have been lowered two feet. Permission to lower the grade as above provided, and conditions as to construction and maintenance the same as provided in No. 20.

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

In witness whereof we have hereunto set our hands this twenty-eighth day of June, A. D. 1894.

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

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Belfast, within and for the County of Waldo, on the third Tuesday of October, A. D. 1894.

The Wiscasset and Quebec Railroad Company having made a location of its railroad from Wiscasset in the County of Lincoln to Burnham in the County of Waldo, on the twelfth day of May, A. D. 1894, presented to this Board a petition setting forth that its line of location extended through portions of the towns of Wiscasset, Alna, and Whitefield in the County of Lincoln, through Windsor, China, Albion, Benton and Unity Plantation in the County of Kennebec, and through a portion of the town of Burnham, in the County of Waldo, and praying that the Board determine the manner and conditions said railroad should cross certain highways and other ways named in each of said towns.

On the reception of said petition the Board appointed times and places for hearings and ordered notice of the same to be given, and at the times and places named gave hearings to all persons who desired to be heard thereon, and afterward, on the twenty-eighth day of June, the Board made a report to the Supreme Judicial Court in Lincoln and Kennebec counties, of its determination of the manner and conditions said railroad should cross ways in said counties, and hereby make a report of its determination of the manner and conditions said railroad may cross highways and other ways in Burnhan in said County of Waldo.

No. 40. The crossing of the "Leonard Road" leading from Clinton to Troy, at a point about one mile west of "Twenty-five Mile Stream," shall be at grade after the grade of said way shall have been raised one foot at point of crossing. Permission to raise the grade as above provided is hereby granted to said railroad company.

The slopes and approaches, on each side of the railroad track, shall be made and maintained by said railroad company as wide as said way is now constructed, and not steeper than one foot clevation to every twenty 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. Suitable provisions shall also be made and maintained, by said railroad company, for the passage of surface drainage.

In witness whereof we have hereunto set our hands this sixth day of July, A. D. 1894.

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

Railroad
Commissioners
of Maine.

CALAIS STREET RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Railroad Commissioners' Office.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Calais Street Railway in the city of Calais, a new road extending from the northerly line of Steamboat Street along Main Street to Ferry Point Bridge, on River Street from Main Street to the car barn. Also on North Street, from Main Street to the Milltown Station of the St. Croix and Penobscot Railroad, 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 July, A. D. 1894.

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

Railroad
Commissioners
of Maine.

KINGFIELD AND DEAD RIVER RAILROAD.

STATE OF MAINE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Kingfield and Dead River Railroad, a new railroad extending from Kingfield to Carrabasset, in the County of Franklin, hereby certify that we have found the said railroad so constructed as to be safe for public travel, and for the passage of passenger trains thereon.

Given under our hands this twenty-eighth day of July, A. D. 1894.

A. W. WILDES,
BENJ. F. CHADBOURNE.

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to approval of two Branch tracks by on the Mountain Division of the M. C. R. R. at Westbrook. Decisions July 19, 1894.

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 two branch railroad tracks in the city of Westbrook, in Cumberland County, in said State of Maine, the first extending from one of its side tracks to S. D. Warren & Company's coal shed. The second extending from said side track to a side track of the Portland & Rochester Railroad.

The location of the first branch track is described as follows:

Commencing at a stake marked "O" in the center line of said side track of said Maine Central Railroad, twenty-six feet distant northeasterly at right angles from the center line of the east bound track of the said Maine Central Railroad and 158 feet distant southeasterly from the southerly side of Seavey Street in said city of Westbrook, measured along said center line of said side track; thence on a curve to the right or northerly of 573.7 feet radius a distance of 104.2 feet to a stake marked 1+04.2; thence on a tangent bearing north 37°35' west a distance of 215.8 feet to a stake marked 3+20; thence on a curve to the left or northwesterly of 1.273.6 feet radius a distance of 250 feet to a stake marked 5+70; thence on a tangent bearing north 48°50' west a distance of 255 feet to a stake marked 8+25 at the end of the proposed branch track.

Said location is to cover a width of twenty feet, being ten feet on either side of the center line of proposed track.

The location of the second branch track is described as follows: Commencing at a stake marked "O" in the center line of said side track of said Maine Central Railroad, twenty feet distant northeasterly measured at right angles from the center line of the east bound track of said Maine Central Railroad and 362 feet distant southeasterly from the southerly line of Seavey street, in said city of Westbrook, measured along said center line of said side track; thence on a tangent bearing north 40°50' west a distance of 387 feet to a stake marked 3+87; thence on a curve to the right or northerly of 955.4 feet radius a distance of 100 feet to a stake marked 4+87; thence on a tangent bearing north 34 50 west a distance of 166 feet to a stake marked 6+53; thence on a curve to the

or northeasterly of 319.6 feet radius a distance of 556 feet to a stake marked 12+09 in the center line of a side track of said Portland & Rochester Railroad thirteen feet distant southerly, measured at right angles from the center line of the main track of said Portland & Rochester Railroad.

Said location to cover a width of twenty feet, being ten feet on either side of the center line of proposed track.

Both above described locations cross said Seavey street in said city of Westbrook all of which is shown on plan attached hereto, signed by Wm. A. Allen, Chief Engineer.

Said Maine Central Railroad Company, hereby desires your approval of above described locations, that they 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 tracks may cross the aforesaid street.

PAYSON TUCKER, V. P. & Gen'l Manager.

Portland, Maine, July 13th, 1894.

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 Evening Express, a newspaper published at Portland, in the County of Cumberland, the first publication in said paper to be at least three days before the nine-teenth day of July, A. D. 1894, on which day the Board of Railroad Commissioners will view the location of said branch railroads, and be in session at the depot of the Portland and Rochester Railroad in Westbrook 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 fourteenth day of July, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Portland, within and for the County of Cumberland, on the second Tuesday of October, A. D. 1894.

As appears by the foregoing application, the Maine Central Railroad Company, a corporation established under the laws of the State of Maine, represents that it is desirous to construct two branch railroad tracks in the City of Westbrook, from its main line in said city, to the coal sheds of the manufacturing establishment of S. D. Warren & Company and to a side track of the Portland & Rochester Railroad in said city.

After notice and hearing on said petition, the Board finds that public convenience requires that said spur tracks be constructed and maintained as prayed for, and hereby approves the location of same as shown on plan herewith signed and approved.

From a view of the location and facts elicited at the hearing, it appeared that the location of the two tracks mentioned, crosses Seavey street in said City of Westbrook, at the side of the crossing of said street by the main line. Said street being now crossed by the main line at grade, these spur tracks, being located along the side thereof, cannot reasonably be constructed so as to cross otherwise.

We therefore determine and order that the crossing of said street, by said spur tracks, shall be at grade therewith, after said street, at point of crossing, shall have been raised eighteen inches. Permission to raise the grade of said street, as above provided, is hereby granted to said railroad company.

The approaches, on said street, northerly of said tracks, shall be constructed and maintained so as not to be steeper than one foot elevation to every twenty feet out from the railroad track.

The Maine Central Railroad Company shall make and maintain said crossing, within the railroad location, so that the same shall be safe and convenient for travelers on said street, with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this nineteenth day of July, A. D. 1894

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the raising of an overhead highway Bridge on the line of the Portland and Rochester Railroad. Decision, August 7, 1894.

To the Honorable Board of Railroad Commissioners.

This application of the Portland and Rochester Railroad, owning and operating a railroad through the town of Lebanon, in the County of York and State of Maine, respectfully represents that there is a certain highway in said town of Lebanon leading from the Wise School House to Emery's Mills in Sanford in said county legally laid out, accepted, and used which passes over said railroad, by a bridge called Goodwin's Bridge at a point two and one-half miles east of said Lebanon Railroad station.

That the safety of the employees of said railroad and public convenience and safety alike demand that said bridge should be raised to a height that would in the judgment of your Board be proper and safe.

Now therefore said Portland and Rochester Railroad hereby makes application to your Board that they may upon proper notice to the parties interested, and hearing thereon, determine as soon as it may be legally done, whether said bridge may be raised and if so to what height above the rails on said railroad, and to make such further order regarding the maintenance of said bridge as is necessary to all parties interested or affected by reason of said change in said height of said bridge.

Portland and Rochester Railroad by its Attorney.

JOHN B. DONOVAN.

Dated at Alfred, the fourth day of December, 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, three days successively in the Daily Standard, a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least three days before Thursday the third day of May, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at the depot of the Portland and Rochester Railroad in East Lebanon at 11 o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this twenty-seventh day of April, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Alfred within and for the County of York, on the Third Tuesday of September, A. D. 1894.

The foregoing application of the Portland and Rochester Railroad Company was presented to the Board at the same time their application in respect to the bridge known as "Horn's Bridge" in the Town of Lebanon, on which a decision has been this day made by the Board, was presented and is similar to it.

On this application, notice was ordered and a hearing given by the Board at the same time and place as in the other.

The facts relative to this bridge or crossing, we find to be substantially the same as in the case above mentioned.

We therefore determine and order that the overhead bridge or crossing, known as Goodwin's Bridge, in the town of Lebanon, be removed, and that the Portland and Rochester Railroad Company, at its own expense, shall erect, at said point, a suitable overhead, highway bridge at such height above the track of the railroad, as will give a space or headroom of at least twenty feet between the railroad track and the stringers of said bridge.

Said bridge shall be supported upon suitable stone abutments or wooden trestles, to be erected on each side of the railroad track, at such distance from each other, as said railroad company may deem necessary.

Said bridge and the approaches thereto, on said highway, shall be at least twenty feet wide, and said approaches shall not be steeper than one foot elevation to every twenty feet out from said bridge, all of which, within the location of said railroad, shall be made and maintained by said railroad company, and 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, as above provided, is hereby granted to said railroad corporation.

In witness whereof we have hereunto set our hands this seventh day of August, A. D. 1894.

D. N. MORTLAND,

BENJ. F. CHADBOURNE.

Railroad
Commissioners
of Maine

Petition, Order of Notice and Decision of the Board relating to the raising of an Overhead Bridge on the line of the Portland and Rochester Railroad. Decision, August 7, 1894.

To the Honorable, the Board of Railroad Commissioners.

This application of the Portland and Rochester Railroad, owning and operating a railroad through the town of Lebanon in the County of York and State of Maine, respectfully represents that there is a certain highway in said town of Lebanon, leading from Centre Lebanon to Great Falls, N. H., legally laid out, accepted, and used, which passes over said railroad by a bridge called "Horn's Bridge," at a point two miles west of said Lebanon Railroad station.

That the safety of the employes of said railroad and public convenience and safety alike demand, that said bridge should be raised to a height that would in the judgment of your Board be proper and safe.

Now therefore, said Portland and Rochester Railroad hereby makes application to your Board, that they may upon proper notice to the parties interested, and hearing thereon, determine as soon as it may be legally done, whether said bridge may be raised, and if so, to what height above the rails on said railroad and to make such further order regarding the maintenance of said bridge as is necessary to all parties interested or affected by reason of said change in said height of said bridge.

Dated at Alfred the fourth day of December, A. D. 1893.

Portland and Rochester Railroad by its attorney,

JOHN B. DONOVAN.

On the foregoing petition,

Ordered. That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Standard, a newspaper published at Biddeford, in the county of York, the first publication in said paper to be at least three days before Thursday, the third day of May, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at the depot of the Portland & Rochester Railroad in East Lebanon at 11 o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this twenty-seventh day of April, 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Alfred, within and for the County of York, on the third Tuesday of September, A. D. 1894.

The foregoing petition of the Portland and Rochester Railroad Company, a corporation by law established, was presented to the Board early in the present year, but action thereon was, for certain reasons, not taken by the Board until the date mentioned in the foregoing order of notice.

As appears by said order the Board appointed Thursday the third day of May, A. D. 1894, and the depot of the Portland and Rochester Railroad Company in East Lebanon, and eleven o'clock in the forenoon as the time and place for a hearing thereon and ordered the petitioner corporation to give notice thereof as appears in said order of notice.

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

This application is based upon the provisions of Section 3, Chapter 282 of the Public Laws of 1889, which are 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 the same may be altered so as to facilitate such crossing, or to permit a railroad to pass at the side thereof, on application to the Railroad Commissioners, and proceeding as provided by Section 27 of Chapter 18, as amended by this act, and for such purpose, land may be taken and damages awarded as provided for laying out highways and other ways."

From an inspection of the way and crossing mentioned in the application, and from facts elicited at the hearing, it appeared that the crossing of the way over the railroad, at the point mentioned, is by an overhead bridge erected so as to give a space or headroom of but about sixteen feet between the track of the railroad and the stringers of the bridge aforesaid. As freight trains are now made up and operated in this State, brakemen are obliged to stand on top of cars while operating the brakes. These freight cars average

about fourteen feet in height. It will therefore be seen that but a space of two feet only, is afforded, within which a brakeman must confine himself while passing under the bridge aforesaid.

The petitioner says "that the safety of the employes of the railroad company, and public convenience and safety alike, demand that said bridge should be raised to a height that would, in the judgment of the Board, be proper and safe"

We cannot doubt that the assertion, in respect to this bridge, is We therefore determine and order that the Portland and Rochester Railroad Company shall remove the highway, overhead bridge now erected at the point named in the application, and shall at its own expense, erect a suitable overhead highway bridge, at such height above the track of the railroad, as will give a space or headroom of at least twenty feet between the track of said railroad and the stringers of said bridge. Said bridge shall be supported upon suitable stone abutments or wooden trestles, to be erected on each side of the railroad track, at such distance from each other as said railroad corporation may deem necessary. Said bridge and the approaches thereto on said highway, shall not be less than twenty feet wide, and said approaches shall not be steeper than one foot elevation to every sixteen feet out from said bridge, all of which, within the location of said railroad, shall be made and maintained by said railroad company, and 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, as above provided, is hereby granted to said railroad corporation.

In witness whereof we have hereunto set our hands this seventh day of August, A. D. 1894.

D. N. MORTLAND,
BENJ. F. CHADBOURNE.
Railroad
Commissioners
of Maine.

Petition, Order of Notice and Approval of the Board of the Articles of Association of the Skowhegan and Norridgewock Railway and Power Company. Approval August 15, 1894.

We, the undersigned, whose residences are stated opposite our respective signatures, hereby associate ourselves together by these written articles of agreement, stated below for the purpose of organizing a corporation in accordance with Chapter 268 of the Public Laws of 1893, for the purpose of constructing, maintaining and operating by electricity, animal, or any power acceptable to the municipal officers of the towns of Skowhegen and Norridgewock, a street railroad for public use, for street traffic, for the conveyance of persons and property from Skowhegan village and in the streets of the same to Norridgewock village and in the streets of the same.

The name of the Corporation is to be "The Skowhegan and Norridgewock Railway and Power Co."

The gauge of said road is to be standard gauge, four feet eight and one-half inches.

The road is to run from Skowhegan village, through a portion of the towns and highways of Skowhegan and Norridgewock to Norridgewock village, and through the streets of the villages of Skowhegan and Norridgewock. The length of said road not to exceed ten miles.

The amount of capital stock is to be fifty thousand dollars, to be divided into shares of one hundred dollars each; said shares in all numbering five hundred.

Augustus R. Bixby of Skowhegan, Maine, Sewall A. Dinsmore of Bingham, Maine, William H. Wildes of Skowhegan, Maine,

shall act as Directors of this Company and manage its affairs until others are chosen in their places.

Names.	Residences.	No. of Shares.
Amos F. Gerald,	Fairfield,	2 shares
I. C. Libby,	Waterville,	2 shares
A. R. Bixby,	Skowhegan,	2 shares
William. H. Wildes,	Skowhegan,	2 shares
Charles F. Ward,	Skowhegan,	2 shares
R. W. Brown,	Skowhegan,	2 shares
Henry Murphy,	Norridgewock,	2 shares
Sewall A. Dinemore,	Bingham,	2 shares

Names.	Residences.	No. of Shares.
C. A. Marston,	Skowhegan,	2 shares
F. S. Cairns,	Skowhegan,	2 shares
Herbert Wentworth,	Skowhegan,	2 shares
Worcester Construction Co.,		
by C. A. Richardson, Pres.,	Worcester, Mass.,	475 shares
Omar Clark,	Carratunk,	2 shares
Levi C. Emery, Chairman,		
Board of Selectmen,	Skowhegan,	1 share.

We, the undersigned, Augustus R. Bixby and William H. Wildes, both of Skowhegan, Somerset county and State of Maine, a majority of the directors named in the articles of association to which this affidavit is annexed on oath say that the capital stock named in said articles of association, to wit: the sum of fifty thousand dollars has been subscribed for in good faith and that five per cent of the same, to wit: the sum of twenty-five hundred dollars has been paid to the directors named in said articles of association and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association.

A. R. BIXBY,

WM. H. WILDES.

Somerset ss. Subscribed and sworn to before me August 2, 1894, S. J. Walton, Justice of the Peace.

Skowhegan, August 2, 1894.

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 Somerset Reporter, a newspaper published at Skowhegan, in the County of Somerset, the first publication in each paper to be at least six days before the fifteenth day of August, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at three o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this seventh day of August, A. D. 1894.

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 one and two of chapter two hundred and sixty-eight of Public Laws of 1893 have been complied with, hereby approve and endorse the same.

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

Railroad
Commissioners
of Maine.

August 15, A. D. 1894.

Petition, Order of Notice and Decision of the Board relating to the crossing of a certain highway over the Boston and Maine Rairoad in the town of Cape Elizabeth. Decision of the Board August 15, 1894.

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

The undersigned Selectmen of the town of Cape Elizabeth, in the County of Cumberland and State aforesaid, being the municipal officers of said town, respectfully represent, that on petition of Thomas Barker and others therefor, the County Commissioners for the County of Cumberland laid out a public highway in said town of Cape Elizabeth and extending into the town of Scarborough, in said County, commencing on the old Portland and Saco road at a point two hundred feet at right angles from the center of the Boston and Maine Railroad, Western Division, and on the easterly side of said railroad; the said location of said road, with description and boundaries, being more particularly set forth and described in the order of said County Commissioners, as shown by the records of the court of said Board of County Commissioners, a copy of which order will be produced at the hearing thereof.

And your petitioners further represent that the location and description of said highway, as originally set forth in said order of the County Commissioners, was afterwards, on the petition of G. M. Stanwood and others, changed and altered by an order of said

Board of County Commissioners duly made on January 2nd, 1894, as will appear from the records of the said Board of County Commissioners, and that the location and description of said highway, as originally set forth in said order of the County Commissioners, was afterwards, on the petition of J. Q. A. Jordon and others, changed and altered, within the limits of said town of Cape Elizabeth, by an order of said Board of County Commissioners duly made on June 30th, 1894, as will appear from the records of said County Commissioners, such change and alteration, in said town of Cape Elizabeth, making the description and boundaries of said highway in said Cape Elizabeth as follows:

Beginning at a point on the line between the towns of Scarborough and Cape Elizabeth, said point being situated 33.03 feet distant from a stone monument set on said town line, and on a course from said monument of N. 49 52 W. (Magnetic) along said town line.

Thence N. 37 05 E. 163 5 feet to a point.

Thence making an angle to left of 14 26 with the aforesaid line 172.4 feet to and across the location of the Eastern Division of the Boston and Maine Railroad to the northerly side line thereof. Thence continuing same course of N. 22 39 E 1,686 2 feet to a point, said point being situated 32.86 feet westerly from the southwesterly corner of Rigby Park fence, and in line with the southerly portion thereof.

Thence making an angle to right with the aforesaid line of 0.30 N. 23 09 east, 1.685 67 feet to a point, said point being 33.0 feet westerly from Rigby Park fence, measured from a point situated 16.2 feet southerly from the gate of Rigby Park.

Thence making an angle to right of 0°13′ N. 23°22′ E. 3,829.0 feet to the southerly side line of the Saco Road

The above described road to be 66 feet wide, and to be 33 feet on either side of the above described center line.

And your petitioners further represent that said way crosses the land, location, right of way and tracks of the Boston and Maine Railroad Company, in said town of Cape Elizabeth, which said way so laid out, as aforesaid, is not fully constructed; your petitioners, therefore, as said municipal officers, hereby make application to said Board of Railroad Commissioners 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, location, right of way and tracks at grade therewith or not, and the manner and condition of said crossing, and also to determine whether the expense of building and maintaining so much of said way as is within the limits of said railroad shall be borne by said Boston and Maine Railroad Company or by said town of Cape Elizabeth, or shall be apportioned between said company and said town; and to perform all other duties in relation thereto according to the statutes in such case made and provided.

Dated at said Cape Elizabeth this fourteenth day of July, A. D. 1894.

CHARLES E. JORDON,
MELVILLE B. FULLER,
WILLIAM E. ALLEN,

Selectmen and Municipal Officers of the town of Cape Elizabeth.

On the foregoing petition,

Ordered, That the petitioners cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Portland Daily Press, a newspaper published at Portland in the county of Cumberland, the first publication in said paper to be at least seven days before the second day of August, A. D 1894, on which day the Board of Railroad Commissioners will view the location of the crossing described in the foregoing application and be in session at the station at the Junction of the Boston and Maine Railroad in Cape Elizabeth 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 twenty-third day of August, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held in Portland, in and for the County of Cumberland, on the second Tuesday of October, A. D. 1894.

As appears by the foregoing application, the Selectmen of the town of Cape Elizabeth, in the County of Cumberland, on the twenty-third day of July, A. D., 1894, presented to the Board a petition setting forth that the County Commissioners of said County had laid out a highway extending into said town of Cape Elizabeth, beginning at a point on the line between the towns of

Scarborough and Cape Elizabeth; thence by given courses, to and across the location of the Eastern Division of the Boston and Maine Railroad to the northerly side line thereof; thence northerly by given courses to the southerly line of the Saco Road so-called, in said town, said highway as located being 66 feet in width. And praying the Board after notice and hearing to determine whether said way shall be permitted to cross said railroad land, location and right of way at grade therewith or not, and the manner and conditions of said crossing, and also to determine whether the expense of building and maintaining so much of said way as is within the limits of said railroad shall be borne, as more fully appears by said application.

On the reception of said application the Board appointed the second day of August at two o'clock in the afternoon, and the station at the Junction of the Boston & Maine Railroad, in Cape Elizabeth, as the time and place for a hearing, and thereupon ordered the petitioners to give notice thereof as appears by the foregoing order. On the day appointed the Board 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, gave a hearing to all persons and parties who appeared and desired to be heard relative to the same. From an inspection of the location of said way made by the Board on that day, and from the evidence elicited at the hearing, it appeared that the way aforesaid was laid out mainly for the purpose of affording a direct thoroughfare to and from Rigby Park to the old Saco Road; that the portion of said way leading from Rigby Park across the railroad to Scarborough, will, except on special occasions, be infrequently travelled; that the territory through which the way is located is comparatively level, and free from obstructions to sight, so that travellers on said way have a good view of the railroad track from all points when approaching the same. For these reasons we do not deem it reasonable to require a crossing otherwise than at grade. Therefore we determine and order that said way be constructed so as to cross said railroad track exactly at grade therewith, and that the manner and conditions shall be as follows:

Said way within the location of the railroad, shall be made and maintained by the Boston and Maine Railroad Company. The approaches on each side of the railroad track shall be made so as to give a travel way of at least two rods in width, and not to be

steeper than one foot elevation to every twenty feet out from said railroad track. Said way within the location aforesaid, shall be made and maintained so that the same shall be safe and convenient for travellers on said way with horses, teams and carriages. Sufficient provisions shall also be made for the passage of surface drainage.

In witness whereof, we have hereunto set our hands this fifteenth day of August, A. D. 1894.

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

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Approval of the Board of the Articles of Association of the Rumford Falls and Rangeley Lakes Railroad Company. Approval, September 3, 1894.

PETITION TO RAILROAD COMMISSIONERS.

THE RUMFORD FALLS & RANGELEY LAKES RAILROAD CO.

To the Honorable Railroad Commissioners of the State of Maine.

We, the undersigned persons named as Directors in certain Articles of Association made and signed for the purpose of becoming a corporation to be known as "The Rumford Falls and Rangeley Lakes Railroad Company," for the purpose of constructing, maintaining and operating a railroad, of standard gauge, from a point of junction with the Portland and Rumford Falls Railway at Rumford Falls, so-called, in the town of Rumford, County of Oxford and State of Maine, to a point at or near Swain and Reed's Mill in Roxbury, in the County of Oxford and said State of Maine, respectfully ask that the annexed Articles of Association may be approved.

Dated at Portland, County of Cumberland and State of Maine, this twenty-ninth day of August, A. D. 1894.

Galen C. Moses,
Hugh J. Chisholm by L. L. L.,
Edward Plummer,
Wm. W. Brown,
Waldo Pettingill,
E. B. Denison,
Fritz H. Twitchell,
Chas. A. Brown,
William H. Newell.

Directors named in Articles of Association.

ARTICLES OF ASSOCIATION.

KNOW ALL MEN BY THESE PRESENTS.

That we, the subscribers hereto, being not less than ten persons a majority of whom are citizens of the State of Maine, by these Articles of Association, hereby associate ourselves together 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, and each of us hereby agrees to take and pay for the number of shares in said company set against his signature hereto.

'The name of said company is to be "Rumford Falls and Rangelev Lakes Railroad Company."

The gauge of said railroad is to be four (4) feet, eight and onehalf (8 1-2) inches. Said railroad is to be constructed, maintained and operated from a point of junction with the Portland and Rumford Falls Railway at Rumford Falls, so-called, in the town of Rumford, County of Oxford and State of Maine, to a point at or near Swain & Reed's Mill in Roxbury in said County of Oxford. The length of said railroad, as near as may be, from said Rumford Falls to said mill in said Roxbury is ten (10) miles, and the names of the towns and plantations through which or into which said railroad is to be made are Rumford, Mexico and Roxbury, all in the said County of Oxford. The amount of the capital stock of said Company is sixty thousand dollars (\$60,000) divided into shares of one hundred dollars (\$100) each; Galen C. Moses, Hugh J. Chisholm, Edward Plummer, W. W. Brown, Waldo Pettingill, E. B. Denison, F. H. Twitchell, Charles A. Brown and William H. Newell, are nine persons, all citizens of the State of Maine, who will act as directors of said Company, and manage its affairs until others are chosen in their places.

Dated this twentieth day of August, A. D. 1894.

Name of Subscriber.	Residence.	Number of shares which each agree to take.
Galen C. Moses,	Bath,	320 shares
Charles C. Low,	Bath,	5 shares
Fritz H. Twitchell,	Bath,	5 shares
Edward Plummer,	Lisbon Falls,	10 shares
W. W. Brown,	Portland,	100 shares
E. B. Denison,	Portland,	$50 \mathrm{\ shares}$
Charles A. Brown,	Portland,	50 shares
Waldo Pettingill,	Rumford Falls,	50 shares
W. H. Newell,	Lewiston,	5 shares
W. E. Plummer,	Lisbon Falls,	$5 \mathrm{\ shares}$

AFFIDAVIT OF DIRECTORS.

We, Galen C. Moses, F. H. Twitchell, E. Plummer, W. W. Brown, E. B. Denison, C. A. Brown and W. H. Newell, constituting a majority of the Directors named in the foregoing Articles of Association to which this affidavit is annexed, being duly sworn according to law, on oath say that the whole amount of the Capital Stock named in said Articles of Association has been subscribed in good faith, by responsible parties, and five per cent has been paid thereon in cash to the Directors named in said Articles of Association, and that it is intended in good faith to construct, maintain and operate the road mentioned in said Articles of Association.

Galen C. Moses,
W. H. Newell,
W. W. Brown,
E. B. Denison,
E. B. Plummer,
Charles A. Brown.

Directors named in Articles of Association.

STATE OF MAINE.

SAGADAHOC SS.

August, A. D. 1894.

Personally appeared Galen C. Moses and severally made oath to the truth of the foregoing statement by them severally signed, before me,

George E. Hughes, Justice of the Peace.

STATE OF MAINE.

CUMBERLAND SS.

August 24, A. D. 1894.

Personally appeared W. W. Brown, E. B. Denison and C. A. Brown and severally made oath to the truth of the foregoing statement by them severally signed, before me,

HARRY R. VIRGIN, Justice of the Peace.

STATE OF MAINE.

Androscoggin ss.

August, A. D. 1894.

Personally appeared W. H. Newell, and severally made oath to the truth of the foregoing statement by them severally signed, before me,

W. B. Skelton, *Justice of the Peace*.

I, W. D. Mussenden of Bath, county of Sagadahoc and State of Maine, cashier of the First National Bank of Bath, Me., hereby certify that there has been and now is deposited in said bank, to the credit of the provisional directors of the Rumford Falls and Rangeley Lakes Railroad Company, the sum of three thousand dollars.

W. D. Mussenden, Cashier.

Dated this twenty-fourth day of August, A. D. 1894.

STATE OF MAINE.

SAGADAHOC SS.

August 24, A. D. 1894.

Personally appeared W. D. Mussenden and made oath to the truth of the foregoing statement by him subscribed, before me, George E. Hughes, 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, 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 five days before the third day of September, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at three o'clock in the afternoon, for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this twenty-seventh day of August, A. D. 1894.

STATE OF MAINE.

We, the undersigned, the Board of Railroad Commissioners of the State of Maine, having carefully examined the within Articles of Association, and after a public hearing thereon, being satisfied that all of the provisions of sections one and two of chapter fiftyone of the Revised Statutes of the State of Maine have been complied with, hereby approve and indorse the same.

Dated at Augusta this third day of September, A. D. 1894.

A. W. WILDES, BENJ. F. CHADBOURNE, Commissioners of Maine.

Petition, Order of Notice and Approval of the Board of the location of the Rumford Falls and Rangeley Lakes Railroad. Approval September 25, 1894.

To the Honorable Railroad Commissioners of the State of Maine.

The Rumford Falls and Rangeley Lakes Railroad Company, a corporation duly organized under the laws of the State of Maine, respectfully represents, that in accordance with the laws of said State, it has located the line of its railroad from a point of junction with the Portland and Rumford Falls Railway, at Rumford Falls, so-called, in the town of Rumford, County of Oxford and State of Maine, to a point near Swain and Reed's Mill, in Roxbury, in the said County of Oxford.

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

Dated at Portland, Maine, this eleventh day of September, A. D. 1894.

Rumford Falls & Rangeley Lakes Railroad Company,

By WILLIAM H. NEWELL, its 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, four days successively in the Lewiston Evening Journal, a newspaper published at Lewiston, in the County of Androscoggin, and State of Maine; the first publication in said paper to be at least seven days before the twenty-fifth day of September, A. D. 1894, on which day the Board of Railroad Commissioners will view the location of said railroad, and be in session at Falls Hotel in Rumford at seven o'clock in the afternoon, for the purposes indicated in said petition.

Dated this fourteenth day of September, A. D. 1894.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

Office of Railroad Commissioners.

The Rumford Falls and Rangeley Lakes Railroad Company, a corporation recently organized under the laws of the State, on the 11th day of September, A. D. 1894, presented to the Board the foregoing petition for the approval of the location of its railroad, accompanied with a map of the proposed route on an appropriate scale and a profile of same as required by section 6, Chapter 51 of the Revised Statutes.

On the reception of said application, as appears by the foregoing order, the Board appointed the 25th day of September, A. D. 1894, and the Falls Hotel in Rumford as the time and place for a hearing thereon, and ordered the petitioners to give notice thereof by publishing the foregoing application and order of notice 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 day of hearing.

At the time and place appointed, the Board met and, after inspecting the route of location of said railroad, and finding that notice of said hearing had been published as ordered, then and there gave a hearing to the petitioners and such others as appeared and desired to be heard relative to same. From the inspection aforesaid and from facts elicited at said hearing, it appeared that the line of location of said railroad commences at a point on the line of the Portland and Rumford Falls Railroad in Rumford Falls Village, in the County of Oxford; thence running northerly across the Androscoggin River, and thence northerly on and near the westerly bank of the Swift River a distance of about two miles; thence across said Swift River; thence northerly on or near the easterly bank of said river to the point named in the application, near Swain and Reed's mill, in the town of Roxbury, in said county a distance of about ten miles. The line of railroad as located, is along intervale lands near the river mentioned. located it is the most feasible route that could be selected, though some objectionable curves are necessarily in the line.

The principal object of the construction of this railroad is to open up a valuable tract of timber lands and to afford facilities for the transportation of lumber. By its construction these objects will, we believe, be attained.

We therefore find that public convenience requires the construction of the railroad described, and hereby approve the location of the same, as shown on plan and profile this day approved.

In witness whereof we have hereunto set our hands this twenty-fifth day of September, A. D. 1894.

Petition, Order of Notice and Decision of the Board relating to a variation in the location of the Bangor and Aroostook Railroad. Decision, October 2, 1894.

To the Honorable Railroad Commissioners of the State of Maine:

The Bangor and Aroostook Railroad Company respectfully represents that it desires to vary, to wit, change in various places the location of its road from Houlton to Presque Isle as approved by your Honorable Board, and the location from Presque Isle to Caribou, and the Branch Line to Fort Fairfield which have also been duly and legally approved.

The variations, to wit, changes, desired are shown on maps drawn on an appropriate scale, which accompany this petition, together with profiles of said line varied as desired, drawn on the relative scales of profile paper in common use.

Said variations, to wit, changes, are desired the better to serve the public convenience, and to avoid expense in construction; and because said Railroad Company deems them necessary and expedient.

Your petitioner therefore prays your Honorable Board to approve said variations, to wit, changes, as is by law provided.

Bangor & Aroostook Railroad Company,

By F. H. APPLETON, CLERK.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in one issue in the Aroostook Pioneer, a newspaper published at Houlton, in the county of Aroostook, and in the Star Herald, a newspaper published at Presque Isle, in the county of Aroostook, the publication in each paper to be at least four days before the third day of Sep-

tember, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at three o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

Office of Railroad Commissioners.

The foregoing application was presented to the Board on the twenty-first day of August last, and notice was thereupon ordered on same, as appears by the foregoing order.

On the day appointed for a hearing, the Board met at the time and place designated in said order, but, at the request of the petitioner corporation, the Board postponed the hearing till the first day of October, A. D. 1894, on which day the Board gave a hearing to all persons interested, who appeared and desired to be heard relative to the matters set forth in the application.

At said hearing, it appeared, from the plans and profiles of the proposed change of line of location, that, though the line of railroad between the points named will not be reduced in length, by such change of location, a material improvement will be made in respect to grades and curvatures.

We therefore approve the changes of location prayed for in said application, as shown on plans and profiles herewith signed and approved.

In witness whereof we have hereunto set our hands this second day of October, A. D. 1894.

D. N. MORTLAND,

BENJ. F. CHADBOURNE.

Railroad
Commissioners
of Maine.

SKOWHEGAN AND NORRIDGEWOCK RAILROAD COMPANY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, board of Railroad Commissioners, having made a careful inspection of the Skowhegan & Norridgewock Railway, a new road extending from the Maine Central Railroad in the village of Skowhegan to the village of Norridgewock, 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 thirteenth day of October, A. D. 1894.

D. N. MORTLAND,

BENJ. F. CHADBOURNE.

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the extension of the Norway Branch of the Grand Trunk Railway. Decision October 25, 1894.

To the Honorable Railroad Commissioners of the State of Maine:

The Grand Trunk Railway Company of Canada, a corporation organized under the laws of the Dominion of Canada, and by authority of law lessee of all the property, rights and franchises of the Norway Branch Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of locating, constructing and maintaining a branch railroad track from the westerly terminus of the most northerly sidetrack in its railway yard, in the town of Norway, County of Oxford, State of Maine, to the mill and manufacturing establishment of C. B. Cummings & Son, situated in the town of Norway, said branch railroad being connected with the main line of your petitioner, in said Norway, by means of the side-track, above mentioned; and your petitioner desires to locate said branch track under your directions as follows:

Beginning at a stake set in the ground, at the westerly terminus of the most northerly side track in the Grand Trunk Railway Company's yard, at Norway, and mid way between the rails of said side-track; thence northwesterly a distance of thirty feet to the southerly side of Cottage Street, so-called, in said Norway, thence northwesterly, by a reverse curve, across said Cottage Street, and into land owned by C. B. Cummings & Son; thence northwesterly, on a line running parallel with an extended line of the original side-track, to a stake set in the ground 180 feet from the point of beginning, and thirteen feet northeasterly from the extended line of the original side-track, above referred to. The course of the proposed railroad track being shown on the tracing attached hereto.

It is desired that, from the point where said branch railroad track leaves the land of your petitioner, the location may be two rods wide,—one rod on each side of the central line.

And your petitioner further represents that the location of said track, above described, will cross a highway in said town of Norway, known by the name of Cottage street, all of which is shown on the plan hereto attached;

Wherefore, your petitioner, the Grand Trunk Railway of Canada, hereby prays for your approval of said location, and that said branch railway track may be constructed and maintained under your direction as provided by section 18, chapter 51 of the Revised Statutes of the State of Maine, as amended by chapter 129 of the Public Laws of Maine, 1891; and your petitioner further prays that you will determine the manner and conditions of crossing the highway above mentioned.

The Grand Trunk Railway of Canada,

By W. W. Duffett, Local Treasurer.

Dated at Portland, Me., the seventeenth day of October, A. D. 1894.

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 three days before the twenty-sixth day of October, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at the depot of the Grand Trunk Rail-

way in Norway at four o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Paris, within and for the County of Oxford, on the second Tuesday of February, A. D. 1895.

The Grand Trunk Railway Company, a corporation by law established, having by authority of law a lease of all the property, rights and franchise of the Norway Branch Railroad Company, a corporation established under the laws of the State of Maine, presented to the Board the foregoing petition, on which notice and hearing was given as required by law.

At the hearing which was given at the time and place designated in the foregoing order, it appeared that the petitioner, as stated in the foregoing application, desired to extend a side-track from its present terminus, westerly, across Cottage Street, so called, in the village of Norway, to the manufacturing establishment of C. B. Cummings & Son, a distance of about five rods. The land over which the track or extension is located, outside of the street limits, is, as appears, wholly owned by the Norway Branch Railroad Company now under lease as above stated.

As trains of cars will be infrequently run over the proposed extension we think there can be no reasonable objection to permitting said track to be constructed so as to cross said street at grade therewith. We therefore hereby approve the location of said Branch track extension, as shown on plan herewith signed and approved, from the terminus of the side-track, as now constructed, to the manufacturing establishment aforesaid, and we further determine and order that said Branch track shall be constructed so as to cross said Cottage street at grade therewith, after the grade of said street at point of crossing, shall have been raised ten inches, and that the conditions of crossing shall be as follows:—The approaches on each side of the track, within the location of the railroad, shall be as wide as said street is now constructed and not steeper than one foot elevation to every twenty feet out from said railroad track.

Said crossing and approaches thereto shall be made and maintained by said railway company in such manner that the same shall be safe and convenient for travelers on said street with horses, teams and carriages. Suitable provision shall also be made for the passage of surface drainage.

In witness whereof we have hereunto set our hands this twenty-fifth day of October, A. D. 1894.

Petition, Order of Notice and Decision of the Board relating to the crossing of a certain way in the city of Deering, over the Maine Central and Portland and Rochester Ruilroads. Decision, November 12, 1894.

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

The inhabitants of the city of Deering, by and through its City Council, respectfully represents and makes known to your Honorable Board that a certain new street or highway to be known as Sawyer street was duly and legally laid out and accepted in said Deering on the 27th day of July, A. D. 1894, by said City Council of Deering, said street being fifty feet wide and lying wholly on the northerly side of a line running between Ocean Street and Forest Avenue; that is, beginning on said Ocean Street, and extending to said Forest Avenue, and entering said Forest Avenue on its easterly side at a point fourteen hundred and twenty-three and three-tenths feet southerly from a stone monument marking the easterly side line of Forest Avenue and known in the City Monument Book as Monument No. 66 and described in said record book on page 34; that before entering said Forest Avenue said Sawyer Street must cross the tracks of both the Maine Central Railroad and the Portland and Rochester Railroads, both of which said railroad tracks lie side by side and over which said Sawyer Street must pass in order to enter Forest Avenue, the main County public highway.

Your Honorable Board is therefore respectfully requested to view and examine said location of the said Sawyer Street, at the point where the said street is to pass over the said railroad tracks, and to give notice and to appoint a time and place for a hearing on the same and to determine whether or not the said street or way shall be permitted to cross said railroad tracks at grade or otherwise, and the manner and condition of crossing said tracks, and the manner and expense of building said way across said railroad tracks, and the apportionment of the expense of building said way across said tracks, together with such other matters and adjustments concerning the crossing of said way over said railroad tracks as may by your Honorable Board be deemed lawful, just and proper.

Dated at Deering, aforesaid, this tenth day of September, 1894.

The City of Deering by and through its Council,

JOHN E. SAWYER, Mayor.

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 Portland Daily Press, a newspaper published at Portland, in the County of Cumberland, the first publication in said paper to be at least four days before the twelfth day of November, A. D. 1894, on which day the Board of Railroad Commissioners will view the location of said way and be in session at the Aldermen's Room in the city of Deering 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 fifth day of November, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

Hearing, November 12, 1894. Isaac C. Elder for petitioners; J. H. Drummond for Maine Central Railroad Company, and F. M. Ray for the Portland & Rochester Railroad Company appeared as counsel.

To the Supreme Judicial Court next to be held at Portland within and for the County of Cumberland, on the Second Tuesday of January, A. D. 1895.

As appears by the foregoing application, the city of Deering, by its municipal officers, represents that it has located and legally laid out a street, known as Sawyer Street, in said city of Deering, across the tracks of both the Maine Central & the Portland and Rochester Railroads in said city, and prays the Board to determine the manner and conditions in which said way may cross the railroads aforesaid.

On the reception of said petition, the Board appointed a time and place for a hearing thereon and ordered the petitioners to give notice thereof as required by law.

At the time and place appointed, the Board met, and it then and there appearing that notice of said hearing had been given as ordered, gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative thereto.

At said hearing, the counsel for the railroad corporations, above mentioned. moved that the petition be dismissed, for the reason that the way or street described in the application, is located across lands or rights of way, of the corporations named, used for station purposes, and that, if so, under the provisions of statute, before said laying out. the fact whether or not public convenience and necessity required the laying out of such way through the lands or rights of way aforesaid, should first have been determined by the Board of Railroad Commissioners.

Upon that issue, the Board finds the facts to be substantially as follows:—The street or way, as loca'ed, crosses the tracks of the Maine Central and the Portland and Rochester Railroads about four hundred feet northerly of the platform of the passenger depot of said railroads in said city of Deering; that it also crosses a side track, used by both railroad corporations, which extends from near the said platform, northerly, to certain coal sheds, used by private individuals, a distance of about nine hundred feet. This side track is also used for shifting and storing cars for the purpose of delivering and receiving freight, and for making up trains at that point

Section 29 of chapter 18, Revised Statutes, is as follows: "No way shall be laid out through or across any land or right of way of any railroad used for station purposes unless, after notice and hearing, the Railroad Commissioners adjudge that public convenience require it."

In view of these provisions of law and the facts above stated, we cannot doubt that the way described is located across "Land or

right of way" of the Maine Central and the Portland and Rochester Railroad Companies, used for station purposes, and whereas said railroad was laid out before the adjudication provided for in the above quoted statute, we determine that the Board has now no jurisdiction of the subject matter presented in the foregoing petition.

In witness whereof we have hereunto set our hands this twelfth day of November, A. D. 1894.

D. N. MORTLAND,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the crossing of certain highways over the Maine Central Railroad in the city of Westbrook. Decision, November 12, 1894.

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

The undersigned, Mayor and Aldermen of the city of Westbrook, being the municipal officers of said city, would most respectfully represent and give your honors to be informed that said city of Westbrook, after due notice and full hearing as the law in said cases requires, have made locations of certain ways or streets in said city across the track of the Maine Central Railroad Company, on that part of said railroad known as the Mountain Division of said Maine Central Railroad, said ways or streets being the continuation of the following named streets, to wit: The continuation of Lamb Street as follows:

Beginning at the intersection of the center line of Lamb Street with the northeasterly side line of the Maine Central Railroad location, thence southwesterly on the continuation of said center line of Lamb Street seventy-one and eighty three one-hundredths feet (71.83) across said Maine Central Railroad location to the southwest side line of said location. Said street is to be fifty (50) feet wide, twenty-five (25) feet on each side of said described line.

Then the continuation of Seavey Street as follows:

Beginning at the intersection of the center line of Seavey Street with the northeasterly side line of the Maine Central Railroad location, thence southwesterly on the continuation of said center line of said Seavey Street seventy-one and forty-eight one-hundredths (71.48) feet across said Maine Central Railroad location to the southwesterly side line of said location. Said street is to be fifty (50) feet wide, twenty-five (25) feet on each side of the above described line.

The report of said location having been filed with the clerk of said city and all other acts as by law required with the location of ways in said city having been done, and said way having been legally accepted and established, the municipal officers of said city of Westbrook would most respectfully petition and apply to your Honorable Board, that after due notice having been given as provided by law in said case, you proceed to hear the parties and determine the manner and conditions in which said location shall cross said Maine Central Railroad track, as in duty bound would ever pray.

Given under our hands in our official capacity as municipal officers of the city of Westbrook, this third day of September in the year of our Lord one thousand eight hundred and ninety-four.

Albert A. Cordwell, Mayor;
Frank Haskell,
W. K. Dana,
Francis A. Cloudman,
Marshall L. Babb,
Thos. J. Foster,
Geo B. Gray,
S. H. Hopkinson,
D. M. Woodbury,
John E. Warren,
Fred A. Verrill,

Aldermen of Westbrook.

On the foregoing Petition,

Ordered, That the petitioner caused to be published a true copy of said petition, and this order of notice thereon, three days successively in the Portland Daily Press, a newspaper published at Portland, in the County of Cumberland, the first publication in said paper to be at least four days before the twelfth day of November, A. D. 1894, on which day the Board of Railroad Commissioners will view the location of said ways and be in session at the Station of the Maine Central Railroad at Cumberland Mills in the city of

Westbrook at twelve o'clock and forty-five minutes in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman.

For the Board of Railroad Commissioners of Maine. Dated this fifth day of November, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Portland, in and for the County of Cumberland, on the second Tuesday of January, A. D. 1894.

The city of Westbrook by its Municipal officers, presented to the Board the foregoing application, upon which notice was ordered and a hearing given as required by law. From a view of the location of the above described ways, and from facts introduced in evidence at the hearing, it appeared that although the streets named in the application on each side of the railroad had been laid out, built and used for many years up to, though not laid out across the railroad location, a crossing at grade had, in fact, been constructed, and used by the public as thoroughfares for a period of twelve or fifteen years.

Section 27 of chapter 18 of the Revised Statutes as amended by chapter 282, Public Laws of 1889, provides as follows:—"That ways and highways may be laid out across, over, or under any railroad track, in the same manner as other town ways and highways, except that before such way shall be constructed, the Railroad Commissioners, on application of the municipal officers of the city or town wherein such way is located, or of the parties owning or operating the railroad, shall upon notice and hearing determine whether the way shall be permitted to cross such track at grade therewith or not," etc.

As before stated these ways have been constructed and used as public thoroughfares for many years, though, as appears, they were never laid out or accepted by the city or town, across the railroad, until sometime during the past year. As the statute above quoted provides that the manner and conditions of crossing shall be determined by the Railroad Commissioners, "before such way shall be constructed," we are in doubt as to whether or not we have juris-

diction as to the determination of the manner and conditions at this time. However, as the ways above mentioned, across the railroad location, were not legally laid out or accepted, till during the present year, and as these ways across the railroad location, have not been constructed by the city since the laying out aforesaid, and as whatever was done by way of construction, across the railroad, was prior to the laying out, we believe we may now legally determine the manner and conditions such ways may cross the railroad location as prayed for.

As these ways are substantially on a level with the railroad, and as the public, and private individuals who have erected houses on these streets would be subjected to much inconvenience and injury by the erection of overhead bridges at the points named, we determine that the ways mentioned in the application may cross said railroad tracks at grade, therewith, and that the conditions shall be as follows: Said ways, within the location of the railroad location, shall be constructed and maintained by said railroad company. The approaches on each side of the railroad track shall be constructed as wide as the traveled portion of said streets are now constructed, and in such manner that the same shall be safe and convenient for travelers on said streets with horses, teams and carriages. Suitable provision shall also be made for surface drainage.

In witness whereof we have hereunto set our hands this twelfth day of November, A. D. 1894.

D. N. MORTLAND,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH.

Railroad
Commissioners
of Maine.

Petition, Order of Notice, Articles of Association, and approval of the Board, of the Norway and Paris Railroad Company. Approval November 14, 1894.

To the Honorable Railroad Commissioners of the State of Maine.

We the undersigned, citizens of Maine, being desirous of forming a company under Chapter 268 of the Public Laws of 1893, for the purpose of constructing, maintaining and operating by electricity a Street Railroad for public use, for street traffic, for the conveyance of persons and property, do hereby agree to form ourselves into an association for that purpose, to be called the Norway and Paris Street Railway, to construct, maintain and operate by electricity a Street Railroad for public use, for street traffic for the conveyance of persons and property, to run from Norway Village through the towns of Norway and Paris to the village of South Paris, in Oxford County, Maine. The gauge of said railroad shall be four feet eight and one-half inches; the length of said road is not to exceed two and one half miles; the capital stock shall be ten thousand dollars, divided into one hundred shares of one hundred dollars each. The following named subscribers have been chosen Directors of the proposed company, all of whom are citizens of this State: George L. Beal, Norway; Freeland Howe, Norway; John F. Hill, Augusta; H. L. Shepherd, Rockport; George E. Macomber, Augusta.

In witness whereof we have hereunto set our hands at Norway, Maine, this twenty-fifth day of April, 1893.

George L. Beal, Norway.
Freeland Howe, by G. L. B., Norway.
George E. Macomber, Augusta.
J. Manchester Haynes, Augusta.
Herbert L. Shepherd, Rockport.
John F. Hill, Augusta.
Orville Baker, Augusta.

Subscription to Stock in the Norway and Paris Street Railway.

We, the undersigned, citizens of Maine, in consideration of the mutual promise herein contained, hereby agree to take and pay for at the par value of \$100 per share, the number of shares set against

our respective names, in capital stock of the Norway and Paris Street Railway.

Names.	No. of Shares.	Value.
George L. Beal,	14 shares,	\$1,400 00
Freeland Howe, by G. L. B.,	14 shares,	1,400 00
George E. Macomber,	14 shares,	1,400 00
J. Manchester Haynes,	14 shares,	1,400 00
Herbert L Shepherd,	15 shares,	1,500 00
John F. Hill,	15 shares,	1,500 00
Orville D. Baker,	14 shares,	1,400 00
	-	
	100	\$10,000 00

We, George L. Beal, George E. Macomber, John F. Hill, H. L. Shepherd, constituting a majority of the Directors of the Norway and Paris Street Railway, being duly sworn, depose and say, that the full amount of ten thousand dollars has been subscribed to the capital stock of said Railway and that five per cent thereon has been paid in cash to the Directors named in the articles of association and that it is intended in good faith to construct, maintain and operate said Railway.

George L. Beal, George E. Macomber, John F. Hill, Herbert L. Shepherd.

STATE OF MAINE.

KENNEBEC SS.

November 5, 1894.

Subscribed and sworn to before me this fifth day of November, 1894.

ORVILLE D. BAKER, Justice of the Peace.

On the foregoing Petition,

Ordered, That the petitioner caused to be published a true copy of said petition, and this order of notice thereon, two days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least two days before Wednesday, the fourteenth day of November, A. D. 1894, on which day the Board of Railroad Commissioners will be in session at their office in Augusta 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 tenth day of November, A. D. 1894.

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 one and two of Chapter two hundred and sixty-eight of Public Laws of 1893 have been complied with, hereby approve and endorse the same.

D. N. MORTLAND,
BENJ F. CHADBOURNE.
FREDERIC DANFORTH.

Railroad
Commissioners
of Maine.

Augusta, November 14, 1894.

Petition, Order of Notice and Decision of the Board relating to the crossing of a highway over the Grand Trunk Railway in the town of Woodstock. Decision, November 27, 1894.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned municipal officers of the town of Woodstock, in the County of Oxford, respectfully represent that a highway has been duly located, by the County Commissioners of said County across the Grand Trunk Railroad at grade, a certificate of said location is hereto attached, near Bryant's Pond village in said town of Woodstock, and south of the spool mill in said town, and that it is necessary that a crossing be established across said railroad track at the above described place.

Wherefore your petitioners respectfully make application to your Honorable Board after due proceedings had to locate and establish a crossing at the above described locality, as provided by law, and as in duty bound will ever pray.

S. L. Russ,O. S. Dudley,W. S. Davis.

Municipal officers of the town of Woodstock.

Dated at Woodstock the eleventh day of September, A.D. 1894. 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 suc-

cessively in the Lewiston Evening Journal, a newspaper published at Lewiston in the county of Androscoggin, the first publication in said paper to be at least four days before the eighth day of November, A. D. 1894, on which day the Board of Railroad Commissioners will view the location of way mentioned and be in session at the depot of the Grand Trunk Railway at Bryant's Pond in Woodstock, 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 31st day of October, A. D. 1894.

STATE OF MAINE.

Office of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Paris. in and for the County of Oxford, on the second Tuesday of February, A. D 1895.

Pursuant to the foregoing application and order of notice the Board of Railroad Commissioners met at the time and place designated in said order, and it then and there appearing that notice of said hearing had been published as ordered, gave a hearing to all who appeared and desired to be heard relative to the subject matter set forth in said application.

From an inspection of the location of said way, and from facts elicited at the hearing, it appeared that the highway mentioned extended from the village, known as Bryant's Pond, in said Woodstock, southerly, to a point near the spool mill, so called, in said town; thence across the location and track of the railroad above mentioned, nearly at right angles, to intersect with a highway leading from said village southerly to West Paris; that the crossing, as located, is at a point where a view of the railroad may be obtained from either direction; that it is not probable that there will be much travel on the way aforesaid, as there is a more direct route of travel from said village southerly, to the point above named. For these reasons we do not think a crossing of the railroad, at grade, can be deemed objectionable. We therefore determine that said way may be so constructed and that the manner and conditions shall be as follows:

Said way shall, within the location of the Grand Trunk Railway, be constructed and maintained by said railway company and shall be exactly at grade with the track of said railway. The approaches on either side of the track, within the railway location, shall be as wide as said way is now constructed outside of same, and shall be constructed and maintained in such manner that the crossing shall be safe and convenient for travelers on said way with horses, teams and carriages. Suitable provision shall also be made for the passage of surface water.

In witness whereof we have hereunto set our hands this twenty-seventh day of November, A. D. 1894.

D. N. MORTLAND,
BENJ. F. CHADBOURNE.
FREDERIC DANFORTH.

Railroad
Commissioners
of Maine.

Petition, Order of Notice and Decision of the Board relating to the crossing of a certain highway in the town of Orrington over the Maine Central Rairoad. Decision March 30, 1894.

To the Honorable Railroad Commissioners of the State of Maine:

The Selectmen of the town of Orrington respectfully represent, that on petition of the Union Ice Company and others, a town way has been laid out from the county road leading from Bangor to Bucksport, westerly across the Bucksport Branch of the Maine Central Railroad, at the North Orrington railroad station, to land of said ice company. The town at a legal meeting voted to accept the laying out and raised the money to pay damage and build the road. The town has built the road to the line of said railroad, as it could be done before the frost prevented it, and the ice company are building from the railroad to their plant.

We therefore petition for your approval of said town way across said railroad, and pray that you determine the manner and conditions such crossing shall be made.

J. D. BAKER, Chairman,

For the Board of Selectmen of the town of Orrington. Dated November 16, 1894.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, two days successively in the Daily Whig and Courier, a newspaper published at Bangor, County of Penobscot, the first publication in said paper to be at least three days before the twenty-seventy day of November, A. D. 1894, 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 twenty-second day of November, A. D. 1894.

STATE OF MAINE.

Railroad Commissioners' Office.

To the Supreme Judicial Court next to be held at Bangor in and for the County of Penobscot, on the first Tuesday of January, A. D. 1895.

After notice and hearing on the foregoing application, as required by law, the Board finds the facts to be substantially as set forth in said application. The crossing of the railroad at the point named, by the way aforesaid, will not, we believe, be deemed dangerous as a good view can be obtained of approaching trains on the railroad track from said way. We therefore determine that said way may be constructed so as to cross said railroad track, at grade therewith, and that the manner and conditions of crossing shall be as follows: Said way, within the location of the railroad, shall be constructed and maintained by the Maine Central Railroad Company, and shall be built so as to be exactly at grade with the railroad track. way within the location of the railroad shall be constructed and maintained as wide as said way is now constructed outside thereof, and in such manner that said crossing shall be safe and convenient for travelers on said way with horses, teams and carriages.

Suitable provision shall also be made for the passage of surface water.

In witness whereof we have hereunto set our hands this thirtieth day of November, A. D. 1894.

D. N. MORTLAND,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH.

Railroad
Commissioners
of Maine.



Rules of the Board of Commissioners.

- 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 guage 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,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH.

Railroad
Commissioners
of Maine.

APPENDIX

ABSTRACT

OF THE

Returns of Railroad Companies

AND

STATISTICAL TABLES

FOR THE

Year Ending June 30, 1894.



Report of the Augusta, Hallowell and Gardiner Railroad Company for the Year Ending June 30, 1894.

[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. Maine.

ORGANIZATION.

1 050 0111	ce Address.	Date of Expiration of Term.
Augusta, I	Maine.	
"	**	
"	"	
"	"	
"	"	
"	"	
"	66	
	"	

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

Date of last meeting of stockholders for election of directors, July 17, 1893. Adjourned to August 21, 1893.

Post office address of general office, Augusta, Maine.

Post office address of operating office, Hallowell, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, George E. Macomber, Treasurer, Augusta, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
Chairman of the Board	J. Manchester Haynes	Augusta,	Maine.	
President	J. MANCHESTER HAYNES	44	44	
Secretary	HENRY G. STAPLES	"	"	
Treasurer	GEO. E. MACOMBER	"	"	
General Manager	GEO. E. MACOMBER	**	**	
General Superintendent	W. G. MELOON	Hallowel	l, Maine.	

PROPERTY OPERATED.

Name.	TERMINALS.			f line h class s named.
Name.	From—	то—	Miles of for each	Milles o for eacl of road
Augusta, Hallowell and Gardiner Railroad	Augusta	Gardiner	7	

CAPITAL STOCK.

Description.	uber of res norized.	value nares.	ıl par ie iorized.	d amount ed and tanding.	DIVIDENDS DECLARED DUR- ING YEAR.	
	Num shar auth	Par of sl	Tots valu autl	Tota issu outs	Rate. Amount.	
Capital stock: common	1,500	\$100	\$150,000	\$120,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

	TI	ME.			ding.			I	NTEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort Consolidated	1890,	1910	\$150,000	\$100,000	\$100,000	\$93,500	6	Jan. & July,	\$6 , 000	
gage, 5-20s Total	July, 1891,		\$150,000	\$150,000	50,000 \$150,000	48,050 \$141,550		Jan. & July,	3,000 \$9,000	\$8,985

RECAPITULATION OF FUNDED DEBT.

		å	Inte	REST.
Class of Debt.	Amount issued.	Amount outstandin	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$150,000	\$150,000	\$9,000	\$8,985

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LIA		CURRENT LIABILITIES ACCRUED TO AN INCLUDING JUNE 30, 1894.				
Cash	\$4,264 97 132 22 913 18	Audited vouchers and accounts	\$2,120 96 11 85 105 00 50 00			
		Total—current liabilities, Balance—cash assets	\$2,287 81 3,022 56			
Total	\$5,310 37	Total	\$5,310 37			

Materials and supplies on hand, \$4,983.17.

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

,		Apporti	ONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	A mount.	
Capital stock Bonds	\$120,000 00 150,000 00 \$270,000 00			7	\$38,571 43	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR.	DURING	_		
	uting		uded in ting ex-	30, 1	e 30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June 30,	Cost per mile.
Construction and equipment			\$2,120 55	\$171,740 03	\$173,860 58	
Discount on securities sold for construction					8,450 00	
Total construction and equipment			\$2,120 55	\$171,740 03	\$182,310 58	\$26,044 37

INCOME ACCOUNT.					
Gross earnings from operation					
Income from operation	\$12,665 39				
Total income		\$12,665 39			
Deductions from income: Interest on funded debt accrued Taxes	\$9,000 00 894 13				
Total deductions from income		9,894 13			
Net income		\$2,771 26			
Surplus from operations of year ending June 30, 1894 Surplus on June 30, 1893		\$2,771 26 9,504 47			
Surplus on June 30, 1894		\$12,275 73			

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue	\$37,931 50 375 00		
Total earnings	\$38,306 50		

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures: Repairs of roadway	\$1,959 07
-	\$1,959 07
Total	\$1,959 07
Maintenance of equipment: Repairs and renewals of passenger cars	\$3,389 6 3
Total	\$3,389 63
Conducting transportation: Power Wages and salaries Repairs of line	\$5,820 00 9,569 25 397 45
Total	\$15,786 70
General expenses: Insurance Stationery and printing, car cleaning Other general expenses Snow account	\$517 37 570 76 1,896 63 1,520 95
Total	\$4,505 71
Recapitulation of expenses: Maintenance of way and structures. Maintenance of equipment. Conducting transportation. General expenses	4,505 71
Grand total	\$25,641 11

EMPLOYEES AND SALARIES.

Superintendent	<u> </u>	ਜੁੱਤ 365	\$1,200 00	\$3 29
Class.	Number.	Total number of days worked.	otal yearly ompensation.	verage daily mpensation.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

,	or number rs, rains, number	COLUM FOR REVI AND RA	ent	
Item.	Column f tonnage, passenge number t mileage, cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Average amount received for each passenger Total passenger earnings. Passenger earnings per mile of road Gross carnings from operation Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses Operating expenses per mile of road Operating expenses per train mile. Income from operation. Income from operation per mile of road. Train mileage: Miles run by passenger trains.		25,641 3,663 12,665	78 78 19 11 01 13 39	

DESCRIPTION OF EQUIPMENT.

	pə	er ar.	EQU	IPMENT FITTED WITH TRAIN BRAKE.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
Item.	ber add	l numb d of ye	Number.	Name.	Number.	Name.	
In passenger service: First-class cars		14 1 1 15					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	4 Aggregate I length.	tt. Minimum length.	t. Maximum In length.	Item.	Number.	Height of Towest above Surface of Fail.
Bridges: Wooden,	3				Overhead Highway Crossings:		
Trestles	2						

Gauge of track, 4 feet, $8\frac{1}{2}$ inches—7 miles.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1894.

HISTORY.

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

Date of organization. February 13, 1861.

Under laws of what government, state or territory organized. Under the laws of the State of Maine; articles of association dated February 6, 1891, and special act of the Legislature, approved March 5, 1891.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration o		
J. F. HACKER	Bangor, Maine	Until others are chosen and qualified in their stead. *Last Tuesday of August, 1894.		

^{*}Three directors are chosen annually on the last Tuesday of August by the Senators and Representatives to the Legislature from the county of Aroostook.

Date of last meeting of stockholders for election of directors, October 17, 1893.

Post office address of general office, Bangor, Maine.

Post office address of operating office, Bangor, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, Edward Stetson, Treasurer, Bangor, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board President Vice President Secretary Treasurer Attorney or General Counsel General Manager Chief Engineer Assistant Superintendent Superintendent of Telegraph Traffic Manager General Freight Agent General Passenger Agent	ALBERT A. BURLEIGH. C. F. BRAGG F. H. APPLETON EDWARD STETSON APPLETON & CHAPLIN F. W. CRAM MOSES BURPEE F. E. ROGERS C. H. SAWYER F. W. CRAM F. W. CRAM F. W. CRAM	Houlton, Maine. """ """ Houlton, Maine. Brownville, Maine. Brownville, Maine. """ """ """ """ """

Total number of stockholders at date of last election, 22.

PROPERTY OPERATED.

Name.	TERM	f line 1 road	f line h class s named.	
	From—	то—	Miles o for each named.	Miles o for eacl of road
Bangor and Aroostook Railroad.	Brownville	Houlton		93.90
Bangor and Piscataquis Railroad	Old Town	Greenville		76.50
Bangor and Katahdin Iron Works Railway	Milo Junction	Katahdin Iron Works		18.90
Total				189 30

CAPITAL STOCK.

Description.	Number of shares authorized.	authorized. Par value of shares. Total par		Total amount issued and outstanding.			LARED YEA	IVIDENDS ARED DURING YEAR. Amount.	
Capital stock: common Preferred Total	10,500 11,000 21,500	\$100 100	\$1,050,000	\$1,050	0,000 1,200				
Manner of Paymen	amount issued during year.	Total number shares issued and outstanding.	Total cash realized.						
Issued for cash: commo	on						5,842	\$ *800,625 0 *552,001 5 1,352,626 5	

^{*} Not fully paid up.

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

	TI	ME.			ding.		Interest.		
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	A mount outstanding	Cash realized on amount issued.	Rate-%. When payable.	Amount accrued during year.	A mount paid during year.
1st mort., 5% gold,	Jan. 1 18#3,	Jan. 1 1943,	*\$16,000	\$ 1,588,000	\$ 1,588,000	\$ 1,588,000	Jan. & July.	\$39,700	Not due at date of Re- port.

^{*} Usual progress, per mile.

RECAPITULATION OF FUNDED DEBT.

		.gu	Interest.			
Class of Debt.	Amount issued.	Amount	Amount accrued during year.	Amount paid during year.		
Mortgage bonds	\$1,588,000	\$1,558,000	\$39,700	Not due.		

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRUITING JUNE 30, 18	
Cash	11,207 83 44,808 24 797 59 11,107 64		\$43,529 88 90,650 71 492 22 39,700 00
Total—cash & current assets. Balance—current liabilities	\$76,549 05 97,823 76		
Total	\$174,372 81	Total—current liabilities,	\$174,372 81

Materials and supplies on hand, \$7,838.59.

RECAPITULATION FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		Apporti	ONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$1,352,626 53	\$1,352,626 53		93.90	\$14,404 96	
Bonds	1,588,000 00	1,588,000 00		93.90	16,911 60	
Total	\$2,940,626 53	\$2,940,626 53			\$31,316 57	

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

			ities.		AMOUNT PER MILE OF LINE.		
Name of road.	Capital stock.	Funded debt.	Current liabilities	Total.	Miles.	Amount.	
Bangor and Piscataquis RailroadBangor and Katahdin Iron Works Railway.*	\$356,900	\$1,225,000		\$1,581,900	76.50	\$20,678 42	

^{*} Liabilities not known.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

		ING Y	ncluded in rating ex-	893.	30, 1894.	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June	Cost per mile.
Tolal cost construction, equipment, etc			••••		\$2,997,465 65	\$31,921 89

INCOME ACCOUNT.

Gross earnings from operationLess operating expenses		
Income from operation		\$58,289 96
Miscellaneous income—less expenses		9 88
Total income		\$58,299 84
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Rents paid for lease of road Taxes		
Total deductions from income		105,656 57
Deficit		\$47,356 73
Deficit from operations of year ending June 30, 1894 Surplus on June 30, 1893		\$47,356 73 14,210 68
Deficit on June 30, 1894		\$33,146 05
	1	

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue			\$89,423 05 8,522 78 2,686 31 470 24
Total passenger earnings			\$101,102 38
Total freight revenue			144,465 98
Total passenger and freight earnings			\$245,568 36
Rents not otherwise provided for			334 17
Total gross earnings from operation			\$245,902 53

MISCELLANEOUS INCOME.

Gross income. Less expenses. Net income.	Suspense			\$9 88
	Item.	Gross income.	Less expenses.	Net miscellaneous income.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	(T
Repairs of roadway	\$37,891 5
Renewals of rails	25,634 9
Renewals of ties	3,367 1
Repairs of bridges and culverts Repairs of fences, road-crossings, signs and cattle guards Repairs of buildings.	8,544 0 834 7
Repairs of buildings	2,782 9
Repairs of docks and wharves.	2,102 0
Repairs of docks and wharves. Other expenses	361 3
Total	\$79,418 9
Maintenance of equipment:	
Repairs and renewals of locomotives	\$2,221 5
Repairs and renewals of passenger cars. Repairs and renewals of freight cars.	5,693 4 7,875 1
Shop machinery, tools, etc	257 4
Shop machinery, tools, etc	175 9
Total	\$16,223 5
Conducting transportation:	
Wages of enginemen, firemen and roundhousemen	\$15 ,863 9
Fuel for locomotives	$\begin{array}{c} 26,452 & 5 \\ 1,592 & 2 \end{array}$
Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen.	24 7
Wages of other trainmen.	14,118 0
All other train supplies	477 9
Wages of switchmen, flagmen and watchmen	225 2
Expense of telegraph, including train dispatchers and operators	231 (
Wages of station agents, clerks and laborers	13,413 1
Station supplies Car muleage—balance Loss and damage	$\begin{array}{r} 538 \ 5 \\ 2,178 \ 4 \end{array}$
Loss and damage	422 7
Other expenses	3,781 1
Total	\$79,320 0
General expenses: Salaries of officers	
Salaries of clerks	\$6,200 G
General office expenses and supplies	610 6
Agencies, including salaries and rent	10 2
Insurance	1,451 6
Legal expenses	69 8
Stationery and printingOther general expenses	459 7 220 8
Total	\$12,649 \$
Recapitulation of expenses:	
Maintenance of way and structures	\$79,418 9
Maintenance or equipment	16,223
Conducting transportation	79,320 (
-	12,649 9
Grand total	\$187,612 5

Percentage of expenses to earnings, .76.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Bangor and Piscataquis Railroad Bangor and Katahdin Iron Works Railway Total rents	\$15,000 6,000 \$21,000		\$38,850 4,100 \$42,950	\$53,850 10,100 \$63,950

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE	30, 1894.		YEAR ENDING JUNE 30, 1894.		
	Item.	Total.	Increase.	Decrease		
Cost of road	\$76,549 05	\$2,997,465 6 76,549 0				
Materials and supplies Profit and loss	7,838 59 33,146 05	7,838 5 38,146 0				
Grand total		\$3,114,999 3	4			
LIABILITIES. Capital stock Funded debt Current liabilities		\$1,352,626 5 1,588,000 0 174,372 8	0			
Grand total		\$3,114,999 3	4			

IMPORTANT CHANGES DURING THE YEAR.

During the year this company has built a line of road from Brownville to Houlton, a distance of 93.90 miles, and began to operate it January 1, 1894.

No record is made here of any new stocks or bonds issued during the year as on June 30, 1893, this company owned no road and no report was made except of its leased lines, and the financial report made here, for the first time, includes all from the first organization of the company to the date of report, a period of something over three years.

EMPLOYEES AND SALARIES.

ber of ed.	e daily sation.
Number. Total number days worked. Total yearly compensation	Average daily compensation
General officers 5 1,560 \$6,300 00 Other officers 1 312 900 00 General office clerks 6 1,872 3,396 00 Other employees: 6 1,872 3,396 00	\$4 04 2 88 1 81
Station agents 30 9,360 12,732 00 Other stationmen 8 2,496 2,762 40 Enginemen 16 4,992 13,478 40 Firemen 16 4,992 8,236 80	1 36 1 11 2 70 1 65
Conductors 12 3,744 9,360 06 Other trainmen 24 7,488 11,980 80 Machinists 6 1,872 4,356 00 Carpenters 16 4,992 10,433 00	2 50 1 60 2 33 2 10
Section foremen 35 10.920 16.380 00 Other trackmen 105 32,760 40.950 00 Switchmen, flagmen and watchmen 18 5,616 7,020 00 Telegraph operators and dispatchers* 1 312 600 00	1 50 1 25 1 25 1 92
Total (including "general officers") 299 93,288 \$148,905 40	\$30 00
Less "general officers" 5 1,560 6,300 00	4 04
Total (excluding "general officers") 294 91,728 \$142,605 40	\$25 96
Distribution of above (estimated): 12 3,744 \$10,596 00 General administration 12 3,744 \$10,596 00 Maintenance of way and structures 146 45,396 61,032 25 Maintenance of equipment 16 5,148 11,106 75 Conducting transportation 125 39,000 66,170 40	\$8 73 3 85 3 33 14 09
Total (including "general officers")	\$30 00
Less "general officers"	4 04
Total (excluding "general officers") 294 91,728 \$142,605 40	\$25 96

^{*} Agents are operators.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	umber ', umber umber	COLUMNS REVENUE RATES	A	
, Item.	Column for tonnage, number passengers, number number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile Number of passengers carried one mile per mile of road. Average distance carried. Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile. Total passenger earnings. Passenger earnings per mile of road. Passenger earnings per train mile.		89,423 101,102 760	81 02 38	8 9
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile	5,567,490 38,706 43.51	1 144,465 1,061	28 02 98	59 04
Passenger and freight: Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings. Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses. Operating expenses per mile of road. Operating expenses per mile. Income from operation. Income from operation.		233,899 1,733 245,568 1,822 245,902 1,727 187,612 1,317 58,299	95 36 05 53 45 97 57 74 84	97 2
Train mileage: Miles run by passenger trains	141,568 111,241 252,809			
Miles run by switching trains Miles run by construction and other trains Grand total train mileage	29,134 79,326 361,269	·		

DESCRIPTION OF EQUIPMENT.

		at	EQUIPMENT FITTED WITH TRAIN BRAKE.			EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
Item.	Number added during year.	Total number send of year.	Number.	Name.	Number.	Name.		
Locomotives — owned and leased: Passenger — Freight — Switching — Owned Less locomotives in service — Less locomotives leased — Total locomotives owned — First-class cars — Second-class cars — Second-class cars — Combination cars — Baggage, express and postal cars — Total — In freight service — Box cars — Flat cars — Stock cars — Total — In company's service — Caboose cars — Total cars in service — Total cars in service — Total cars owned — Total	9 1022 1500 262 6	166 8 8 100 11 3 3 5 212 10 1 377 6 6	8	Empire Vacuum Westinghouse Air. Westinghouse Air. Empire Vacuum. Empire Vacuum. Westinghouse Air. Empire Vacuum.	260	Gould Auto- matic. Gould Auto- matic.		

MILEAGE OF ROAD OPERATED.

Line in Use.		RESENTED AL STOCK.	operated r lease.	illeage sd.	d dur-	RAILS.		
	Main line.	Branches and spurs.	e e	Total n	New lin structe ing yea	Iron.	Steel.	
Miles of single track	93.90	3.64	95.40	192.94	93.90	20.00	172.94	
Miles of yard track and sidings	6.44		7.51	13.95		10.95	3.00	
Total mileage operated (all tracks)	100.34	3.64	102.91	206.89	93.90	30.95	175.94	

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.				
Kind.	Tons. Weight ner vand-lbs.		Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.		
Steel	608	70	\$29 00	Cedar	9,763	.23		
	520	56	27 00	Juniper	341	.20		
m. 4 - 1 - 4 2	1.10			Hemlock	5,955	.18		
Total steel	1,125			Norway pine	680	.20		
•				Total	16,739			

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.		COAL- Tons.		Wood- Cords.			nds mile.	
		Bituminous.	Hard.	Soft.	Total fuel consumed tons.	Miles run.	Average pounds consumed per m	
Passenger		1,329	1,828		2,548	141,568	35.99	
Freight		1,046	1,489		2,038	111,241	36.64	
Switching		273	377		524	29,134	35.97	
Construction		745	997		1,410	79,326	35.55	
Total		3,393	4,691		6,520	361,269		
Average cost at distributing point		\$3.11	\$3.39					

ACCIDENTS TO PERSONS.

One person who was on the train as a passenger November 5, 1893, was found at a wood shed near Alton station; supposed to have got off while taking on wood and attempted to get on while the train was moving. He was intoxicated. Coroner's jury exonerated the company from all blame.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	t. Aggregate u length.	t. Minimum In lengtn.	t. Maximum In length.	Item.	Number.	Height of plants lowest above Is surface of usual.
Bridges:					Overhead Highway Crossings:		
Iron	41	2,963.4	11	360	Bridges	2	18
Wooden	32	2,507	8	399	Overhead Railway Crossings:		
Total	73	5,470.4					
Trestles	16	3,237.8	13	750			

Gauge of track, 4 feet, 8½ inches—96 70 miles.

Report of the Bangor Street Railway Company for the Year Ending June 30, 1894.

[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. Amended by special act, Legislature of 1891.

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

Public Works Company own and operate property formerly owned by the Bangor Street Railroad, 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 Legislature of 1881.

ORGANIZATION.

Names of Directors.	Post 0	ffice A	ddress.	Date of	Expiration Term.	on of
FREDERICK M LAUGHTON	Bangor,	Main	e	Until	another	is
JAS. H. CUTLER	" "			1 -14		
C. F. WOODARD	"	14		Until	another ed.	is

Total number of stockholders at date of last election, 35.

Date of last meeting of stockholders for election of directors, January 13, 1894.

Post office address of general office, Bangor, Maine. Post office address of operating office, Bangor, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, F. M. LAUGHTON, President, Bangor, Maine.

OFFICERS.

Title.	Name.	Location of Office.			
President	FREDERICK M. LAUGHTON	Bangor, Maine.			
Secretary	JOHN R. MASON	. "	"		
Treasurer	Jas. H. Cutler	"	**		
General Manager	JAS. H. CUTLER	"	**		

PROPERTY OPERATED.

Name.	TERM	line road	line class named.	
Name.	From—	То—	Miles of for each named.	Miles of l for each of roads
Bangor Street Railway	Bangor	Brewer	8.25	

CAPITAL STOCK.

Description.	umber of nares uthorized.	r value shares.	Total par value authorized.	al amount ed and standing.	DECLA	IDENDS RED DUR- YEAR,
	Num share auth	Par of sl	Total value autho	Total a issued s	Rate.	Amount.
Capital stock: common	9,000	\$100	\$900,000	\$646,450		
Preferred	1,000	100	100,000	86,050		
Total	10,000	\$200	\$1,000,000	\$732,500		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	Ti	ME.	ň		ding.	_		Iz	TEREST.	
	Class of bond obligation. Date of issue. When due.		Amount of authorized issue.	Amount issued.	A mount outstan	A mount outstanding. Cash realized on amount issued.		When payable.	Amount accrued during year.	Amount paid during year.
1st mort .	Aug., 1889,	Aug., 1901,	\$200,000	\$200,000	\$200,000	\$190,000		Aug. & Feb Jan. & July.	\$9, 4 80	
Total			\$200,000	\$200,000	\$200,000	\$190,000			\$11,580	

RECAPITULATION FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.		Apportion	ONMENT.	AMOUNT POF L		
	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$732,500	\$200,000	\$532,500	8.25	\$24,242	
Bonds	200,000			8.25	24,242	
Total	\$932,500	\$200,000	\$532,500	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.

			ties.			PER MILE LINE.
Name of Road.	Capital stock.	Funded debt.	Current liabilities	Total.	Miles.	Amount.
Bangor Street Railway	\$200,000	\$200,000		\$400,000	8.25	\$48,484

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR.	DURING			
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	ing ex-	Total cost to June 30, 1893.	Total cost to June 30, 1894.	Cost per mile.
Total cost construction and equipment					\$458,538 48	\$55,580 40

INCOME ACCOUNT.

Gross earnings from operation	
Income from operation 931	92
Total income	\$931 92
Deductions from income: Interest on funded debt accrued \$11,580 Taxes. 1,682	
Total deductions from income	13,262 62
Deficit	\$12,330 70
Deficit from operations of year ending June 30, 1894 \$12,330 Deficit on June 30, 1893	
Deficit on June 30, 1894	\$12,888 50

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$50,850 00
Other sources	\$88 48		
Total other earnings			88 48
Total gross earnings from operation			\$50,938 48

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	\$8,133 35
Maintenance of equipment	11,548 89
Conducting transportation	16,095 80
General expenses:	
Insurance	\$ 1,003 00
Other general expenses	13,225 52
Total	\$14,228 52
Recapitulation of expenses:	
Maintenance of way and structures	\$ 8,133 35
Maintenance of equipment	11,548 89
· Conducting transportation	16,095 80
General expenses	14,228 52
Grand total	\$50,006 56

SECURITY FOR FUNDED DEBT.

			SECUR	ITY	FOR	FUN	DED	DEBT.				
Class of b	ond c	or obliga	tion.		W	нат R	OAD	Mortgaged.		Amountof	mortgage	mile ne.*
									Miles.	Var.	mor	per mil
First mort	gage	bonds.		Ban	gor S	treet l	Railw	ay	8.25		\$24	,249
* All equ Brewer, B	ango	r and Ve	eazie, m	ortg	aged	•		l construction		est	ate	ir
	PA	SSENGE	K ANI) F3	EIG	нт, а	ND I	RAIN MILE	IGE.			
								r umber s, ains, umber	COLU REVE R		A	
		1	Item.					Colunn for tomage, number passengers, number trains, mileage, number cars.	Dollars.		Cents.	Mills.
Passenger Number Total pa Train mile Miles ru	of pa sseng eage:	ssenger ger revei	nue	• • • • •			• • • • • •	1,017,000 270,151	5	0,850		
			DESCI	RIPT	ION	OF E	QUIP	MENT.	1			
					at	EQUI	PMEN TRAI	T FITTED WIT N BRAKE.	H FIT	UIP TED TOM	W] AT	ITH IC
Item.				Number added during year.	1 2	Number.		Name.	Number.	Na	amo	 >•
Cars—own In passer First-cl	ed an nger lass c	id leased service– ars, tota	l: lowned	۱		26						
		BR	udges	, TR	EST	LES, 1	UNN	ELS, ETC.	· · · · · · · · · · · · · · · · · · ·			
Item.	er.	gregate gth.	nimum igth.	ximum	9			Item.		er.	vest above	Tage of I

Gauge of track 4 feet, 81 inches-8.25 miles.

Trestles.... 1 400

Report of the Bath Street Railway Company for the Year Ending June 30, 1894.

[STREET-ELECTRIC.]

HISTORY.

Name of common carrier making this report. Bath Street Railway Company. Date of organization. May 5, 1891.

Under laws of what government, state or territory organized. Under 1 ws of Maine, chapter 374, Private Laws of 1889; chapter 636, Private Laws of 1839; chapter 441, Private Laws of 1893.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
GALEN C. MOSES	Bath, Maine	December 3, 1894.
ALBERT H. SHAW		" "
Amos F. Gerald	Fairfield, Maine	"
FRITZ H. TWITCHELL	Bath, Maine	" "

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

Name and address of officer to whom correspondence regarding this report should be addressed, F. H. TWITCHELL, Bath, Maine.

OFFICERS.

Attorney or General Counsel HERBERT M. HEATH " " General Manager Amos F. Gerald Fairfield, Maine	Title.	Name.	Location of Office.
Secretary CHARLES C. LOW " " Treasurer FRITZ H. TWITCHELL " " General Solicitor HERBERT M. HEATH Augusta, Maine Attorney or General Counsel HERBERT M. HEATH " " General Manager AMOS F. GERALD Fairfield, Maine	Chairman of the Board	ALBERT H. SHAW	Bath, Maine.
Treasurer	President	ALBERT H. SHAW	"
General Solicitor	Secretary	CHARLES C. LOW	
Attorney or General Counsel HERBERT M. HEATH " " General Manager Amos F. Gerald Fairfield, Maine	Treasurer	FRITZ H. TWITCHELL	**
General Manager Amos F. Gerald Fairfield, Maine	General Solicitor	HERBERT M. HEATH	Augusta, Maine.
	Attorney or General Counsel	HERBERT M. HEATH	"
Canaral Superintendent CHARLES E CAMAN Rath Maine	General Manager	Amos F. Gerald	Fairfield, Maine.
Charles E. Garan Bath, Maine.	General Superintendent	CHARLES E. GAHAN	Bath, Maine.

Date of last meeting of stockholders for election of directors, December 4, 1893.

Post office address of general office, Bath, Maine.

Post office address of operating office, Bath, Maine.

PROPERTY OPERATED.

	TERM	e for named.	of ed.	
Name.	From—	то-	Miles of lin	Miles of lineach class roads nam
Bath Street Railway	Bath	Winnegance	4.25	

CAPITAL STOCK.

Number of shares authorized. Par value of shares.			par rized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DUR- ING YEAR.	
-	Numb share: autho	Par va of sha	Total par value authorized	Total issued outsta	Rate.	Amount.
Capital stock: common	3,000	\$ 100	\$300,000	\$100,000		
Manner of Payment for Cap	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.		
Issued for construction: commo	n		1,000		1,000	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

	TIN	Æ.			ding.			In	TEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort.,	July,							July &		
5-20s	1893,	1913,	\$300,000	\$60,000	\$60,000	\$54,000	5	Jan	\$2,500	\$2,500

RECAPITULATION OF FUNDED DEBT.

Class of Debt. The position of the position o	
CURRENT ASSETS AND LIABILITIES. CASH AND CURRENT ASSETS AVAILABLE CURRENT LIABILITIES ACCRUED TO A	Class of Debt.
CASH AND CURRENT ASSETS AVAILABLE CURRENT LIABILITIES ACCRUED TO A	fortgage bonds
	CURRENT
Cash	Oue from solvent companies
Balance-cash assets 104 Total	-

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		Apporti	ONMENT.	AMOUNT PE	R MILE OF
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	A mount.
Capital stock	\$100,000 00 60,000 00 2,694 20 \$162,094 20	\$100,000 00 60,000 00 2,094 20 \$162,094 20		4.25	\$38,139 81

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

			ities.			PER MILE LINE.
Name of road.	Capital stock.	Funded debt.	Current liabiliti	Total.	Miles.	Amount.
Bath Street Railway	\$100,000	\$60,000	\$2,094 20	\$162,094 20	4.25	\$38,139 81

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR	DURING				
	ting		eluded in uting ex- es.	30, 1893.	30, 1894		
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June 30, 1894	Cost per mile.	
Construction			\$62,952 13				
Interest during construction			957 72				
Discount on securities sold for construction			6,000 00				
Other items			694 27				
Total construction			\$70,604 12		\$70,604 12	\$16,612 73	

INCOME ACCOUNT.

Gross earnings from operation \$16,300 03 Less operating expenses 12,862 02	
Total income	\$3,438 01
Deductions from income: Interest on funded debt accrued	2,500 00
Net income	\$938 01
Surplus from operations of year ending June 30, 1894	938 01
Surplus on June 30, 1894	938 01
	ł

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger revenue	\$16,200 03		\$16,200 03 100 00
Total earnings.			\$16,300 03

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway. Repairs of buildings. Repairs of lines. Other expenses.	\$5 08 81
Repairs of buildings	32 29
Repairs of lines	68 18
Other expenses	33 68
Total	\$642 91
Maintenance of equipment:	
Repairs and renewals of electric motors, generator and trolleys	\$802 23
Repairs and renewals of passenger cars and trucks	393 68
Shop machinery, tools, etc	18 27
Other expenses	24 26
Total	\$1,238 44
Conducting transportation:	
Wages of superintendent, conductors and motormen	\$4,108 04
Power	1,851 99
Oil and waste	105 23
Wages of car house employees	1,017 16
Wages of car house employees Wages of electrician Wages track cleaners. Lamps and chimneys	161 25 193 61
Lamps and chimneys	57 06
Heat and light. Other expenses	238 72
	9 25
Snow	1,905 37
Total	\$9,647 68
General expenses:	
General office expenses and supplies	\$194 61
Insurance	542 00
Stationery and printingOther general expenses	73 90 522 48
Other general expenses	322 40
Total	\$1,332 99
Recapitulation of expenses:	
Maintenance of way and structures	\$ 642 91
Maintenance of equipment Conducting transportation General expenses.	1,238 44
Canaral expanses	9,647-68 1,332-99
Grand total	\$12,862 02

Percentage of expenses to earnings, 78.92%.

COMPARATIVE GENERAL BALANCE SHEET.

	June	30, 1894.	YEAR ENDING JUNE 30, 1894.			
Assets.	Item.	Total.	Increase.	Decrease.		
Cost of road		\$70,604 12				
Charter and franchises		89,395 88 2,198 59				
Other assets:		2,198 09		ĺ		
Materials and supplies		833 62	Ì			
Grand total		\$163,032 21				
LIABILITIES.						
Capital stock		\$100,000 00				
Capital stock Funded debt		60,000 00		ĺ		
Current liabilities		2,094 20				
Profit and loss		938-01				
Grand total		\$163,032 21	ĺ			

SECURITY FOR FUNDED DEBT.

	WHAT RO	t of ge e of			
Class of bond or obligation.	From—	То-	Miles.	Amoun mortga per mil line.*	
Bath Street Railway Company first mortgage 5% coupon bond	Bath	Winnegance	4.25	\$14,117 65	

^{*} Track, equipment and franchise mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers				
Less "general officers" Total (excluding "general officers")	$\frac{4}{11}$			-

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

				=
	r number s, ains, number	COLUMNS REVENUE RATES	AND	
Item.	Column for tonnage, 1 passenger number ti mileage, 1 cars.	Dollars.	Cents.	MIIIs.
Passenger traffic: Number of passengers carried earning revenue. Total passenger revenue		16,200	03 04 91	- l
Train mileage: Miles run by passenger trains	74,642			

DESCRIPTION OF EQUIPMENT.

	ed	r at	EQU	PIPMENT FITTED WITH TRAIN BRAKE.	FIT	UIPMENT TED WITH TOMATIC DUPLER.
Item.	Number add	Total numbe	Number.	Name.	Number.	Name.
Cars owned: In passenger service— First-class cars Snow plow Total cars in service	<u></u>	1				

MILEAGE OF ROAD OPERATED.

	LINE REPR CAPITAL	erated	mileage ted.	RA	ILS.	
Line in Use.	Main line.	Branches and spurs.	Line ope	Total m operate	Iron.	Steel.
Miles of single track Miles of yard track and sidings Total mileage operated (all tracks)						48 lbs.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	r Aggregate I length.	tt. Hength.	r Maximum ul length.	Item.	Number.	Height of range above surface of rail.
Bridges: Stone	1						
Trestles	2						

Gauge of track, 4 feet, 8½ inches-4.50 miles.

Report of the Biddeford and Saco Railroad Company for the Year Ending June 30, 1894.

[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 10, 1895.
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, 87.

Date of last meeting of stockholders for election of directors, July 11, 1894.

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

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

Name and address of officer to whom correspondence regarding this report should be addressed, C. II. PRESCOTT, Treasurer, 154 Main Street, Biddeford, Maine.

OFFICERS.

Title.	Name.	Location of Office.			
Chairman of the Board	ESREFF H. BANKS	Biddeford,	Maine.		
President	ESREFF H. BANKS	"	"		
Secretary	CHAS. H. PRESCOTT	"	41		
Treasurer	CHAS. H. PRESCOTT	"	**		
Auditor	JOHN F. NOURSE	44	**		
Chief Engineer	JAMES HUNT, JR	"	**		
General Superintendent	W. A. WORTHING	"	"		

PROPERTY OPERATED.

Name.	TERM	f line ı road	f line n class s named.	
	From—	То—	Miles of for each named.	Miles of for eact of roads
Biddeford and Saco Railroad	Biddeford	Old Orchard	$\begin{bmatrix} 5.728 \\ .300 \\ \hline 6.028 \end{bmatrix}$	

CAPITAL STOCK.

Description.	Number of shares authorized.	r value shares.	Fotal par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DUR- ING YEAR.		
	Numbe shares author	Par of sl	Total value autho	Tota issu outs	Rate.	A mount.	
Capital stock: common	2,000	\$50	\$100,000	40,000			
Manner of Payment for Cap	ital Stocl	k.	Number shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	
Issued for eash: common					800	\$40,000	

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

	TI	ME.	ند		ding.			InI	TEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	A mount outstanding.		Rate-%.	۱ -	Amount accrued during year.	A mount paid during year.
1st mort	1888, 1892,	1908, 1908,	\$90,000	\$40,000 50,000 \$90,000	\$40,000 50,000 \$90,000	\$40,000 50,000 \$90,000		Semi-an- nually,	\$2,400 3,000 \$5,400	\$2,400 2,985 \$5,385

RECAPITULATION OF FUNDED DEBT.

		ρŗ	INTE	REST.
Class of Debt.	Amount issued.	Amount outstandin	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$90,000	\$90,000	\$5,400	\$5,385

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS FOR PAYMENT OF CURRENT LI	AVAILABLE ABILITIES.	CURRENT LIABILITIES ACCRUMING JUNE 30, 18	
Cash	\$2,855 41	Loans and bills payable Matured interest coupons unpaid (including coupons due July 1)	\$13,500 00
Total		Total	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	YEAR.	DURING			
	Not included in operating expenses.		30, 1893	30, 1894		
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893	Total cost to June 30, 1894.	Cost per mile.
Construction			\$319 91 23 37 84 97	8,622 06	8,645 43	
Total construction			\$428 25	\$79,466 87	\$79,895 12	
Equipment: Passenger cars Power station equipment, Miscellaneous equipment* Snow plow			\$576 40 189 85 16 01 15 76	14,617 41 3,249 53	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
Total equipment			798 02	51,516 10	51,319 24	
Grand total cost construc- tion, equipment, etc			\$1,226 27	\$130,982 97	\$131,214 36	

^{*} At the beginning of the year, the sum of \$994.88 was charged off to profit and loss on Miscellaneous Equipment for depreciation.

INCOME ACCOUNT.

\$9,406 10
6,390 59
\$3,015 51
\$3,015 51 8,265 86
\$5,250 35 994 88
\$6,245 23

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue Less repayments: Tickets redeemed	\$24,163 60	\$66 4 5	
Total passenger revenue			\$24,097 15
Advertising			122 00
Total earnings	·····		\$24,219 15

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$1,406 27
Renewals of ties	106 55
Repairs of buildings	29 98
Overhead repairs	71.85
Ice and snow	158 40
Total	\$1,773 05
Maintenance of equipment:	
Repairs and renewals of passenger cars	\$930 65
Miscellaneous expense	173 08
Repairs electric equipment	749 92
Repairs steam plant	332 77
Repairs electric plant	97
Total	\$2,187 34
Conducting transportation:	
Car service	\$3,821 85
Fuel for power station	983 55
Car house expense	726 58
Lubricants and waste—cars	120 58
Electric suppliesOperation of power station	$\begin{array}{c} 61 & 00 \\ 2,290 & 07 \end{array}$
Lubricants and waste—power station	2,250 07
•	
Total	\$8,251 08
General expenses:	
Salaries of officers	\$1,259 25
Insurance Stationery and printing	978 35 151 45
Other general expenses	180 24
Injuries and damages	32 37
Total	\$2,601 68
Recapitulation of expenses:	
Maintenance of way and structures	\$1,773 08
Maintenance of equipment	2,187 34
Conducting transportation	8,251 03
General expenses	2,601 68
Grand total	\$14,813 08

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June	30, 1894.	YEAR ENDING JUNE 30, 1894.		
	Item.	Total.	Increase.	Decrease.	
Cost of road		\$67,245 78	\$343 28		
Cost of equipment		51,319 24		\$196 86	
Lands owned		12,649 34	84 97		
Cash and current assets		2,855 41		1,495 76	
Other assets:					
Sinking fund		5,900 00	1,800 00		
Profit and loss		6,245 23		2,020 63	
Grand total		\$146,215 00	\$2,228 25	\$3,713 25	
LIABILITIES.					
Capital stock		\$40,000 00			
Funded debt		90,000 00			
Current liabilities		13,500 00		\$1,500 00	
Accrued interest on funded debt not yet payable		2,715 00	\$15 00		
Grand total		\$146,215 00	\$15 00	\$1,500 00	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Treasurer			\$600 00 659 25 920 00	
Other engineers and firemen			1,047 85	
Conductors and motormen			3,798 27	\$1 35 and 1 50
Trackmen			1,074 80	\$1 25 to 1 50
Watchmen and car house men	<i>,</i>		817 51	\$1 25
Total (including "general officers")			8,917 68	
Less "general officers"			1,259 25	
Total (excluding "general officers")			\$7,658 43	
	, ,			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rains, number	COLUMNS FOR REVENUE AND RATES.			
Item.	Column f tonnage, passenge number t mileage, cars.	Dollars. Cents.			
Passenger traffic: Number of passengers carried earning revenue. Total passenger revenue. Total passenger earnings. Passenger earnings per mile of road. Passenger earnings per train mile. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses per mile of road. Operating expenses per train mile. Income from operation. Income from operation per mile of road. Train mileage: Miles run by passenger trains.		$\begin{bmatrix} 20,60\\ 24,219 & 15\\ 4,228 & 20 & 35\\ 20 & 71\\ 14,813 & 05\\ 2,586 & 07 & 71\\ 12,68\\ 9,406 & 10\\ \end{bmatrix}$			

DESCRIPTION OF EQUIPMENT.

	ed	ear.	EQU	TIPMENT FITTED WITH TRAIN BRAKE.	FIT	QUIPMENT TED WITH JTOMATIC OUPLER.
Item.	Number add during year.	Total number at end of year	Number.	Name.	Number.	Name.
In passenger service: Motor cars		7 4 3				

MILEAGE OF ROAD OPERATED.

		ESENTED BY STOCK.	perated lease.	mileage ted.		ILS.
Line in Use.	Line in Use.	Branches and spurs.	Line oper under les Total mil	otal pera	Iron.	Steel.
Miles of single track				5.728 .300 6.028		

Report of the Boston and Maine Railroad Company for the Year Ending June 30, 1894.

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. Commonwealth of Massachusetts, State of New Hampshire, State of Maine.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Boston and Portland Railroad of Massachusetts; Boston and Maine Railroad of New Hampshire; Maine, New Hampshire and Massachusetts Railroad of Maine. See report of 1891 for reference to charters, etc.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of	Expiration of Term.
LUCIUS TUTTLE	Boston, Mass	October	10, 1894.
SAMUEL C. LAWRENCE	Medford, Mass	46	••,
JOSEPH S. RICKER	Portland, Maine	"	"
GEORGE M. PULLMAN	Chicago, Ill	"	***
RICHARD OLNEY	Boston, Mass	"	46
Wm. T. Hart	Boston, Mass		66
A. W. SULLOWAY	Franklin, N. H	"	"
JOSEPH H. WHITE	Brookline, Mass	"	"
WALTER HUNNEWELL	Boston, Mass		• "
HENRY R. REED	Boston, Mass		"
ARETAS BLOOD	Manchester, N. H	"	"
LEWIS CASS LEDYARD	New York, N. Y	"	"
HENRY M. WHITNEY	Boston, Mass		**
HENRY F. DIMOCK	New York, N. Y	**	* 66
WILLIAM WHITING	1		"

Total number of stockholders at date of last election, 6,264.

Date of last meeting of stockholders for election of directors, October 11, 1893.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

Name and address of officer to whom correspondence regarding this report should be addressed, William J. Hobbs, General Auditor, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	LUCIUS TUTTLE	Boston, Mass.
President	LUCIUS TUTTLE	" "
Corporation Clerk	SIGOURNEY BUTLER	" "
Treasurer	Amos Blanchard	" "
Assistant Treasurer	HERBERT E. FISHER	** **
Attorney or General Counsel	RICHARD OLNEY	
General Auditor	Wм. J. Hobbs	"
General Manager	T. A. MACKINNOR	
Chief Engineer	H. BISSELL	44 44
General Superintendent	D. W. SANBORN	
Division Superintendent		
Division Superintendent	Division)	" "
Division Superintendent		" "
Division Superintendent	Division)FRANK BARR (W. N. & P.	Wolfboro Junet., N. H.
Division Superintendent	Division)	Nashua, N. H.
•	Division)	Boston, Mass.
Division Superintendent	cord Division)	Concord, N. H.
Superintendent of Telegraph	Pass. Division)	Lyndonville, Vt.
General Traffic Manager		" "
General Freight Agent		
General Passenger and Ticket		
Agent	D. J. FLANDERS	" "
Assistant General Passenger and Ticket Agent	Frank N. Chase	"
General Baggage Agent	W. R. BRACKETT	" "

PROPERTY OPERATED.

Name.		INALS.	Miles of line for each road named.	Miles of line for each class
	From—	То—	Mi for na	for
Lexington & Arlington Branch, Woburn Branch	Boston, Mass. Conway Je., N. H., Medford Jc., Mass. Lawrence, Mass. Rollingsford, N. H. Dover, N. H. Ea. Boston, Mass. Freight track in Everett, Mass. Revere Jc., Mass. Salem, Mass. Salem, Mass. Salem, Mass. Salem, Mass. Wenham, Mass. Wenham, Mass. Wolfboro Jc., N. H. East'n R. R. tracks Saco River, Me Newton Junction, Worcester, Mass. N. H. State Line, Portsmouth, N. H., Wakef'ld Jc., Mass Bradford, Mass. Georgetown, Mass Lowell Junction. State Line, Somerville, Mass. Winnebunk, Me. Boston, Mass. Winnebunk, Me. Boston, Mass. Winnebunk, Mass. Lowell, Mass.	N. H. State Line. No. Conway, N. H. Medford, Mass N. H. State Line. Great Falls, N. H., Alton Bay, N. H. Revere, Mass Boston West Lyun, Mass, Saugus R.Jc., Mass Marblehead, Mass Marblehead, Mass Marblehead, Mass N. Andover, Mass Valefid Jc., Mass N. Andover, Mass Essex, Mass Asbury Gr., Mass Hostory, Mass Wolfboro, N. H. Newb'r'p't whys., O.Orch. Beach, Me. Merrimac, Mass Rochester, N. H. Maine State Line. Portland, Me. Dover, N. H. Dunvers, Mass Newb'rypt, Mass Manchester, N. H. Manchester, N. H. Kennebunk pt., Me Lowell, Mass Myst'c whys., Bost Lexington, Mass Wyst'c whys., Bost Lexington, Mass Wiln'g'n Jc., Mass Tewksbury, Mass Vol. Biss Wiln'g'n Jc., Mass Tewksbury, Mass Concord, Mass No. Billerica, Mass No. Billerica, Mass. No. Billerica, Mass.	2.25 8.11 6.20 2.50 3.21 16.80 12.42 11.08 7.63 69.50 13.41 56.00 14.90	
Connecticut River R. R	Springfield, Mass. Chicopee Jc., Mass. Mt. Tom Jc., Mass.,	Keene, N. H Chic'pee Fls Mass Easth'mpt'n, Mass	74.00 2.85 3.00	79.85
Total mileage operated			1,5	292.65

^{*}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, with some freight, on Lake Winnipiseogee		New Hampshire.
Steamer Lady of the Lake	Passenger and freight on Lake Memphremagog.		Vermont.
Eastern Transfer	Freight barge, Boston harbor	with N. Y. &	Massachusetts.
Lyndonville Water Works	Water supply for locomotives, and Lyndonville, Vt		Vermont.
Portsmouth Bridge	Toll bridge	Owned	New Hampshire and Maine.

CAPITAL STOCK.

Description.	Number of shares authorized.		Fotal par value authorized.	Total amount issued and outstanding.		DECLA	VIDENDS RED DURING YEAR.
	Num share auth	Par value of shares.	Total par value authorize	Total issue outst		Rate.	Amount.
Capital stock:							
B. & M., common	187,542	\$100	\$18,754,200	\$18,737,800	00	7%	*\$1,219,187 50
B. & M., scrip				1,316	72		
Eastern, common				83	28	• • • • • • • •	
B. & M., preferred	31,498	100	3,149,800	3,149,800	00	6%	†188,988 00
Total	219,040		\$21,904,000	\$21,889,000	00	•• ••••	\$1,408,175 50
Manner of Payment for	Capital S	stock.	Number shares issued during year.	Cash realized on amount issued during year.		Total number shares issued and outstanding	Total cash realized.
Issued for cash	• • • • • • • • • • • • • • • • • • • •	• • • • •		• • • • • • • • • • • • • • • • • • • •		116,406	\$11,561,874 52
Issued in exchange for of the Eastern, Wolfbe Reading Branch Railr	oro' and 8	South	23			102,483	
Total		• • • • •	23			218,889	\$11,561,874 52
* August 15, 1893, 2 % on November 15, 1893, 2 % on February 15, 1894, 1½ % on May 15, 1894, 1½ % on 174, Back dividends on stock the stock of September 1, 1893, 3 % of March 1, 1894, 3 % on 31,4	n 174,153 sl n 174,159 sl 164 shares k issued t	hares. hares. This yo	ear		• • • •		348,306 00 261,238 50 261,246 00 97 00 \$1,219,187 50 94,494 00
1, 1001, 0 /0 OH 01, T	oc shares				•••		\$188,988 00
Poston and Maine seri	n te conv	ortibl	a into stop	dz whon ni		ontod in	

Boston and Maine scrip is convertible into 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 the convertible value in Boston and Maine stock for which it is to be exchanged.

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

	TI	ме.		led.		g g		Int	EREST.	
Class of Bond or Obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued	Amount outstanding.	קם	Rate-%.	payable.	Amount accrued during year.	Amount paid during year.
Portsmouth, Great Falls and Conway bonds*	Aug. 1, 1892 Feb. 2, 1885 Feb. 1, 1887 Feb. 1, 1887 Sept. 1, 1876 Sept. 1, 1876 Dec. 1, 1877 Dec. 1, 1877 Jan. 1, 1873 Jan. 1, 1874	Aug. 1, 1942 Feb. 2, 1905 Feb. 1, 1907 Feb. 1, 1937 Sept. 1, 1906	1,000,000 00 500,000 00 2,000,000 00 10,392,645 77 3,070,274 85 1,000,000 00	2,509,000 00 1,000,000 00 500,000 00 1,919,000 00 10,392,645 77 3,070,274 85 998,000 00	2,500,000 00 1,000,000 00 500,000 00 1,919,000 00 ‡7,265,500 21 §1,557,280 00 998,000 00 2,000 00	1,036,352 70 527,650 00 1,947,000 00 10,392,645 77 3,070,274 85	$egin{array}{lll} 4 & { m Feb.\ \&} \\ 4 & { m Feb.\ \&} \\ { m Feb.\ \&} \\ 4 & { m Feb.\ \&} \\ 6 & { m Mar.\ \&} \\ 6 & { m Mar.\ \&} \\ 4 & { m Jan.\ \&} \\ 4 & { m Jan.\ \&} \\ 4 & { m Jan.\ \&} \\ \end{array}$	Aug. 1 Aug. 2 ug. 1 Aug. 1 Sept. 1, Sept. 1, Dec. 1	100,000 00 40,000 00 20,000 00 76,760 00 436,285 00 93,967 25 44,910 00	\$99,980 00 40,000 00 20,000 00 76,760 00 457,230 00 95,028 15 45,495 00
Total			\$26,462,920 62	\$26,379,920 62	\$21,741,780 21	\$26,187,381 92			1,017,012 25	\$957,065 65
Mortgage bonds			14,462,920 62 12,000,000 00	14,460,920 62 11,919,000 00	9,822,780 21 11,919,000 00	14,460,920 62 11,726,461 30			575,252 25 441,760 00	577,753 15 379,312 50
Grand total			\$26,462,920 62	\$26,379,920 62	\$21,741,780 21	\$26,187,381 92		•••••	1,017,012 25	\$957,065 65

^{*} Mortgage bonds. † 2½% discount; 2½% commission. † Eastern Railroad United States gold certificate, \$7,265,500.21, one year 6%, \$435,330.00. Bonds purchased and cancelled, \$35,500, two months 6%,

[§] Eastern railroad £ sterling certificate, \$1,557,280.00, one year 6%, \$93,436.80. Bonds purchased and cancelled, \$53,044.00.

|| Portsmouth, Great Falls & Conway bonds. The \$2,000 of old bonds have not yet been presented for exchange for the new bonds due January 1,

W Boston and Maine Railroad bonds, \$2,000,000.00, six months 7%, \$70,000.00.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.			Interest.			
	Amount issued.	Amount outstanding	Amount secrued during year.	Amount paid during year.		
Mortgage bonds	\$14,460,920 62	\$ 9,822,780 21	\$575,252 25	\$577,753 15		
Miscellaneous obligations	11,919,000 00	11,919,000 00	441,760 00	379,312 50		
Total	\$26,379,920 62	\$21,741,780 21	\$1,017,012 25	\$957,065 65		

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.	CURRENT LIABILITIES ACCRU INCLUDING JUNE 30, 18	
Cash	notes	\$597,300 00 250,000 00 669,681 37 232,969 97 347,141 47 33,034 75 155,185 12 711,004 00
Total	Balance—cash assets	1,642,677 54

Materials and supplies on hand, \$1,517,497.58.

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		Apportio	ONMENT.	AMOUNT PER MILE OF LINE.		
A ccount.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$21,889,000 00	\$21,889,000 00		370.00	\$59,159	
Bonds	21,741,780 21	21,741,780 21	• • • • • • • • • • • • • • • • • • • •		58,762	
Current liabilities	3,006,116 68	3,006,116 68			8,125	
Total	\$46,636,896 89	\$46,636,896 89		370.00	\$126,046	

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.	ital ik.	Capital stock. Funded debt.	rent ilities.	al.	AMOUNT PER MILE OF LINE.	
	Capital stock.	Cap stoce Fun debi	Cur	Total	Miles.	Amount.
Boston and Maine Railroad. Worcester, Nashua and Rochester Railway Eastern Railroad in New Hampshire Portland, Saco and Portsmouth Railroad. Portsmouth and Dover Railroad. Danvers Railroad Danvers Railroad Lowell and Andover Railroad. Manchester and Lawrence Railroad. Manchester and Lawrence Railroad Boston and Lowell Railroad. Stony Brook Railroad. Wilton Railroad. Peterboro Railroad. Peterboro Railroad. Connecticut and Passumpsic River Railroad. Massawippi Valley Railway. Northern Railroad. Concord and Claremont Railroad. Peterboro and Hillsboro. Manchester and Keene Railroads. Connecticut River Railroad.	3,099,800 750,000 750,000 1,500,000 763,000 \$ *85,300 \$ \$200,900 500,000 6,300 6,300 300,000 240,000 240,000 7,419,202 2,500,000 3,068,400 412,400 45,000	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	00 25,000 00 00 00 00 00 00 00 00 00 00 00 00	4,812,300 00 7,50,000 00 1,500,000 00 769,000 00 208,300 00 646,700 00 678,000 00 1,274,000 00 240,000 00 240,000 00 385,000 00 9,419,202 33 4,400,000 00 3,068,400 00 912,400 00 4,570,000 00	94.48 16.08 50.76 10.88 9.26 26.98 8.73 22.39 4.50 96.95 13.16 10.50 98.77 110.30 37.15 82.91 70.90 18.51 29.59 79.85	60,989
	\$54,711,402	54,711,402 33 \$39,653,980	\$3,031,116 68	\$97,396,499 22	1,292.65	\$75,347

^{*} Exclude \$9,200, amount paid in on shares not issued.

[†] Exclude \$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 and Lowell and Concord and Montreal Railroad. No stock or bonds.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXI	PENDITU ING Y	RES DUR- EAR.				
			ncluded in rating ex- ses.	30, 1893	30, 1894		
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893	Total cost to June 30, 1894.	Cost per mile.	
Construction:							_
Right of way		•••••	\$13,673 13	\$8,036,742 59	\$8,050,415 72	\$21,757	88
Grading and bridge and culvert masonry Bridges and trestles			74,285 51 70,741 32	6,269,841 03 3,322,872 65	6,344,126 54 3,393,613 97		
Rails		 	·	6,333,121 46		1	
Buildings, furniture and fixtures			71,351 60 1,109 63 2,676 04	987,896 26	3,538,531 90 989,005 89 1,307,028 91	2,672	99
tion Boston passenger termi-				82,028 44	82,028 44	221	70
nals and double track under construction			1,846,001 60	617,780 54	2,463,782 14	6,658	87
Total construction			2,132,623 61	30,421,816 14	32,554,439 75	87,984	97
Equipment: Locomotives Passenger cars Sleeping, parlor and din-			120,000 00	1,303,165 06	1,423,165 06	3,846	39
ing cars			75,455 97	1,484,923 54	1,560,379 51	4,217	24
Freight carsOther cars of all classes Floating equipment				1,575,839 03 18,766 31 5,000 00	18,766 31	50	72
Cost of equipment			\$195,455 97	\$4,387,693 94			89
Total cost construction, equipment, etc			2,328,079 58	34,809,510 08	37,137,589 66	100,371	. 86

^{*} West Amesbury Branch Railroad included in construction accounts.

INCOME ACCOUNT.

Gross earnings from operationLess operating expenses	\$ 16,022,653 02 10,839,860 47	2
Income from operation		\$5,182,792 55
Dividends on bonds owned	203,360 30)
Income from other sources		564,155 84
Total income		\$5,746,948 39
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Rents paid for lease of road Taxes.	196 278 91	
Total deductions from income		
Net income		
Dividends, 7 per cent, common stock *	\$1,219,187 50 188,988 00 51,285 00	
Total		1,475,458 00
Deficit from operations of year ending June 30, 1894 Surplus on June 30, 1893	•••••	\$ 67,665 72 2,060,680 79
Deductions for year †	• • • • • • • • • • • •	\$1,993,015 07 391,313 90
Surplus on June 30, 1894		\$1,601,701 17
* Aug. 15, 1893, 2% on 174,150 shares Nov. 15, 1893, 2% on 174,153 shares Feb. 15, 1894, 1½% on 174,159 shares May 15, 1894, 1½% on 174,164 shares Back dividends on stock issued this year	348, 261, 261,	306 00 238 50 246 00 97 00
† Discount on commission on B. & M. R. R. bonds		
Discount on commission on B. & L. and S. N. J. & L. C. I		
	\$391,	313 90

EARNINGS FROM OPERATION.

Marie Control of the				
Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.	
Passenger: Passenger revenue	' ' '			
Tickets redeemedExcess fares refundedOther repayments.		\$12,857 59 97,582 00 8,000 00		
Total deductions		\$118,439 50		
Total passenger revenue			\$7,894,968	02
MailExpressExtra baggage and storage			264,305 487,358 55,057	19
Total passenger earnings			\$8,701,689	36
Freight: Freight revenue Less repayments: Overcharge to shippers				
Total deductions		\$63,860 83		
Total freight revenue			\$7,260,587	55
Elevators Other items—Eastern transfer			10,172 8,293	
Total freight earnings			\$7,279,053	63
Total passenger and freight earnings.			\$15,980,742	99
Other earnings from operation: Telegraph companies Rents from tracks, yards and terminals Other sources	\$ 4,940 55 30,873 52 6,095 96			
Total other earnings			41,910	03
Total gross earnings from operation			\$16,022,653	02

STOCKS OWNED.

Railway Stock.	Total par value.	Rate-%.	Income or dividend received.	Valuation.	Shares.
Maine Central Railroad. Boston and Maine Railroad. Portland and Rochester Railroad. York Harbor and Beach Railroad. Portland and Ogdensburg Railroad. Franklin and Tilton Railroad. Fortland, Saco and Portsmouth Railroad St. Johnsbury and Lake Champlain R. R. Newburyport Railroad. Danvers Railroad. Eastern Railroad in New Hampshire. St. John Bridge and Railway Express Co. Portsmouth and Dover Railroad. Northern Railroad, 500 shares sold during the year.	1,321,440 00 482,100 00 248,550 00 395,240 00 125,000 00 40,450 00 135,900 00 47,100 00 1,500 00 360 00	6 4 2 6 4 ¹ / ₂ 5	28,926 00 9,942 00 4,904 80 210 00 67 50 600 00	482,050 00 248,550 00 146,238 80 125,000 00 4,375 00 4,303 56 4,077 00 2,345 00 900 00 684 00 390 00	13,214 4,821 4,971 3,952 15 1,250 35 809 1,359 471
Total Other Stock.	\$5,329,040 00		\$203,360 30	\$5,120,680 09	
Portland Union Railway Station Co Portland, Mt. Desert and Machias Steam- boat Company	15,000 00	ļ		15,000 00	
Total	, ,		\$203,360 30	\$5,160,680 09	

BONDS OWNED.

Name.	Total par value.	Rate-%.	Income or interest received.	Valuation.
Newburyport Railroad	\$300,000 00 125,000 00			\$298,464 95 125,000 00
bonds to the amount of \$510,000 were sold during the year		6	*\$28,050 00	
amount of \$100,000 used to purchase the West Amesbury Branch Railroad		4	† 1,666 66	
Total	\$425,000 00		\$29,716 66	\$423,464 95

^{*} Interest on \$510,000 bonds eleven months at 6%, \$28,050.00. † Interest on \$100,000 bonds five months at 4%, \$1,666.66.

 ${\bf RENTALS\ RECEIVED}.$ Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
		Concord & Mont. R. R.	\$12,033 06 4,028 82	
Total				\$16,061 8
Terminals: Passenger & freight,	Rochester, N. H Worcester, Mass., Sherbrooke, P. Q., Wells River, Vt Portsmouth, N.H.	Port. & Roch. R. R Fitchburg R. R Quebec Central R. R., Concord & Mont. R.R. Concord & Mont. R.R. Concord & Mont. R.R.	1,392 00 600 00 300 00 1,729 75 3,520 13	
Total				14,811 €
Grand total rents rec'd				\$30,873 5

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents of tenements, land, etc	\$226,432 34 73,678 85	\$26,912 80	\$199,519 54 73,678 8 5
Dividends on 9,734 shares Vt. Valley R. R. Co. of 1871, stock owned by Conn. River R. R	,		29,202 00
ton & Lowell R. R. Portsmouth and Dover Bridge tolls Dividend on 331 shares Peterboro R. R. stock,	10,526 02	1,430 00	14,279 17 9,096 02
owned by Boston & Lowell R. R. Lyndonville Water Works Sundry items.	1,324 00		1,324 00 739 05
Total	\$359,421 68	\$28,342 80	\$331,078 88

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$1,126,038 56
Renewals of rails	200,635 99
Renewals of ties	242.086 54
Repairs of bridges and culverts. Repairs of fences, road-crossings, signs and cattle-guards	234,691 08 $107,230 76$
Repairs of buildings	333,488 45
Repairs of buildings	5,690 43
Repairs of telegraph Other expenses	4,142 46
Other expenses	500 91
Total	\$2,254,505 18
Maintenance of equipment:	
Repairs and renewals of locomotives	\$326,032 53
Repairs and renewals of passenger cars	526,718 75
Repairs and renewals of passenger cars	429,227 25
Shop machinery, tools, etc	58,358 16
Other expenses	442 90
Total	\$1,340,779 59
Conducting transportation:	
Wages of enginemen, firemen and roundhouse men	\$ 970,495 55
Fuel for locomotives	1,486,910 82
Water-supply for locomotives	71,682 24
All other supplies for locomotives	26,923 54
All other train supplies	841,030 79 119,667 82
Wages of switchmen, flagmen and watchmen	610,907 35
Expense of telegraph, including train dispatchers and operators.	169,287 77
Titaling of A.A.A. all and a standard and Indiana.	1,533,100 40
Station supplies	198,690 15
Car mileage—balance	259,056 97
Injuries to possess	83,593 49 127,641 68
Rarges floats thus ferryboats expenses of including wages fuel	127,041 00
wages of station agents, cierks and laborers Station supplies Car mileage—balance Loss and damage Injuries to persons Barges, floats, tugs, ferryboats, expenses of, including wages, fuel and supplies.	• 4,457 14
Other expenses	8,697 39
Total	\$6,512,143 10
General expenses:	
Salaries of officers	\$112,797 38
Salaries of clerks	181,991 60
General office expenses and supplies.	28,770 33
Advertising	47,739 38
Agencies, including salaries and rent Advertising Insurance Expense of fast freight lines	71,247 67
	9,311 57
Rents for tracks, vards and terminals	50,363 23
Rents not otherwise provided for	19,635 00
Legal expenses	$\begin{array}{c} 71,822 \ 20 \\ 118,241 \ 67 \end{array}$
	20,512 57
Stationery and printing	
Stationery and printing. Other general expenses. Total	\$732,432 60
Total	\$732,432 60
Total	\$2,254,505 18
Total	\$2,254,505 18 1,340,779 59
Total	\$2,254,505 18 1,340,779 59 6,512,143 10
Total	\$2,254,505 18 1,340,779 59

RENTALS PAID.
RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
Boston and Lowell Railroad Connecticut River Railroad Worcester, Nashua and Rochester Railroad Connecticut and Passumpsic River Railroad Northern Railroad Manchester and Lawrence Railroad Central Massachusetts Railroad Portland, Saco and Portsmouth Railroad Nashua and Lowell Railroad Lowell and Andover Railroad Portsmouth and Dover Railroad Massawippi Valley Railroad Peterboro Railroad Eastern Railroad in New Hampshire Stony Brook Railroad Wilton Railroad Wilton Railroad Kennebunk and Kennebunkport Railroad	\$724,384 90 355,692 35 250,000 00 188,000 00 190,545 00 112,960 00 90,500 00 73,000 00 52,500 00 46,140 00 36,000 01 15,700 00 22,500 00 21,500 00 20,400 00 2,925 00	
Newport and Richford Railroad	\$17,500 00 18,000 00	
Total rents		\$2,303,747 25

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks	Lennoxville to Sherbrooke, P. Q Portland, Me	Grand Trunk Railway, Portland and Rochester Railroad Boston and Albany Railroad	3,668 23	
				\$7,623 23
Terminals: Passenger station	Springfield, Mass	Boston and Albany		
	Worcester, Mass	Railroad	\$22,000 00 7,000 00	
Passenger station Passenger station		Portland Union Rail- way Station Co	10,000 00	
and service Passenger station	Keene, N. H	Fitchburg Railroad	l	
and service Passenger station	Peterboro', N. II	Fitchburg Railroad	l .	
		Fitchburg Railroad		
	1			
Grand total rents,			•••••••	\$50,363 23

COMPARATIVE GENERAL BALANCE SHEET.

	June	30, 1894.	YEAR ENDING JUNE 30, 1894.			
Assets.	Item.	Total.	Increase.	Decrease.		
Cost of road Cost of equipment. Stocks owned Bonds owned Stmr. Mt. Washington & wharves Richford elevator. Lands owned Cash and current assets Other assets: Materials and supplies Sinking fund: Trustees E. R. R., Trustees B. & M. R. R. bonds Sundries. Grand total.	5,160,680 09 423,464 95 73,455 32 52,261 43 \$1,517,497 58 1,494 08 483,706 31 1,140,297 25	\$42,847,451 45 675,433 65 4,648,794 22 3,142,995 22 \$51,314,674 54	36,819 83 49,242 80	\$1,258,509 2 1		
LIABILITIES. Capital stock	\$292,924 12 196,972 69 336,040 19 956,366 83 658,572 26 \$483,706 31 1,494 08	3,006,116 68 2,440,876 09 485,200 39	3,906,555 15 68,414 98	\$2,867,584 87 182,146 42 458,979 62 95,938 19		
Grand total	l	\$51,314,674 54	\$371,095 76	20,230 13		

IMPORTANT CHANGES DURING THE YEAR.

Mileage of Lexington and Arlington Branch reduced 1.14 miles on account of re-measurement, and Massawippi Valley Railway increased .40 miles for same reason, making a net decrease of .74 miles.

West Amesbury Branch Railroad purchased for \$100,000 in Boston and Maine Railroads 4 % bonds.

New stock, 23 shares issued in exchange for the capital stock of the Eastern and Wolfboro Railroads.

New bonds, \$6,000,000, issued January 1, 1894, of which amount \$2,000,000 were to take up bonds due January 1, 1894, and \$4,000,000 to fund floating indebtedness incurred for improvements made.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT RO	tgage mile ne.*		
	From-	То-	Miles.	Am mor per of li
Eastern Railroad certificates of indebtedness	Boston, Mass	New Hampshire state line and		
Portsmouth, Great Falls and Conway Railroad bonds	Conway Junc-	sundry branches	110.72	\$79,686
	tion, Me		72.86	13,725

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers. General office clerks Station agents. Other station men Enginemen Firemen. Conductors. Other trainmen Machinists. Carpenters. Other shopmen Section foremen Other trackmen Switchmen, flagmen and watchmen. Telegraph operators and dispatchers. Employees—account floating equipment All other employees and laborers.	56 273 529 983 553 536 435 1,143 337 634 524 469 1,354 1,178 205 2,128	84,280 177,572 321,752 166,140 162,344 137,268 353,576 100,256 172,252 142,308 408,104 408,104 65,004	176,944 80 330,080 76 561,113 08 534,146 08 305,630 00 369,240 25 667,669 12 226,296 08 352,389 20 263,028 40 290,003 58 614,557 68 565,291 50 113,600 40	2 09 1 85 1 74 3 21 1 88 2 69 1 88 2 25 2 04 1 84 1 97 1 44 1 38 1 78 2 49
Total (including "general officers")	11,338	3,513,199	\$6,575,781 43	1 87
Less "general officers"	56	17,498	166,704 46	9 52
Total (excluding "general officers")	11,282	3,495,701	\$6,409,076 97	\$1 83
Distribution of above: General administration. Maintenance of way and structures. Maintenance of equipment. Conducting transportation Total (including "general officers"). Less "general officers".		804,333 488,552 2,118,537 3,513,199	\$16,170 16 3,997,153 67 \$6,575,781 43	1 64 1 87 1 88 \$1 87
Total (excluding "general officers")			\$6,409,076 97	
, , , , , , , , , , , , , , , , , , , ,	,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ψ

^{*} Equipment Mortgaged.—Equipment formerly owned by the Eastern Railroad, viz.: 87 locomotives, 212 passenger cars, 1,609 freight cars.

* Securities Mortgaged.—Sundry stocks formerly owned by the Eastern Railroad, viz.: Maine Central Railroad, Eastern Railroad in New Hampshire, Portland, Mt. Desert and Machias Steamboat Company, Portland and Rochester Railroad; also Wolfboro' and Portsmouth, Great Falls and Conway Railroad, which has since been exchanged for that of the Boston and Maine Railroad.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

				==
	or number rrs, trains, number	COLUM FOR REVI	ENI	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile. Number of passengers carried one mile per mile of road. Average distance carried. Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile. Total passenger earnings. Passenger earnings per mile of road. Passenger earnings per train mile.	346,215 13.41	7,894,968 8,701,689 6,731	$\frac{23}{01}$ $\frac{36}{67}$	648 764 468
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile Number of tons carried one mile per mile of road Average distance haul of one ton Total freight revenue Average amount received for each ton of freight, Average receipts per ton per mile Total freight earnings. Freight earnings per mile of road Freight earnings per train mile.	469,522,048 363,224 63.54	7,260,587 7,279,053 5,631	$98 \\ 01 \\ 63 \\ 11$	258 546 295
Passenger and freight: Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings. Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per revenue train mile. Operating expenses. Operating expenses per mile of road. Operating expenses per revenue train mile. Income from operation. Income from operation per mile of road. Income from operation per mile of road.		15,155,555 11,724 15,980,742 12,363 12,395 12,395 10,839,800 8,385 5,182,792 4,009	41 99 78 02 20 44 47 77 55 43	l
Train mileage: Miles run by passenger trains Miles run by freight trains	4,200,567			
Total mileage trains earning revenue	11,080,903			
Miles run by switching trains	2,449,280 421,794			
Grand total train mileage	13,951,977		1	

DESCRIPTION OF EQUIPMENT.

	pa	rat	EQ	UIPMENT FITTED WITH TRAIN BRAKE.	FIT	UIPMENT TED WITH TOMATIC OUPLER.
Item.	Number added during year.	Total number end of year.	Number.	Name.	Number.	Name.
Locomotives — owned: Passenger		184 70 64	58	Westinghouse Autom. Westinghouse Autom. Westinghouse Autom.		
$\textbf{T}otal\ locomotives\ in\ service\dots$	18	318	242	Westinghouse Autom.		
Total locomotives owned		318	242	Westinghouse Autom.		
Cars—owned and leased: In passenger service— First-class cars Combination cars Sleeping cars Baggage, express and postal cars. Other cars in passenger service— Total In freight service— Box cars Flat cars.	30	457 74 6 106 643 2144 1849	74 6 106	Westinghouse Autom. Westinghouse Autom. Westinghouse Autom. Westinghouse Autom. Westinghouse Autom. Westinghouse Autom. Turner Beard.	457 74 6 106 643 418 21	Miller. Miller. Miller. Miller. Miller. Miller. Safford. Trojan.
Stock carsCoal cars		52 590			244	Safford. Trojan.
Refrigerator cars		21			589 1	Safford. Trojan.
Total	200	4656	94	Turner Beard.	1278	
In company's service— Officers' and pay cars Derrick cars Caboose cars Other road cars Snow ploughs & ice cutters,		2 40 150 86 49	2	Westinghouse.	2 15 2	Miller. Safford. Trojan.
Total cars in service	105	5 62 6	739		1940	
Total cars owned	105	5626	739		1940	

DESCRIPTION OF EQUIPMENT OWNED BY LEASED ROADS.

	D,	r at	EQ	UIPMENT FITTED WITH TRAIN BRAKE.	FIT	QUIPMENT TED WITH JTOMATIC OUPLER.
Item.	Number adde	Number added during year. Total number end of year.		Name.	Number.	Name.
Locomotives: Passenger. Freight. Switching. Total. Cars in passenger service: First-class passenger. Combination passenger. Parlor.	6	64 51 - 252 220 87	21 1 146 220 87	Westinghouse Autom.	87	Miller. Miller. Miller.
Baggage, express and postal. Total	16	368	54	Westinghouse Autom. Westinghouse Autom.		Miller.
Cars in freight service: Box Flat Coal.		2028 1804 1803	1	Turner Beard	*173 † 46 99	Safford.
Total	153	5635	1	Turner Beard	318	
Cars in company's service: Directors' pay. Caboose Other road Snow ploughs, etc	 :::	59 10	1	Westinghouse	1	Miller.
Total	169	6092	370		687	

^{*44,} Safford; 10, Trojan; 1, Thurmond; 1, Dowling; 36, Drexel; 80, Janney; and 1, Gould.

^{† 36,} Safford; 9, Trojan; 1, Janney.

MILEAGE.
MILEAGE OF ROAD OPERATED.

		ESENTED BY STOCK.	operated lease.	mileage ted.	RAILS.	
Line in Use.	Main line.	Branches and spurs.	Line op under le	Total m operate	Iron.	Steel.
Miles of single track	230.32	139.68	922.65	1,292 65	41.44	1,251.21
Miles of second track	120.56	26.02	125.21	271.79		271.79
Miles of third track	.80			.80		80
Miles of yard track and sidings	185.42	48.98	404.62	639.02	261.4 8	377.54
Total mileage operated (all tracks)	537.10	214.68	1,452.48	2,204.26	302.92	1,901.34

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES.

Massachusetts	78.20	90.58	358.49	527.27	2.57	524.70
New Hampshire	105.20	46.10	360.74	512.04	36.39	475 65
Maine	46.92	3.00	55.26	105.18	2.48	102.70
Vermont			111.01	111.01		111.01
Canada		•••••	37.15	37.15		37.15
Total mileage owned (single track)	230.32	139.68	922.65	1,292.65	41.44	1,125.21

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

		ESENTED BY STOCK.	mileage I.	line tructed ng year.	RA	ils.
State or Territory.	M ain line.	Branches and spurs.	Total m owned.	New line construct during ye	Iron.	Steel.
Massachusetts	78.20	90.58	168.78		2.13	166.65
New Hampshire	105.20	46.10	151.30		9.03	142.27
Maine	46.92	3.00	49.92		2.48	47.44
Total mileage owned (single track)	230.32	139.68	370.00		13.64	356 36

MILEAGE-STATE OF MAINE.

MILEAGE OF ROAD OPERATED.

	LINE REP	operated r lease.	eage	con-	RAILS.		
Line in Use.	BI CAFII	AL BIOCK.	opera r leas	mil ted.	line d ted d ear.		
	Main line.	Branches and spurs.	Line o under	Total opera	New l structing y	Iron.	Steel.
Miles of single track	46.92	3.00	55.26	105.18		2.48	102.70
Miles of second track	19.82			19.82			19.82
Miles of yard track and sidings	25.40	1.70	16.88	43.98		10.81	33.17
Total mileage operated (all tracks)	92.14	4.70	72.14	168.98		13.29	155.69

MILEAGE GF LINE OPERATED BY STATES AND TERRITORIES.

Total mileage operated in Maine (single tracks)	46.92	3.00	55.26	105.18	 2.48	102.70

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

		ESENTED BY L STOCK.	ge.	ine ructed g year.	RAILS.	
State of Maine.	Main line.	Branches and spurs.	Total milea owne	New l constr durin	construct during ye	Steel.
Total mileage owned (single tracks)	46.92	3.00	49.92		2.48	47.44

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURI	NG Y	EA	R.	NEW TIES LAID DURIN	G YEAR	
Kin d.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel: New			\$30 00 23 00	Cedar Chestnut Hackmatack Pine Oak Switch Total	62,516 1,667 1,623 2,597 783 3,205	\$0 29 45 25 28 37 1 00

^{*} Weight, 72 to 79 lbs. per yard.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		ons.*	Wood- Cords.		consumed		nds : mile.
${\bf Locomotives.}$	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel cor tons.	Miles run.	Average pounds consumed per mile
Passenger		205,095		801	205,496	6,880,536	59.73
Freight		172,682		616	172,990	4,200,367	82.37
Switching	1,186	54,191		236	55,495	2,449,280	45.32
Construction		9,364		55	9,391	421,794	44.53
Total	1,186	441,332		1,708	443,372	13,951,977	63.56
Average cost at distributing point	†\$4 80	†\$3 52 ‡ 4 20		†\$2 90 ‡ 2 10			

^{*2,000} pounds per ton.

[†] Boston & Maine Railroad. ,

[‡] Passumpsic Division.

ACCIDENTS TO PERSONS.

			F	EMPLO	YEES.			
Kind of Accident.	Train	men.	Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		7						7
Falling from trains and engines		2						2
Overhead obstructions		2					ļ	2
Total		11						11
			OTHERS.					
	Passen	GERS.	Trespa	ssing.	respa		То	tal.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes		1		1	2	3	2	4
Total		1		1	2	3	2	4

STATEMENT OF EACH ACCIDENT IN THE STATE OF MAINE FOR THE YEAR ENDING JUNE 30TH, 1894, AS REPORTED TO THE RAILROAD COMMISSIONERS.

July 1st, at Saco, Frank Richardson, employe, while coupling cars had his arm jammed.

July 17th, at Biddeford, Majorie Romeo, attempting to cross track was struck by engine and somewhat injured.

July 25th, at Old Orchard, Stephen McDonald, passenger, while alighting from morning train dislocated his hip.

July 28th, at Saco, William Taylor, attempting to take morning train, fell and cut his arm.

July 31st, at Biddeford, Daniel Jost, attempting to take morning train fell and was somewhat injured.

November 11th, at Portland, W. C. Hennessy, employe, coupling cars had his finger jammed.

November 18th, at Elliott, S. A. Bennett, found dead on track, cut in two by train.

January 4th, at Portland, Wm. W. Murphy, employe, struck an overhead bridge and was somewhat injured.

January 9th, at Portland, Frank W. Milliken, employe, while coupling cars had his thumb jammed.

January 10th, at Saco, R. W. Smith, employe, while coupling cars had his finger jammed.

March 2nd, at Conway Jct., Samuel B. Ross, attempting to take morning train was struck and killed.

March 3rd, at Portland, B. L. Pettingill, employe, while coupling cars had one finger jammed.

March 14th, at North Berwick, Homer Walker, employe, fell from train injuring his hip.

April 3rd, at Kennebunk, Henry Langley, employe, fell from train injuring his scalp.

May 7th, at Portland, Geo. E. Pettingill, employe, while coupling cars had his hand jammed.

May 8th, at Portland, S. W. Sterling, employe, while pulling pin had three fingers jammed.

May 26th, at Biddeford, Henry Allen, trespasser, was struck by engine and had his leg broken and shoulder hurt.

June 11th, at Biddeford, John Dounell, employe, struck overhead bridge cutting his head.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	t Aggregate I length.	t Minimum I length.	t Maximum uI length.	Item.	Number.	Height of the lowest above I surface of rail.
Bridges: Stone Iron Wooden	13 31 6 50	2,525.2 352.2	10.2	68. 606. 157.11	Overhead Highway Crossings: Bridges Trestles Total	24 15 39	14.9 15.
Trestles	10	4,677.11	45.3	1,406.4			

Gauge of track, 4 feet, $8\frac{1}{2}$ 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, 1894.

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. General laws of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of	Expiration of Term.
WILLIAM F. PERRY	Bridgton	Novemb	er 21, 1894.
WILLIAM A. STEVENS	"	"	46
ALBION H. BURNHAM	"	"	**
JOSEPH A. BENNETT	"	"	
SAMUEL S. FULLER	"	"	"
W. M. STAPLES	"	"	
ALMON YOUNG	Hiram	"	""

Total number of stockholders at date of last election, 87.

Name and address of officer to whom correspondence regarding this report should be addressed, J. A. Bennett, Superintendent, Bridgton, Maine.

OFFICERS.

Title.	Name.	Location of Office		
Chairman of the Board	WILLIAM F. PERRY	Bridgton,	Maine.	
President	WILLIAM F. PERRY	"	"	
Secretary	JOSEPH A. BENNETT	"	46	
Treasurer	PERLEY P. BURNHAM	"	"	
Attorney or General Counsel	AUGUSTUS H. WALKER	"	**	
General Manager	JOSEPH A. BENNETT	"	"	
General Superintendent	JOSEPH A. BENNETT	46	"	
General Freight Agent	JOSEPH A. BENNETT	"	"	
General Passenger Agent	JOSEPH A. BENNETT	"	44	
General Ticket Agent	Joseph A. Bennett	"	**	
General Baggage Agent	JOSEPH A. BENNETT	"	"	

Date of last meeting of stockholders for election of directors, November 15, 1893.

Post office address of general office, Bridgton, Maine.

Post office address of operating office, Bridgton, Maine.

PROPERTY OPERATED.

	TERM	INALS.	e for	of od.
Name.	From-	То—	Miles of lin	Miles of lineach class roads name
Bridgton & Saco River Railroad .	Bridgton	Bridgton Junet.	16	

CAPITAL STOCK.

Description.	oer of s rized.	r value shares.	par rized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DUR- ING YEAR.	
200012000	Number of shares authorized	Par va of sha	Total par value authorized	Total issued outsta	Rate.	Amount.
Capital stock: common	1,800	\$50	\$90,000	\$90,000		
Manner of Payment for Cap	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.		
Issued for cash: common					1,800	* \$90,000

^{\$\$446} has been charged to profit and loss account, being the amount not collected on stock subscription.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

r		ME.			ding.			In	TEREST.	
Class of bond or obligation.	Date of issue.	When due.	A mount of authorized issue.	Amount issued.	Amount outstanding.	h r	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort.,	1882, 1884,	1902, 1904,	\$80,000		" '	\$80,000 26,500		Mar. 1, Sept. 1,	\$4,800 1,590	\$4,800 1,590
Total			\$110,000	\$106,500	\$106,500	\$106,500		.	\$6,390	\$6,390

RECAPITULATION OF FUNDED DEBT.

		ing.	Inte	REST.
Class of Debt.	Amount issued.	A mount outstandin	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$106,500	\$106,500	\$6,390	\$6,390

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LIA	VAILABLE ABILITIES.	CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1884.			
Cash	\$3,629 55	Loans and bill payable	\$800 00		
Net traffic balances due from other companies	294 60	Audited vouchers and accounts	353 45		
Due from solvent companies and individuals	260 45	Net traffic balances due to other companies	1,535 76		
		Total	\$2,689 21		
		Balance-cash assets	1,495 39		
Total	\$4,184 60	Total	\$4,184 60		

Materials and supplies on hand, \$381.82.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

			ORTIONMENT. AMOUNT PER MILLINE.				
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.		
Capital stock	\$ 90,000	\$ 90,000		16	\$5,625 00		
Bonds	106,500	106,500	• • • • • • • • • • • •	16	6,656 25		
Total	\$196,500	\$196,500		16	\$12,281 25		

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	OITURES YEAR.	DURING			
	ting	Not incl operat penses	ing ex-	30, 1893.	30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June 30, 1893. Total cost to June 30, 1894.	
Construction Buildings, furniture and fixtures			\$125 99	\$170,932 95	\$125 99	
Total construction			\$125 99	\$170,932 95	\$171,058 94	\$10,691 1
Total equipment	. 			33,592 00	33,592 00	2,099 5
Grand total cost construc- tion, equipment, etc				\$204,524 95	\$204,650 94	\$12,790 6

INCOME ACCOUNT.

Gross earnings from operation Less operating expenses.	\$28,933 80 18,708 31		
Income from operation		\$10,225	49
Miscellaneous income—less expenses		327	17
Total income		\$10,552	66
Deductions from income: Interest on funded debt *ccrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Taxes Fire loss in excess of insurance	194 70 179 33		
Total deductions from income		7,236	81
Net income		\$3,315	85
Surplus from operations of year ending June 30, 1894 Surplus on June 30, 1893		\$3,315 4,471	
Surplus on June 30, 1894		\$7,787	46

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue. Mail Express Extra baggage and storage	\$9,751 08		\$9,751 08 800 36 2,816 43 110 48
Total passenger earnings			\$13,478 35
Freight revenue	15,455 45		15,455 45
Total passenger and freight revenue			\$28,933 80

MISCELLANEOUS INCOME.

· Item.	Gross income.	Less expenses.	Net miscellaneous income.
Interest on bank deposits Bridgton Telegraph Company Rent of derrick Old scrap, etc., sold Total	180 00 63 50 26 45		\$ 57 22 180 00 63 50 26 45 \$327 17

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures: Repairs of roadway	\$4,566 96 344 80
Renewals of ties Repairs of bridges and culverts. Repairs of fences, road-crossings, signs and cattle guards Repairs of buildings.	701 11 37 79 10 25 355 87
Total	\$6,016 78
Maintenance of equipment: Repairs and renewals of locomotives Repairs and renewals of sssenger cars. Repairs and renewals of freight cars Shop machinery, tools, etc	\$559 32 423 32 716 40 53 81
Total	\$1,752 85
Conducting transportation: Wages of enginemen, firemen and roundhouse men Fuel for locomotives. Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies. Wages of switchmen, flagmen and watchmen. Expense of telegraph, including train dispatchers and operators. Wages of station agents, cierks and laborers. Station supplies. Loss and damage Injuries to persons. Other expenses.	\$1,825 53 1,125 52 14 45 152 25 1,223 81 133 13 500 31 8 71 4,056 76 158 54 39 95 7 00 454 42
General expenses: Salaries of officers General office expenses and supplies. Asymptosing. Insurance Other general expenses.	\$717 50 237 34 59 00 179 35 45 11
Total	\$1,238 30
Recapitulation of expenses: Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses.	\$6,016 78 1,752 85 9,700 38 1,238 30
Grand total	\$18,709 31

Percentage of expenses to earnings 64.6%.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 3	0, 1894.	YEAR ENDING JUNE 30, 1894.		
AUSDIO.	Item.	Total.	Increase.	Decrease.	
Cost of road		\$171,058 94	\$125 99		
Cost of equipment		33,592 00	,		
Cash and current assets	\$4,184 60	4,184 6	625 90		
Other assets:					
Materials and supplies	381 82	381 89	35 70		
Profit and loss		7,787 46	3,315 85		
Grand total		\$217,004 89	\$4,103 34		
LIABILITIES.					
Capital stock		\$ 90,000 00			
Funded debt		106,500 00			
Current liabilities		2,689 21		\$2,677 00	
Accrued interest on funded debt not yet payable		2,091 98	5		
Profit and loss		7,787 46	\$3,315 85		
Grand total		\$209,068 62	\$3,315 85	\$2,677 00	

SECURITY FOR FUNDED DEBT.

	WHAT RO	t of ge e of			
Class of bond or obligation.	From-	То—	Miles.	Amoun mortga per mil line,*	
First mortgage bond	Bridgton	Bridgton Junct	16	\$5,000 00	
Second mortgage bond	Bridgton	Bridgton Junet	16	1,656 25	

^{*} All equipment 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
Other employees: Station agents Other station men Enginemen Firemen Conductors Other trainmen Machinists Carpenters Other shopmen Section foremen Other trackman Switchmen, flagmen and watchmen All other employees and laborers Total (including "general officers")	6 2 2 1 3 1 1 2 3 7 1	$\begin{array}{c} 1,338 \\ 1,896\frac{3}{4} \\ 457\frac{1}{2} \\ 476\frac{1}{4} \\ 320\frac{1}{2} \\ 810 \\ 962\frac{1}{2} \\ 21 \\ 352 \\ 929 \\ 1,914 \\ 365 \\ 129\frac{3}{4} \\ \hline 9,862\frac{1}{4} \end{array}$	1,577 26 2,479 50 1,123 00 702 53 502 36 1,053 60 622 89 41 30 530 38 1,472 51 2,434 69 500 31 189 39	1 17 1 30 2 46 1 47 1 56 1 30 2 75 1 96 1 50 1 58 1 27 1 37 1 45
Less "general officers"	2	626	717 50	\$1 14
Total (excluding "general officers")	33	9,2364	\$13,229 72	
Distribution of above: General administration Maintenance of way and structures Maintenance of equipment Conducting transportation Total (including "general officers")	19	$ \begin{array}{r} 626 \\ 2,909_{3}^{2} \\ 620_{2}^{1} \\ 5,706 \\ \hline 9,862_{4}^{1} \end{array} $	\$ 717 50 4,011 63 1,216 40 8,001 69 \$13,947 22	\$1 14 1 37 1 96 1 40 \$1 41
Less "general officers"		626	717 50	1 14
Total (excluding "general officers")		9,236	\$13,229 72	\$1 43

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile Number of passenger revenue Number of passenger earnings Number of passenger earnings Number of passenger earnings Number of tone carried one mile Number of tone Number of tone Number of tone carried one Number of tone Number of tone carried one Number of tone Numbe				
Passenger traffic: Number of passengers carried earning revenue. 14,803 204,212 Number of passengers carried one mile		for number ars, trains, number	FOR REV	ENUE
Number of passengers carried earning revenue	Item.	Column tonnage, passeng number mileage, cars.	Dollars.	Cents.
Number of tons carried of freight earning revenue Number of tons carried one mile. 122,892 222,892 Number of tons carried one mile per mile of road 13,931 14 15,455 45 45 45 45 45 45 45	Number of passengers carried earning revenue Number of passengers carried one mile Number of passengers carried one mile per mile of road Average distance carried	204,212 12,763 13.79	13,478	65 87 4 779 35
Passenger and freight revenue 25,206 [58] Passenger and freight revenue per mile of road. 1,575 [40] [81] Passenger and freight earnings 28,933 [80] Passenger and freight earnings per mile of road. 1,808 [36] [22] Gross earnings from operation 28,933 [80] Gross earnings from operation per mile of road. 1,808 [36] [22] Operating expenses 18,708 [31] Operating expenses per mile of road. 10,225 [48] Income from operation 10,225 [48] Income from operation per mile of road. 639 [98] Train mileage: 3	Number of tons carried of freight earning revenue Number of tons carried one mile. Number of tons carried one mile per mile of road Average distance haul of one ton. Total freight revenue. Average amount received for each ton of freight.	222,892 13,931 14	15,455	97 4 6 93 45
Train mileage: Miles run by mixed trains	Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings. Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation.		1,575 28,933 1,808 28,933 1,808 18,708 1,169 10,225	40 81 80 36 22 80 36 22 31 26 937
	Train mileage: Miles run by mixed trains	32,770		

DESCRIPTION OF EQUIPMENT.

	Number added during year. Total number at end of year.		EQU	JIPMENT FITTED WITH TRAIN BRAKE.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
Item.		Number.	Name.	Number.	Name.		
Locomotives		3	3	Eames.			
Cars in passenger service:							
First-class		2	2	Eames		Miller.	
Baggage, express and postal,		2	1				
Total		4	3				
Cars in freight service:							
Box		7			,		
Flat	 	16					
Other cars in freight service,		1					
Total		24					

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.			operated r lease.	mileage ted.	RAILS.	
	Main	line.	Branches and spurs.	Line ope under le	Total mil operated	Iron.	Steel.
Miles of single track		16					
Miles of yard track and sidings		1					
Miles of yard track and sidings Total mileage operated (al		17					

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DUR	ING Y	EA:	R.	NEW TIES LAID DURIN	IG YEAI	₹.
Kind.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	$12\frac{220}{2340}$	30	28.50	CedarPine	3,206 1,795 144	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		AL—		ood—	consumed		ds mile.
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel con —tons.	Miles run.	Average poun consumed per
Total		270 \$4.13		450 \$2.40			

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	r Aggregate I length.	tt. Winimum Hr. In,	H. Maximum H. length.	Item.	Number.	Height of range of surface of rail.
Bridges: Wooden, Combination Total Trestles	$ \begin{array}{r} 14 \\ 2 \\ \hline 16 \\ 5 \end{array} $	139. 31.5 421	5. 13.5 38	14 18	Overhead Highway Crossings:		

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, 1894.

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. SIR WM. C. VAN HORNE, K. C. M. G. MR. RICHARD B. ANGUS. MR. THOS. G. SHAUGHNESSY MR. EDMUND B. OSLER. MR. SANDFORD FLEMING, C. E. C. M. G. MR. GEO. R. HARRIS. MR. RICHARD J. CROSS. MR. WILMOT D. MATTHEWS HON. D. MCINNES. LT. GOV. GEO. A. KIRKPATRICK MR. THOS. SKINNER. GEN. SAMUEL THOMAS. MR. JOHN W. MACKAY	Montreal, P. Q	66 66 66 66 66 66 66 66	1895.

Total number of stockholders at date of last election, 5,921.

Name and address of officer to whom correspondence regarding this report should be addressed, I. G. Ogden, Comptroller, Montreal, P. Q.

OFFICERS.

Title.	Name.	Location of Office.
President	SIR W. C. VAN HORNE, K. C. M. G	Montreal.
Vice President	MR. T. G. SHAUGHNESSY	"
Secretary	MR. CHAS. DRINKWATER	44
Treasurer	MR. W. S. TAYLOR	"
Chief Solicitor	MR. GEO. M. CLARK	"
Comptroller	MR. I. G. OGDEN	"
Auditor of Disbursements	MR. H. L. PENNEY	"
General Traffic Manager	MR. GEO. OLDS	44
General Superintendent Atlan		}
tic Divi-ion and lines in Maine		
Manager of Telegraphs	MR. C. R. HOSMER	Montreal.
General Passenger Agent	MR. D. MCNICOLL	"
Asst. General Passenger Agent	MR. C. E. E. USSHER	' '
General Baggage Agent	MR. GEO. S. CANTLIE	

Date of last meeting of stockholders for election of directors, April 4, 1894.

Post office address of general office, Montreal, P. Q.

Post office address of operating office, Montreal, P. Q.

PROPERTY OPERATED.

Name.	TERM	TERMINALS.				
	From—	To-	Miles of I for each named.	Miles of I for each of roads		
International Railway of Maine Houlton Branch R. R. of Maine Aroostook River R. R. of Maine Maine Central R. R	Boundary	Houlton	3.			
Total			176.70			

The International Railway of Maine is leased to the American & Northwestern Railway Company.

The Houlton Branch Railroad of Maine is leased to the New Brunswick Railway Company.

The Aroostook River Railroad of Maine is leased to the New Brunswick Railway Company.

The Atlantic & Northwestern Railway and the New Brunswick Railway are leased to the Canadian Pacific Railway Company.

CAPITAL STOCK.

Description.	Number of shares authorized.	r value shares.	Total par value authorized.	al amount ed and standing.	DECLA	IDENDS ARED DUR- YEAR.
	Nur sha aut	Par of sl	Tot vali autl	Total issued outsta	Rate.	Amount.
Capital stock—common: International Railway of Me., Atlantic & Northwestern R'y 5% guaranteed stock—lien on this road		\$100				
Houlton Branch R. R., in Me., Aroostook River R. R., in Me.,			28,000 800,000		*6%	\$1,680 00
Total			\$2,273,000	\$2,273,000		\$1,680 00

^{*} Leased for rental equal to 6% on bonds and stock.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

	TI	ME.			ding.			I	NTEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
Interna'l R'v of Me Atl. & N. W.R'y lst mortgage bonds— lien on this road, Aroostook Riv. R. R.	1887	1937	\$ 2,890,000	\$ 2,890,000	\$ 2,890,000	\$ 2,890,000	5	Jan. & July	\$144,500 * 115,500 \$29,000	\$29,000
in Maine, N. B. R'y 1st mort. bo'ds pro- portion	•••••			•••••	600,000	•••••	5	Feb. & Aug.	30,000	30,000
Houlton Br. R. R. 1st mort. bonds Grand total,			24,000	24,000	24,000 \$ 3,514,000		6	Jan. & July	1,440 \$60,440	1,440 \$60,440

^{*} Less \$115,500, proportion of amount paid by Dominion Government.

RECAPITULATION OF FUNDED DEBT.

		å	INTER	EST.
Class of Debt.	Amount issued.	Amount	Amount accrued during year.	Amount paid during year.
Mortgage bonds		\$3,514,000	\$60,440	\$60,440

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		Apporti	ONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$2,273,000	\$2,273,000		176.7	\$12,863 61	
Bonds	3,514,000	3,514,000		176.7	19,886 81	
Total	\$5,787,000	\$5,787,000		176.7	\$32,750 42	

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

			ties.			PER MILE LINE.
Name of Road.	Capital stock.	Funded debt.	Current liabilities	Total.	Miles.	Amount.
International Railway of Maine	\$1,445,000	\$2,890,000		\$4,335,000	144.5	\$30,000 00
Houlton Branch Railroad of Maine	28,000	24,000		52,000	3.00	17,333 33
Aroostook River Rail- road of Maine	800,000	600,000		1,400,000	29.2	47,945 00
Total	\$2,273,000	\$3,514,000		\$5,787,000	176.7	\$32,750 42

INCOME ACCOUNT.

	3282,990 85 256,755 71	
Income from operation	\$26,235 14	
Total income		\$26,235 14
Deductions from income: Interest on funded debt accrued Taxes	\$60,440 00 1,848 49	
Total deductions from income		62,288 49
Deficit		\$36,053 35
Dividends, 6 per cent, common stock, Houlton Branch		1,680 00
Deficit from operations of year ending June 30, 1894, paid by Canadian Pacific Railway Company, lessers		\$37,73 3 35 63,180 10
Deficit on June 30, 1894		\$100,913 45
	1	

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue Mail Express Extra baggage and storage Receipts from parlor, dining and sleeping cars. Other items.			\$65,781 7 20,346 6 5,923 9 852 7 2,481 1 13 8
Total passenger earnings			\$95,400 0
Total freight revenueOther items			\$185,778 2 111 5
Total freight earnings			\$185,889 7
Total passenger and freight earnings			\$281,289 8
Other earnings from operation: Car mileage			\$508 9 295 9 896 2
Total other earnings			\$1,701 (
Total gross earnings from operation			\$282,990 8

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway Renewals of ties	\$35,735 08
Renewals of ties	4,244 30
Repairs of bridges and culverts	4,498 51
Repairs of fences, road-crossings, signs and cattle guards	896 58
Repairs of buildings	2,430 84
Repairs of docks and wharves	46 09
Repairs of telegraph	16 22
Total	\$47,867 62
Maintenance of equipment:	
Repairs and renewals of locomotives	\$11,701 46
Repairs and renewals of passenger cars	6,645 03
Repairs and renewals of freight cars	8,160 87
Shop machinery, tools, etc	1,062 93
	800 56
Total	\$28,370 85
Conducting transportation:	
Wages of enginemen, firemen and roundhousemen	\$23,717 49
Fuel for locomotives	34,757 69
Water-supply for locomotives	2,656 01
Wages of other trainmen	1,243 79 19,719 79
Wages of other trainmen	6,863 44
Expense of telegraph, including train dispatchers and operators.	3,996 45
Wages of station agents, clerks and laborers	13,298 79
Station supplies	2,202 77
Station supplies	466 03
Loss and damage	1,498 24
Injuries to persons	640 36
Other expenses	1,587 29
Total	\$112,648 14
General expenses:	
Salaries of officers	\$8,056 21
Salaries of clerks	7,656 07
General office expenses and supplies	3,012 06
Advertising	10,074 42
Insurance	2,748 09 7,068 00
Rents for tracks, yards and terminals	23,800 00
Rents not otherwise provided for	25,800 00 538 60
Stationery and printing	3,533 02
Stationery and printingOther general expenses	1,382 63
Total	\$67,869 10
Recapitulation of expenses:	
Maintenance of way and structures	\$47,867 62
Maintenance of equipment	28,370 85
Conducting transportation	112,648 14
General expenses	67,869 10
Grand total	\$256,755 71

Percentage of expenses to earnings—entire line, 90.73.

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: Maine Central R. R		Maine Central R. R		\$23,800

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT R	ount of tgage mile		
C	From-	то-	Miles.	Am mor per of li
International R'y of Maine, Atlantic & Northwestern Railway Co. 1st mortgage bonds—lien on this road Aroostook Riyer R. R., New	Boundary	Mattawamkeag	144.5	\$20,000
Brunswick Railway Co. 1st mortgage b'ds proportion, Houlton Branch R. R	Boundary		29.2 3.	20,548 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 only) General office clerks Station agents Other station men Enginemen Firemen Conductors Other trainmen Machinists Carpenters Other shopmen Settion foremen Other trackmen Switchmen, flagmen and watchmen Telegraph operators and dispatchers All other employees and dispatchers	5 10 10 15 14 14 14 14 25 25 23 64 2 27 16	1,565 3,130 3,540 5,285 4,382 4,443 10,528 2,191 626 7,825 7,464 17,536 730 6,170 4,589	\$7,450 00 7,900 00 6,560 00 6,084 00 13,466 64 8,095 04 11,355 96 3,438 96 996 00 9,496 20 12,632 88 21,769 08 917 40 9,201 62 7,890 36	\$4 76 2 52 1 85 1 15 3 07 1 84 2 45 1 57 1 59 1 21 1 69 1 24 1 26 1 1 49 1 72
Total (including "general officers")	271	84,381	\$138,156 78	\$1 64
Less "general officers"	5	1,565	7,450 00	4 76
Total (excluding "general officers")	266	\$82,816	\$130,706 78	\$1.58
Distribution of above: General administration Maintenance of way and structures Maintenance of equipment Conducting transportation Total (including "general officers") Less "general officers"	15 93 42 121 ————————————————————————————————	4,695 26,879 12,932 39,875 84,381	\$15,350 00 37,264 54 17,876 34 67,665 90 \$138,156 78	\$1 64
Total (excluding "general officers")	266	82,816		

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rrains, number	COLUMNS FOR REVENUE AND RATES.			
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.	
Passenger traffic: Number of passengers carried earning revenue Number of passengers carried one mile Number of passengers carried one mile per mile of road Average distance carried Total passenger revenue Average amount received from each passenger. Average receipts per passenger per mile. Total passenger earnings Passenger earnings per mile of road Passenger earnings per train mile		65,781 95,400 409	73 01 08 97	204 913 897	
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile	22,735,453 97,703 75.38	185,778 185,889 798	61 08 75 84	601 171 433	
Passenger and freight: Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings. Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses per mile of road. Operating expenses per mile of road. Operating expenses per mile of road. Income from operation. Income from operation.		251,560 1,081 281,289 1,208 282,990 1,216 256,755 1,103 26,235	05 83 81 85 12 75 71 38 68 14	102	
Train mileage: Miles run by passenger trains Miles run by freight trains Miles run by mixed trains	151,422 204,440 20,946				
Total mileage trains earning revenue	376,808				
Miles run by construction and other trains	13,508			ĺ	
Grand total train mileage	310,612				
Mileage of loaded freight cars—north or west Mileage of loaded freight cars—south or east Mileage of empty freight cars—north or west Mileage of empty freight cars—south or east Average number of freight cars in train Average number of loaded cars in train Average number of empty cars in train Average number of tons of freight in train Average number of tons of freight in each loaded car	\$18,006 1,218,344 257,682 61,976 13.37 11.52 1.85 1.50				

DESCRIPTION OF EQUIPMENT.

		r at	EQU	IPMENT FITTED WITH TRAIN BRAKE.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
Item.	Number added during year.	Total numbe end of year.	Number.	Name.	Number.	Name.	
Locomotives — owned and leased:							
Freight		10	10	Westinghouse.			
Cars in freight service:							
Box cars		500					
Other road cars Total cars owned	ļ	506					

MILEAGE OF ROAD OPERATED.

	LINE REPRI		erated rackage	nileage ed.	RAILS.		
Line in Use.	Main line.	Branches and spurs.	Line or under t rights.	Total n operate	Iron.	Steel.	
Miles of single track	176.7		56	23.27		23.27	
Miles of yard track and sidings	13.1			1.31		1.31	
Total mileage operated (all tracks)	189.8		56	24.58		24.58	

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

		ESENTED BY STOCK.	mileage I.	e eted		ILS.
State or Territory.	Main line.	Branches and spurs.	Total m owned.	New line construc during y	Iron.	Steel.
State of Maine	176.7		176.7			176.7
Total mileage owned (single track)	176.7		176.7			176 7

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DUR	ING	YEA	к.	NEW TIES LAID DURIN	G YEAR	i.
Kind.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point,
Steel: New Old Total steel				Cedar	8,386 1,725 8,662 5,385 24,158	16 20

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		OAL— 'ons.	Woo Cor	op ds.	consumed		ids mile.
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel cor tons.	Miles run.	Average pounds consumed per mile
Passenger						112,440	
Freight						170,501	
Construction			 			13,508	
Mixed						20,956	
Total		11,931.65	777.45	71.10	12,485.50	317,405	*78.76
Average cost at distributing point		\$3 131/2	\$2 584	\$1 484	\$3 17		

^{*} Calculated on a basis of 2%, Canadian Pacific Railway.

ACCIDENTS TO PERSONS.

				===				
	EMPLOYEES.							
Kind of Accident.	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		6		1				,
Derailments		1						
Other causes						1		
Total		7		1		1		1
	Passengers.		OTHERS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	t Aggregate ur length.	t. Minimum Tength.	tr. Hength.	Item.	Number.	Height of The surface of Table 1.
Bridges: Stone Iron Wooden Combination Total Trestles	2 5 7 9 23 52	30. 618.6 181. 5,580. 6,409.6	8 152	15 260 41 1,421 5,313	Overhead Highway Crossings: Bridges Trestles Total		

THIS REPORT.

TELEGRAPH

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
200	856	Postal Telegraph Cable Co	Canadian Pacific Railway.
32	35	Western Union Telegraph Co	Western Union Telegraph Co.
12	12	Moosehead Lake Telegraph Co	Moosehead Lake Telegraph Co.

Report of the Franklin and Megantic Railroad Company for the Year Ending June 30, 1894.

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railroad Company.

Date of organization. July I, 1884.

Under laws of what government, state or territory organized. State of Maine. Revised Statutes 1883, chapter 51.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.		
V. B. MEAD	Mass	November 14, 1894.		
FRED S. MEAD	Mass	(((
PHILIP II. STUBBS	Strong, Maine			
J. WINTER	. Kingfield, Maine	"		
W. S. HEATH	. Salem, Mass	"		
S. A. PARSONS	Dead Kiver, Maine	"		
FRANK J. D. BARNJUM	. Lynfield Center, Mass	, ,,,		

Total number of stockholders at date of last election, 136.

Date of last meeting of stockholders for election of directors, November 8, 1893.

Post office address of general office, Strong, Maine.

Post office address of operating office, Strong, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, Philip II. Stubbs, Treasurer, Strong, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board President		Boston, Mass. 35 No. Market Street,
Secretary	PHILIP H. STUBBS	Boston, Mass. Strong, Maine.
Treasurer	PHILIP H. STUBBS	16 16
Attorney, or General Counsel	PHILIP H. STUBBS	66 66
Auditor	FRED S. MEAD	35 No. Market Street, Boston, Mass.
Superintendent	FRED S. MEAD	35 No. Market Street, Boston, Mass.
General Freight Agent	PHILIP H. STUBBS	Strong, Maine.
${\bf General\ Passenger\ Agent}$	PHILIP H. STUBBS	** **
General Ticket Agent	PHILIP H. STUBBS	"

PROPERTY OPERATED.

Name.	ТЕКМ	INALS.	f line 1 road	f line n class s named.
Same.	From-	То-	Miles of for each named.	Miles o for eacl of road
Franklin and Megantic Railroad,	Strong	Kingfield	15	15
Mt. Abram Branch	Mt. Abram Junet.	Mt. Abram	1.7	1.7
Total			16.7	16.7

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. A mount.
.Capital stock: common	1,000	\$50	\$50,000	\$43,225	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

	Tu	ме.			ding.			Int	EREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds.	Sept. 15, 1884,	Sept. 15, 1904,	\$50,000	\$50,00 0	\$50,000	\$45,000 00	6	March 2, Sept. 15,	\$3,000	
2d mort. bonds.	Nov. 15, 1885,	Nov. 15, 1895,	30,000	3,000	3,000	1,487 67	7 6	May 2, Nov. 15,	180	
Total	· · · · · · ·		\$80,000	\$53,000	\$53,000	\$46,487 67	7		\$3,180	

EQUIPMENT TRUST OBLIGATIONS. GENERAL STATEMENT.

Series or Other Designation.	Date of issue.	Term.	Number of payments.	Equipment Covered.
Equipment note "A"	Jan. 1, 1893	On demand.	One	No. 2 locomotive, 1 express and baggage car, 7 flat and 3 box cars, 4 log cars.*
Equipment note "B"	July 8, 1893	On demand.	None	One combination passenger car.*
= =		1		One combination passen- ger car.*
Equipment note "D"	July 7, 1890	On demand.	None	Five flat cars.*
Equipment note "E"	July 7, 1890	On demand.	None	Five flat cars.*

STATEMENT OF AMOUNT.

	DEFERRED —PRIN		DEFERRED PAYMENTS -INTEREST.			
Series or Other Designation.	Original amount.	Amount out- standing.	Amount accrued during year.	Amount paid during year.	Rate-%.	
Equipment note "A"	\$15,000 00	\$13,500 00	\$742 50		$5\frac{1}{2}$	
Equipment note "B" and "C"	1,750 00	1,750 00	99 75		6	
Equipment note "D" and "E"	2,634 04	2,634 04	158 04		6	
Total	\$19,384 04	\$17,884 04	\$1,000 29			

^{*} Renewal note.

RECAPITULATION OF FUNDED DEBT.

		bộ .	Inter	EST.
Class of Debt.	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$53,000 00	\$53,000 00	\$3,180 00	
Equipment trust obligations	19,384 04	17,984 04	1,000 29	
Total	\$72,384 04	\$70,984 04	\$4,180 29	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRUE INCLUDING JUNE 30, 18	
Cash	98 60 87 05	Loans and bills payable: Notes	\$23,951 47 1,231 81 1,978 83 1,752 80
Total—cash & current assets.	\$ 1,160 49	other companies Matured interest coupons unpaid (including coupons)	107 75
Balance—current liabilities	57,892 17	đuể Julý 1)	30,030 00
Total	\$59,052 66	Total—current liabilities,	\$59,052 66

Materials and supplies on hand, \$1,650.35.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORTI	ONMENT.	AMOUNT PER MILE OF LINE.			
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.		
Capital stock	\$43,225 00 53,000 00 17,984 04 59,052 66 \$173,261 70	53,000 00 17,984 04 59,052 66		16.7 15	\$2,195 44 3,533 33 1,189 33		

First and second mortgages cover road except branch (1.7 miles) and all equipment not covered by equipment trust obligations.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

					ities.			AMOUNT PER MILE OF LINE.		
Name of road.	Capital stock.		Funded debt.		Current liabiliti		Total.	Miles.	Amount.	
Franklin & Meg'ntic R.R	\$43,225	- 1	* \$53,000 17,984	00 04	\$59,052	66	\$173,261 70	15	\$11,550 7S	
Total carried forw'd,	\$43,225	00	\$70,984	04	\$59,052	66	\$173,261 70		\$11,550 78	

^{*} Bonds and equipment trust obligations.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR.	DURING			
	ting		luded in ting ex- es.	30, 1893	30, 1894.	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction.	Total cost to June 30, 1893 Total cost to June 30, 1894		Cost per mile.
Construction:				e	ę	
Right of way		\$27 43	\$27 43	$100,854\ 52$	100,881 95	
Total construction		\$27 43	\$27 43	100,854 52	100,881 95	\$6,051 90
Total equipment				19,887 73	19,887 73	1,217 78
Grand total cost construc- tion, equipment, etc				120,742 25	120,769 68	

INCOME ACCOUNT.

Gross earnings from operation	
Less operating expenses.	\$10,393 62
Deficit	\$1,054 81
Income from other sources	125 00
Deficit	\$929 81
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for	\$4,180 29 1,231 81
Deficit	\$6,341 91
Deficit from operations of year ending June 30, 1894	\$6,341 91
Deficit on June 30, 1893	30,598 46
Deficit on June 30, 1894	\$36,940 37

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger: Passenger revenue	\$3,173 67	\$681 4 9	
Total passenger revenue			\$2,492 18
Mail Express			648 92 268 78
Total passenger earnings		••••••	3,409 88
Freight: Freight revenue Less repayments	13,260 40	7,608 37	
Total deductions			7,608 37
Total freight revenue			\$5,652 03
Total freight earnings			\$5,652 03
Total passenger and freight earnings.			\$9,061 91
Other earnings from operation: Car mileage—balance			151 90 125 00
Total other earnings			\$276 90
Total gross earnings from operation			\$9,338 81
	1		

STOCKS OWNED.

Railway Stock.	Fotal par value.	Rate-%.	Income or dividend received.	Valuation.	Shares.
Franklin & Megantic Railroad	\$ 700 00 2,000 00 \$2,700 00				

BONDS OWNED.

Name.	Total par value.	Rate-%.	Income or interest received.	Valuation.
Franklin and Megantic Railroad	\$27,000 0	0 6		

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	Foster's mill yard, Strong	C. Foster		\$ 125 00

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	\$4,079 81
Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of passenger cars. Repairs and renewals of freight cars.	\$2 03 88
Repairs and renewals of freight cars	237 38
Total	\$441 26
Conducting transportation: Wages of enginemen, firemen and roundhousemen (train expenses) Fuel for locomotives All other supplies for locomotives. Station expenses.	\$2,034 82 472 70 138 26 904 42
Total	\$3,550 20
General expenses: Salaries of officers	\$600 00 25 00 96 68 106 91 1,493 76
Total	\$2,322 35
Recapitulation of expenses: Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses.	\$4,079 81 441 26 3,550 20 2,322 35
Grand total	\$10,393 69

SECURITY FOR FUNDED DEBT.

	WHAT RO	t of e of			
Class of bond or obligation.	From-	То—	Miles.	Amoun mortga per mil line.*	
First mortgage bond	Strong	Kingfield	15	\$3,333 00	
Second mortgage bond	Strong	Kingfield	15	2,000 00	

^{*} All equipment, except what is named in "A" page 94, mortgaged; also \$27,000 pledged to secure outstanding notes.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	A verage daily compensation.
General officers	1		\$600 00	\$2 10
Other employees: Station agents Enginemen Firemen Conductors Machinists. Other shopmen. Section foremen Other trackman Watchmen	2 1 1 1 1 1 3 3	626 313 313 313 313 175 936 936 365	660 00 547 75 391 25 547 75 547 75 192 50 1,267 75 1,032 90 419 75	1 05 1 75 1 25 1 75 1 75 1 10 1 35 1 10 1 15
Total (including "general officers")	15	4,628	6,207 40	-
Less "general officers"	1		600 00	
Total (excluding "general officers")	14	4,628	\$5,607 40	
Distribution of above: General administration Maintenance of way and structures Maintenance of equipment Conducting transportation Total (including "general officers") Less "general officers" Total (excluding "general officers")	$ \begin{array}{c} 1 \\ 6 \\ 3 \\ 5 \\ \hline 15 \\ \hline 14 \end{array} $	$ \begin{array}{c} 313 \\ 1,872 \\ 1,191 \\ 1,565 \\ \hline 4,941 \\ 313 \\ \hline 4.628 \end{array} $	\$ 600 00 2,300 65 1,160 00 2,146 75 6,207 40 \$5 607 40	
Total (excluding "general omcers")	14	4,628	\$5,607 40	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	for number rrs, trains, number	COLUMN FOR REVE AND RAT	NUE
Item.	Column f tonnage, passenge number t mileage, cars.	Dollars.	Cents.
Passenger traffic: Number of passengers carried carning revenue. Number of passengers carried one mile. Total passenger revenue. Total passenger earnings.	5,287 68,933	2,492 3,409	
Freight traffic: Number of tons carried of freight earning revenue Total freight revenue. Total freight earnings.	5,713	5,652 5,652	
Passenger and freight: Passenger and freight earningsGross earnings from operation		9,061 9,338	
Train mileage: Miles run by passenger trains Miles run by mixed trains	9,390 9,390		
Total mileage trains earning revenue	18,780		

DESCRIPTION OF EQUIPMENT.

	er addec g year.	at	EQ	UIPMENT FITTED WITH TRAIN BRAKE.	FIT	QUIPMENT TED WITH JTOMATIC OUPLER.
Item.		Total number end of year.	Number.	Name.	Number.	Name.
Locomotives		2	2	Eames Vacuum	2	Miller.
Cars in passenger service: Combination passenger Baggage, express and postal.		1	1 1		1	Miller. Miller.
Total		2				
Cars in freight service: Box Flat. Other cars in freight service— Log cars, 4; flying car, 1;		7 21				
hand cars, 3; other cars, 2 Total		10 40				
Total cars owned		42				

MILEAGE OF ROAD OPERATED.

		ESENTED BY STOCK.	operated r lease.	ileage d.	RAILS.	
Line in Use.	Main line.	Branches and spurs.	ne de:	Total m operate	Iron.	Steel.
Miles of single track	15.0	1.7		16.7	1.7	15.0
Miles of yard track and sidings	.4	.1			.1	-4
Total mileage operated (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 DURIN	G YEAR	ε.
Kind.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel				CedarAshTotal	4,000 3,000 7,000	10e. 10e.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		AL— ons.	Wood- Cords.		consumed		ds mile.
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel con- tons.	Miles run.	Average pound consumed per 1
Total			500 \$2.50	50		18,780	

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	t. Aggregate ur length.	tt. Minimum In length.	t. Maximum ur length.	Item.	Number.	Height of rlowest above surface of rail.
Bridges: Stone	6	823	36	327	Overhead Railway Crossings: Trestles	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 Telephone & Telegraph Company*	North Franklin Telephone and Telegraph Company.

 $[\]ast$ Farmington to Eustis.

Report of the Fryeburg Horse Railroad Company for the Year Ending June 30, 1894.

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. General laws of Maine.

ORGANIZATION.

Post Office Address.	Date o	Date of Expiration Term.		
Cornish, Maine	. First T	'uesday	in June.	
Fryeburg, Maine	. "	"	**	
" "	. "	"	46	
. " "	. "	"	"	
Castine, Maine	. "	"	"	
	Cornish, Maine Fryeburg, Maine " "	Cornish, Maine First T Fryeburg, Maine " """""""""""""""""""""""""""""""	Cornish, Maine First Tuesday Fryeburg, Maine " " " " " " "	

Total number of stockholders at date of last election, 25.

Date of last meeting of stockholders for election of directors, June 5, 1894.

Post office address of general office, Fryeburg, Maine.

Post office address of operating office, Fryeburg, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, John Locke, Treasurer, Fryeburg, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
Chairman of the Board	FREEMAN HATCH	Fryeburg, Maine.		
President	FREEMAN HATCH	"		
Secretary	S. W. FIFE	"		
Treasurer	JOHN LOCKE	"		
General Manager	S. W. FIFE			
General Superintendent	S. W. FIFE	**		

PROPERTY OPERATED.

Name.	TERMINALS.			f line n class s named,
	From-	то—	Miles o for each	Miles o for each of road
Fryeburg Horse Railroad Co	Maine Cent'l R. R.	Chautauqua Gr've	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.	
	Nun shar auth	Par of sl	Tota valu autl	Total issue outst	Rate.	Amount.
Capital stock: common	5,800	\$25	\$20,000	\$5,075		
Manner of Payment for	Capital S	stock.	Number shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for eash: commo	n				203	\$5,075

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRU INCLUDING JUNE 30, 19	
Cash	\$4 55	Loans and bill payable	\$897 93
Total—cash and current assets		Total—current liabilities,	\$897 93
Balance—current liabilities		Balance-cash assets	4 55
Total	\$893 38	Total	\$893 38

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORT	IONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	A mount.	
Capital stock Debt	\$5,075 00 897 93					
Total	\$5,972 93					

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR.	DURING		.	
	ting	Not incl operat penses	ing ex-	30, 1893	30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893.	Total cost to June 30, 1894	Cost per mile.
Construction					\$6,462 99	
Equipment: Horse and cars			•••••	•••••	1,112 89	
Grand total cost construc- tion, equipment, etc					\$7,575 88	

INCOME ACCOUNT.

Gross earnings from operation	\$692 49 529 10	
Income from operation	\$163 39	
Total income		\$163 39
Deductions from income: Taxes Permanent improvements	\$ 2 56 266 38	
Total deductions from income		268 94
Deficit		\$105 55
Surplus from operations of year ending June 30, 1894		\$163 39
Deficit from operations of year ending June 30, 1894		\$105 55 3 10
Deficit on June 30, 1894		\$102 45

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Total passenger revenue			\$692 49

OPERATING EXPENSES.

Item.	Amount.
General expenses	\$26 10 89 25 413 75
Grand total	\$529 10

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1894.		YEAR ENDING JUNE 30 1894.		
	Item.	Total.	Increase.	Decrease.	
Cost of road	\$6,462 99				
Cost of equipment	1,112 89	\$7,575 88			
Cash and current assets	4 55				
Profit and loss	104 10			ĺ	
Grand total	\$7,684 53				
LIABILITIES.					
Capital stock		\$5,075 00			
Current liabilities		897 93			
Grand total		\$5,972 93			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item. •	Column for tonnage, number passengers, number trains, mileage, number cars.	Columns Revenue Rate	AN	
Passenger traffic: Number of passengers carried earning revenue Total passenger revenue	9,614	692	49	

DESCRIPTION OF EQUIPMENT.

Item.	ed	ır.	EQU	IPMENT FITTED WITH TRAIN BRAKE.	FITT	QUIPMENT TED WITH TOMATIC OUPLER.
	Number add during year.	Total number at end of yes	Number.	Name.	Number.	Name.
In passenger service: Second-class cars	2	5				

Gauge of track, 4 feet, $8\frac{1}{2}$ inches—3 miles.

Report of the Grand Trunk Railway Company for the Year Ending June 30, 1894.

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 A	ldress.	Date of Expiration of Term.		
L. J. SEARGEANT	Montrea	l, Canad	a	1		
GEO. P. WESCOTT	Portland	l, Maine		П		
F. R. BARRETT	"	**			First Tuesday in Au-	
F. K. SWAN	"	**		{ }	gust, 1894, or until successors are	
W. W. DUFFETT	"	"		$\ $	elected.	
S. R. SMALL	"	"		$\ \ $		
W. W. Brown	"	"	•••••	[.		

Total number of stockholders at date of last election, 1,534.

Date of last meeting of stockholders for election of directors, August 7, 1894.

Post office address of general office, Portland, Maine.

Post office address of operating office, Montreal, Canada.

Name and address of officer to whom correspondence regarding this report should be addressed, W. W. DUFFETT, Treasurer, Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
President	L. J. SEARGEANT	Montreal, Canada.		
Vice President	G. P. WESCOTT	Portland, Maine.		
Secretary	F. R. BARRETT	"		
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.

	TERM	ne for named.	e for if d.	
Name.	From—	То	Miles of line each road n	Miles of line each class o roads name
Atlantic and St. Lawrence Railroad		Island Pond, Vt Boundary Line, Vermont and	,	
Norway Branch Railroad	South Paris, Me	Canada, Norway, Maine	$15.64 \\ 1.36$	165.22
Lewiston and Auburn Branch Railroad		Lewiston, Maine,	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 by the latter company, at 6 per cent 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.	s rized.		Par value of shares. Total par value authorized.		Total amount issued and outstanding.	DIVIDENDS DECLARED DUR- ING YEAR.		
	Numh share autho	Par value of shares.	Total par value authorize	Total amor issued and outstandin	Rate.	Amount.			
Capital stock: U. S. currency —common and sterling	54,840	\$100 £100	\$5,484,000	\$5,484,000	6%	\$329,040			
Total	54,840		\$5,484,000	\$5,484,000		\$329,040			
Manner of Payment for Cap	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.					
Issued for cash: common					54,840	\$5,484,000			

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

	TIM	ıe.			ding.			I	TEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds 2d mort. bonds 3d mort. bonds Bal. on ex-	1864, May 1 1871, July 1 1889,	5–20 5–20	\$1,500,000 713,000 787,000	712,932	All		6 6			
change of bonds Island Pond de- bentures Grand Total		30	435,000 \$3,438,000				6			

RECAPITULATION OF FUNDED DEBT.

			Inte	REST.
Class of Debt.	Amount issued.	Amount outstanding	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.

		APPORTIC	ONMENT.	AMOUNT PER MILE O		
Account.	Total amount outstanding.	To railroads.	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 78	

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	ital k.	ded L	Current Habilities.			PER MILE LINE.
Name of Road.	Capital stock.	Funded debt.	Cur	Total.	Miles.	Amount.
Atlantic & St. Lawrence R. R Extension to boundary	\$5,484,000	\$3,000,000				
line Norway Branch R. R Lewiston & Auburn Br	8,750 300,000	438,000		\$8,922,000 8,750 300,000	$165 22 \\ 1.36 \\ 5.41$	\$54,000 73 6,433 82 55,452 86
Total	\$5,792,750	\$3,438,000		\$9,230,750	171.99	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

		ING Y	cluded in rating ex-	30, 1893.	30, 1894.	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June 30,	Cost per mile.
rand total cost construc- tion, equipment, etc	ļ				*\$8,922,000	\$54,000 7

^{*} Equipment furnished by the lessees.

INCOME ACCOUNT.

Gross earnings from operation \$1,049,668 43 Less operating expenses 933,611 88	
Income from operation	\$116,056 55
Deductions from income: \$553,320 00 Interest on funded debt accrued—capital stock \$553,320 00 Taxes 65,053 39	
Total deductions from income	618,373 39
Deficit*	\$502,316 84
Deficit from operations of year ending June 30, 1894 *	502,316 84 278,723 48
Surplus on June 30, 1894*	\$781,040 32

^{*} Paid by the lessees.

EARNINGS FROM OPERATION.

ltem.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$268,101 12 26,900 60 20,397 77
Total passenger earnings			\$315,399 49
Total freight earnings			728,076 43
Total passenger and freight earnings			\$1,043,475 92
Rents not otherwise provided for			6,192 51
Total gross earnings from operation—entire line.			\$1,049,668 43

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses.	\$217,754 46 415,554 88 265,440 15 34,862 39
Grand total	\$933,611 88

RENTALS PAID. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
Norway Branch	\$1.00 per annum. \$18.00 per annum.	

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS. Cost of road LIABILITIES. Capital stock Funded debt	JUNE	30, 1894.	YEAR ENDING JUNE 30 1894.			
	Item.	Total.	Increase.	Decrease.		
Cost of road		\$8,922,000				
LIABILITIES.						
Capital stock		\$5,484,000				
Funded debt		3,438,000				
Grand total		\$8,922,000				

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	Wнат Ro	ount of tgage mile ne.		
Class of bond or obligation.	From-	То	Miles.	Am mor per of li
Mortgage bonds Island Pond debentures				\$20,056 15 28,005 11

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	umber ', ins, umber	COLUMNS REVENUE RATES	A	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile A verage amount received from each passenger. A verage receipts per passenger per mile Total passenger earnings		315,399	02	76 58
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile		728,076	1	54 76
Passenger and freight: Passenger and freight earningsGross earnings from operation		1,043,475 1,049,668		
Train mileage: Miles run by passenger trains. Miles run by freight trains Miles run by mixed trains	338,624 608,824 151,105			
Total mileage trains earning revenue	1,098,553			
Miles run by switching trains	343,015			
Grand total train mileage	1,441,568			

MILEAGE. MILEAGE OF ROAD OPERATED.

	LINE REP	, y.	ated le.	age	RA	ILS.	
Line in Use.	BY CAPIT	t etar inie	pera	mile ed.			
	Main line.	Main line. Branches and spurs.		Line operated under lease.	Total mileage operated.	Iron.	Steel.
Miles of single track	165.22			6.77	171.99		All.
Miles of yard track and sidings	37.41		 	1.55	38.96	•••••	All.
Total mileage operated (all tracks)	202.63			8.32	210.95		
MILEAGE OF LINE	OPERATED	BY STATES	AND '	Terri	TORIE	s.	
Maine	82.60			6.77	89.37		
New Hampshire	52.06				52.06		
Vermont	14.92		15.64		30.56		
Total mileage operated (single track)			15.64	6.77	171.99		All.

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

State or Territory.		ESENTED BY STOCK.	iileage	eted year.	RA	ILS.
	Main line.	Branches and spurs.	Total mileage owned.	New lin constru during y	Iron.	Steel.
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.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRI CAPITAL		erated rackage	ileage d.	RAILS.		
	Main line.	Branches and spurs.	Line op under t rights.	Total n operate	Iron.	Steel.	
Miles of single track	82.60 23.56	6.77		89.37 23.56			
Total mileage operated (all tracks)	106.16	6.77		112.93			

RENEWALS OF RAILS AND TIES-WHOLE LINE.

NEW RAILS LAID DUR	ING Y	EA	R.	NEW TIES LAID DURING Y	EAR	. .
Kind.	Tons.	Weight per yard-lbs. Average price per ton at distributing point.		Kind.		Average price at distributing point.
Steel: New Old				Hemlock 58	,473 ,103 ,366	\$0 30 27 34
Total steel	1,490	65	\$31 00	Total 72	,942	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		OAL lons.	Woo Coi	on— ds.	consumed		ds mile.
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel con- tons.	Miles run.	Average pounds consumed per mi
Passenger		10,926.75		74.00		376,400	58.10
Freight		24,241.25		135.00		722,153	67.32
Switching		2,750.00		15.50		231,741	23.71
Construction		2,058.50		11.00	• • • • • • • • • • • • • • • • • • • •	111,274	37.10
Total		39,976.50		235.50		1,441,568	‡
Average cost at distributing point	ļ	*		t			

^{*} Atlantic and St. Lawrence, \$3.43; Lewiston and Auburn, \$3.70.

[†] Atlantic and St. Lawrence, \$1.40; Lewiston and Auburn, \$1.40.

[†] Atlantic and St. Lawrence, \$55.76; Lewiston and Auburn, \$51.04.

ACCIDENTS TO PERSONS.

	Employees.							
Kind of Accident.	Trainmen.		Switchmen, flagmen and watchmen.		Othe employ		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	1	1					1	
Derailments				•••••		•••••	•••••	••••
Other causes							·····	
Total	1	1		 I			1	1
		<u></u>			Отне	RS.		
	PASSEN	ASSENGERS. Trespassing.			No trespa	ot ssing.	Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents			1	1		1	1	
At highway crossings		1					 	

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	t Aggregate u length.	t. Minimum ul length.	t. Maximum uI length.	Item.	Number.	Height of Thomast above Surface of Trail.
Bridges: Stone Iron Wooden Total	$ \begin{array}{c c} 1 \\ 29 \\ 16 \\ \hline 46 \end{array} $	177.6 3,366.7 340.	19.10 19. 26.6	19.10 155.11 26.6	Overhead Highway Crossings: Bridges Total	$\begin{array}{c} \left\{ \begin{smallmatrix} 5 \\ 1 \end{smallmatrix} \right. \\ \hline 6 \end{array}$	15.6 16.
Trestles and piling	2	1,423.7	63.7	1,360	Overhead Railway Crossings: Bridges	1	16 .6

Gauge of track, 4 feet, $8\frac{1}{2}$ inches—89.37 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

line.	wire.	 	OPERATED BY ANOTHER COMPANY.					
Miles of lin	Miles of w	Miles of line.	Miles of wire.	NAME OF OPERATING COMPANY.				
166.58	166.58	166.58	166.58	Great Northwestern Telegraph Company.				

Report of the Georges Valley Railroad Company for the Year Ending June 30, 1894.

HISTORY.

Name of common carrier making this report. Georges Valley Railroad Company.

Date of organization. August 10, 1889.

Under laws of what government, state or territory organized. Under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Of	fice A	ddress.		Expiration o Term.	
WILLIAM W. CASE	Rockland,	Main	e	October	3, 1894.	
WILLIAM F. COBB	"	"		"	"	
A. F. CROCKETT	"	"		"	"	
I. M. BIRD		"		"	"	
JAMES MITCHELL	"	"		"	"	
FRED A. ALDEN	Union,	"		**	"	
I. C. Thurston	South Uni	on, Ma	aine	"	"	

Total number of stockholders at date of last election, 79.

OFFICERS.

Name.	Location of Office		
WILLIAM W. CASE	Rockland,	Maine.	
WILLIAM W. CASE	"	44	
WILLIAM W. CASE	"	66	
WILLIAM W. CASE	"	"	
JAMES MITCHELL	"	"	
	WILLIAM W. CASE WILLIAM W. CASE WILLIAM W. CASE WILLIAM W. CASE	WILLIAM W. CASE Rockland, WILLIAM W. CASE	

Date of last meeting of stockholders for election of directors, November 21, 1893.

Post office address of general office, Union, Maine.

Post office address of operating office, Rockland, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, William W. Case, Treasurer, Rockland, Maine.

PROPERTY OPERATED.

Name.	TERM	f line ı road	f line n class s named.	
	From—	то—	Miles or for each	Miles of for each of roads
Georges Valley Railroad	Warren	Union Lime kilns	1	8.00
Total				8.50

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. A mount.
Capital stock: common	1,000	\$100	\$100,000	\$100,000	

${\bf FUNDED\ DEBT.}$ Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

TIME.			ding.				Interest.			
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	A mount outstanding.	A mount outstan		When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bond	1893,	1913,	\$50,000	\$50,000	\$50,000	\$49,808 9	7 6	Jan. & July.	\$1,980	\$1,980
Total			\$50,000	\$50,000	\$50,000	\$49,808 9	7		\$1,980	\$1,980

RECAPITULATION OF FUNDED DEBT.

		b <u>i</u> o	Interest.		
Class of Debt.	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	
Mortgage bonds	\$50,000 00	\$50,000 00	\$1,980 00	\$1,980 00	
Total	\$50,000 00	\$50,000 00	\$1,980 00	\$1,980 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LIA		CURRENT LIABILITIES ACCRUE INCLUDING JUNE 30, 189	
Cash	\$ 269 98	Audited vouchers and accts.,	\$908 97
Due from agents	296 74	Wages and salaries	473 40
Due from solvent companies and individuals	751 23	Matured interest coupons unpaid (including coupons due July 1)	1,500 00
Total—cash & current assets.	1,317 95	due sury 1)	1,500 00
Balance—current liabilities	1,564 42		
Total	\$2,882 37	Total—current liabilities,	\$2,882 37

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORT	ONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$100,000 00			8.50	\$11,764 70	
Bonds	50,000 00				5,882 35	
Current liabilities	2,882 37				3,391 02	
Total	\$152,882 37			8.50	\$21,038 07	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR	DURING			
	ting		eluded in ating ex- es.	30, 1893	30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction, or equipment.	Total cost to June 30, 1893.	Total cost to June 30, 1894	Cost per mile.
Construction: Right of way Rails, plates, frogs, switches, bolts and			\$1,660 51		\$1,660 51	
spikes Ties Engineering expenses Discount organization sold			6,854 34 1,056 40		6,854 34 1,056 40	
for construction					191 03 41,102 85	
Total construction			\$80,992 00		\$80,992 00	\$9,528 47
Equipment: Locomotives Combination cars Freight cars Other cars of all classes,			852 36			
hand cars, snow plow and flanger and push car			520 00	• • • • • • • • • •	520 00	
Total equipment			4,172 36		4,172 36	490 87
Grand total cost construc- tion, equipment, etc			\$85 ,1 64 36		\$85 ,1 64 36	\$10,019 34

INCOME ACCOUNT.

Gross earnings from operation	\$4,945 51 4,593 87	
Income from operation	\$351 64	
Deductions from income: Interest on funded debt accrued	1,980 00	
Deficit	\$1,628 36	
Deficit from operations of year ending June 30, 1894	\$1,628 36	

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue Express Extra baggage and storage	\$1,182 45 138 49 42		
Total passenger earnings			\$1,182 45
Total freight revenue			3,624 15
Total passenger and freight earnings			\$4,806 60
Total gross earnings from operation			\$4,945 51

OPERATING EXPENSES.

Item.	Amount.	
Conducting transportation:		_
Wages of enginerien firemen and roundhouse men	\$834	60
Wages of enginemen, firemen and roundhouse men Fuel for locomotives	943	
Wages of other trainmen.	450	
Wages of station agents, clerks and laborers	1,478	70
Station supplies	108	
Station supplies Other expenses	357	21
Total	\$4,172	17
General expenses:		
Salaries of officers	\$350	00
Salaries of officers		70
Total	\$421	70
Recapitulation of expenses:		
Conducting transportation	\$4,172	17
Conducting transportation	421	
General capeness	421	-,0
Grand total	\$4,593	87

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 3	0, 1894.	YEAR ENDING JUNE 30, 1894.			
	Item.	Total.	Increase.	Decrease		
Cost of road	\$80,992 00	\$80,992 00				
Cost of equipment	4,172 36	4,172 36				
Cash and current assets	1,317 95	1,317 95				
Profit and loss	1,628 36	1,628 36				
Grand total	\$88,110 67	\$88,110 67				
LIABILITIES.						
Capital stock	\$100,000 00					
Less amount unpaid	64,771 70	\$35,228 30				
Funded debt	50,000 00	50,000 00				
Current liabilities	2,882 37	2,882 37				
Grand total		\$88,110 67				

SECURITY FOR FUNDED DEBT.

Class of Bond or	WHAT R	tof t. e per e of		
Obligation.	From-	То—	Miles.	A m mon gag mil
1st mort. 6% bond, 20 years	Warren	Union	8.50	\$5,882 53

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers Station agents. Enginemen Firemen. Conductors Other shopmen Section foremen Other trackmen	1 1 1 3	182 182 182 182 182 182 212 182 182	\$ 600 00 1,032 00 600 00 480 00 780 00 365 00 547 7.5 1,267 65	3 31 1 92 1 54 2 50 1 00 1 75 1 35
Total (including "general officers")		1,486	5,672 40	
Less "general officers"		182	600 00	1 92
Total (excluding "general officers")	11	1,304	\$5,072 40	\$13 37

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rains, number	COLUM FOR REV AND RA	ENUE
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile Number of passengers carried one mile per mile of road. Average distance carried Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile. Total passenger earnings Passenger earnings per mile of road. Passenger earnings per train mile		1,182 1,182 193	37 895 23 684 45
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile Number of tons carried one mile per mile of road Average distance haul of one ton Total freight revenue. Average amount received for each ton of freight, Average receipts per ton per mile Total freight earnings Freight earnings per mile of road. Freight earnings per train mile	\$9,613 4,660.35 7.12	3,624 3,624 426	46 250 42 045 15
Passenger and freight: Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses. Operating expenses per mile of road Operating expenses per mile of road Income from operation. Income from operation per mile of road		4,593 540	48 60 48 51 82 54 346 87 45 50 842 64
Train mileage: Miles run by mixed trains Total mileage trains earning revenue	9,100		

DESCRIPTION OF EQUIPMENT.

	pg	er at	EQU	JIPMENT FITTED WITH TRAIN BRAKE.	FIT'	QUIPMENT TED WITH ITOMATIC OUPLER.
Item.	Number added during year. Total number end of year.		Number.	Name.	Number.	Name.
Locomotives — owned and leased: Passenger		1				
Cars owned and leased: In passenger service— Combination cars		ı				
In freight service— Flat cars		4				
Total cars owned		5				

MILEAGE OF ROAD OPERATED.

Line in Use.		ESENTED BY L STOCK.	perated lease.	nileage ed.	RAILS.	
	Main line.	Branches and spurs.	2 1 1 ta	Iron.	Steel.	
Miles of single track	. 8	.50		8.50		8.50

CONSUMPTION OF FUEL BY LOCOMOTIVES.

${\bf Locomotives.}$		ons.		op— rds.	j.		nds r mile.
		Bituminous	Hard.	Soft.	Total fuel con sumed—tons.	Miles run.	Average pour
Passenger Average cost at distributing point		\$4.50			210	9,100	46

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	r Aggregate I length.	tt. Minimum uI length.	tr. Maximum length.	Item.	Number.	Height of the lowest above I surface of rail.
Bridges: Iron Wooden, Total	$\left \begin{array}{c} 1\\1\\2 \end{array} \right $	50 144 194			Overhead Highway Crossings:		

Gauge of track 4 feet, $8\frac{1}{2}$ inches—8.50 miles.

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1894.

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 Off	fice Address.		Date of Expiration of Term. September 17, 1894.		
Weston Lewis	Gardiner	, Maine	Septembe			
A. C. STILPHEN	41	"	"	"		
J. S. MAXCY	"	"	"	"		
H. W. JEWETT	44	"		**		
J. B. Dingley	**	"		**		

Total number of stockholders at date of last election, 81.

Date of last meeting of stockholders for election of directors, September 11, 1893.

Post office address of general office, Gardiner, Maine.

Post office address of operating office, Gardiner, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, P. H. Winslow, Treasurer, Gardiner, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
Chairman of the Board	WESTON LEWIS	Gardiner,	Maine.	
President	WESTON LEWIS	"	**	
Secretary	H. S. Webster	"	44	
Treasurer	P. H. Winslow	"	"	
Attorney, or General Counsel	A. C. STILPHEN	"	44	
Auditor	A. C. STILPHEN	"	**	
General Manager	WESTON LEWIS	"	"	
Chief Engineer	FREDERIC DANFORTH	"	"	
General Superintendent	F. A. LAWTON	"	"	
General Passenger Agent	P. H. Winslow	"	"	
General Ticket Agent	P. H. Winslow	**	"	

PROPERTY OPERATED.

Name.	Term	line road	line class named.	
	From—	То—	Miles of for each named.	Miles of for each of roads
Kennebec Central	Randolph	Togus	5	

CAPITAL STOCK.

Description.	Number of shares authorized. Par value of shares.		Total par value authorized.	Total amount issued and outstanding.	FI d DIVIDENDS DECLARED DURING YEAR.		
	Nun shar auth	Par of sl	Total value autho	Tote issu outs	Rate.	Amount.	
Capital stock—common	500	\$100	\$50,000	\$40,000	6%	\$2,400	
Manner of Payment for Cap	Number shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.			
Issued for cash: common					400	\$40,000	
						* 1,250	
Total	••• •••••	• • • • • • •			400	841,250	

st Part payment, but not issued.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

	TI	ME.			ding.			Int	TEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	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.	\$850	\$850

RECAPITULATION OF FUNDED DEBT.

		à	INTER	EST.
Class of Debt.	Amount issued.	Amount	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$40,000	\$17,000	\$850	\$850

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI	VAILABLE ABILITIES.	CURRENT LIABILITIES ACCRUMING JUNE 30, 18	
Cash Due from agents	\$1,604 80 881 41	Loans and bills payable Audited vouchers and ac-	\$18,400 00
Due from solvent companies and individuals	512 16	wages and salaries Net traffic balances due to	382 19 379 75
Total - cash and current	A 2 000 87	other companies Matured interest coupons	165 70
assetsBalance—current liabilities	\$ 2,998 37 16,685 10		355 83
Total	\$19,683 47	Total—current liabilities,	\$19,683 47

Materials and supplies on hand, \$251.83.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORT	ONMENT.	AMOUNT PER MILE OF LINE.	
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$40,000 00	\$40,000 00		5	\$8,000
Bonds	17,000 00	17,000 00		5	3,400
Current liabilities	19,683 47	19,683 47		5	3,936
Total	\$76,683 47	\$76,683 47		5	\$15,336

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

			ities.			PER MILE LINE.
Name of road.	Capital stock.	Funded debt.	Current liabilities	Total.	Miles.	Amount.
Kennebec Central	\$40,000 00	\$17,000 00	\$19,683 47	\$76,683 47	5	\$ 15,336 0 0

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR.	DURING			
Item.	ting	opera	Not included in operating expenses.		30, 1894	
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893	Total cost to June 30, 1894.	Cost per mile.
Construction: Right of way Other real estate				\$5,564 99 2,200 00 275 48		
Grading and bridge and culvert masonry Bridges and trestles Rails Other superstructure				17,609 05 338 32 10,241 05 11,455 68	338 32 10,241 05	
Buildings, furniture and fixtures		• • • • • • • • • • • • • • • • • • • •	•••••	5,943 18 4,639 57 3,250 00	4,639 57	
Total construction				\$61,517 32	\$61,517 32	\$12,303 46
Equipment: Locomotives Passenger cars Freight cars	1	i .		\$8,224 85 7,995 87 2,173 41	7,995 87 2,173 41	
Total equipment Total cost construction, equipment, etc				\$18,394 13 \$79,911 45		

INCOME ACCOUNT.

			=
Gross earnings from operation	\$14,055 11 8,999 90		
Income from operation		\$5,055	21
Total income		\$5,055	21
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Taxes	\$ 850 00 1,069 17 219 75		
Total deductions from income		2,138	92
Net income		\$2,916 2	29
Dividends, 6 per cent, common stock		2,400 (00
Surplus from operations of year ending June 30, 1894 Surplus on June 30, 1893		516 2 4,605 6	
Surplus on June 30, 1894		\$5,121 9	93
			_

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.	
Total passenger revenue			\$4,987	70
Mail Express	\$285 70 283 39		569	09
Total passenger earnings Total freight earnings			\$5,556 8,286	
Total passenger and freight earnings			\$13,843	02
Other sources			212	09
Total gross earnings from operation			\$14,055	11

OPERATING EXPENSES.

${\bf Item.}$	Amount	•
Maintenance of way and structures:		_
Repairs of roadway	\$1,784	38
Repairs of buildings		14
Total	\$1,787	52
Maintenance of equipment:		
Repairs and renewals of locomotives	\$412	
Repairs and renewals of passenger cars	196	28
Total	\$609	15
Conducting transportation:		
Wages of enginemen, firemen and roundhousemen	\$1,922	
Fuel for locomotives	732	
Water-supply for focomotives	125 52	
Wages of other trainmen	1,798	
Wages of other trainmen	162	
Wages of station agents, clerks and laborers	929	
Station supplies	80	70
Total	\$5,803	66
General expenses:		
Salaries of officers	\$500	00
General office expenses and supplies	10	
Advertising	36	
Insurance	91 47	
Other general expenses	112	
Total	\$799	 57
Described attendances	****	
Recapitulation of expenses: Maintenance of way and structures	\$1,787	59
Maintenance of equipment	609	
Conducting transportation	5,803	
General expenses	799	
Grand total	\$8,999	

Percentage of expenses to earnings-entire line, .64.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1894.			YEAR ENDING JUNE 30, 1894.		
11002101	Item.	Total.	Increase.	Decrease		
Cost of road	\$61,517 32 18,394 13	\$61,517 18,394				
Materials and supplies	251 83	251	83			
Grand total	\$80,163 28	\$80,163	28			
LIABILITIES. Capital stock	\$40,000 00 1,250 00					
Current liabilities		16,685				
not yet payable Profit and loss		106 5,121				
Grand total		\$80,163	28			

SECURITY FOR FUNDED DEBT.

,	WHAT R	t of ge e of		
Class of bond or obligation.	From-	То—	Miles.	Amoun mortga per mil line.*
First mortgage bonds	Randolph	Togus	5	\$8,000

^{*} All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers. Other officers. Station agents. Enginemen Firemen Conductors Other trainmen Section foremen Other trackmen Switchmen, flagmen and watchmen. Total (including "general officers") Less "general officers". Total (excluding "general officers"). Distribution of above: General administration. Maintenance of way and structures Conducting transportation Total (including "general officers"). Less "general officers". Total (excluding "general officers").	1 1 2 1 2 1 1 1 1 2 1 1 1 2 1 1 1 2 1 1 2 1 1 1 2 1 1 1 2 1 1 1 1 2 1	300 332 659 329 367 325 340 316½ 571 366 4,205 632 887 2,686 4,205 632 3,573	\$500 00 550 00 929 25 822 50 642 40 650 00 764 66 457 50 \$6,545 41 1,050 00 \$1,397 66 4,097 75 \$6,545 41 1,050 00 \$5,495 41	\$1 66 1 65 1 41 2 50 1 75 2 00 1 75 2 00 1 34 1 25 17 31 3 31 14 00

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rains, number	COLUM FOR REVI AND RA	ENU	UE S.
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile. Number of passengers carried one mile per mile of road. Average distance carried. Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile. Total passenger earnings.		4 ,987 5,556	15 3 79	244 048
Passenger earnings per mile of road		1,111		274
Number of tons carried one mile. Number of tons carried one mile per mile of road Average distance haul of one ton. Total freight revenue. Average amount received for each ton of freight, Average receipts per ton per mile. Total freight earnings. Freight earnings per mile of road. Freight earnings per train mile.	33,455 6,689 5	8,286 1,657	23 24 23	76
Passenger and freight: Passenger and freight revenue Passenger and freight revenue per mile of road. Passenger and freight earnings Passenger and freight earnings per mile of road. Gross earnings from operation per mile of road. Gross earnings from operation per train mile of operating expenses. Operating expenses per mile of road. Operating expenses per mile of road. Income from operation Income from operation Income from operation Income from operation per mile of road.		8,999 1,799	78 02 60 11 02 01 90 98 80 21	55 13 2
Train mileage: Miles run by passenger trains Miles run by mixed trains	10,630 3,210	·		
Total mileage trains earning revenue	13,840			
Miles run by switching trains	3,700			
Grand total train mileage	17,540]	

DESCRIPTION OF EQUIPMENT.

	pa	ır at	EQ	UIPMENT FITTED WITH TRAIN BRAKE.	FIT	EQUIPMENT FITTED WITE AUTOMATIC COUPLER.	
Item.	Number added during year. Total number a end of year.		Number.	Name.	Number.	Name.	
Locomotives: Passenger		2	2	Eames.			
${\bf Total\ locomotives\ in\ service \dots}$	ļ	2	2				
Total locomotives owned		2	2				
Cars—owned and leased: In passenger service— First-class cars Combination cars Excursion cars		1 1 2	1 1 2	Eames. Eames. Eames.			
Total	•••	4	4				
In freight service— Box cars Flat cars		2 6					
Total		8					
Total cars in service		12	4				
Total cars owned		12	4				

MILEAGE OF ROAD OPERATED.

		ESENTED BY . STOCK.	perated lease.	mileage ted.	RAILS.		
Line in Use.	Main line.	Branches and spurs.	၂ဝမ	Total m operate	Iron.	Steel.	
Total mileage operated (all tracks)	5			5			

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.		AL— ons.		ood— ords.	consumed		ids mile.
		Bituminous.	Hard.	Soft.	Total fuel cor-	Miles run.	Average pounds consumed per ma
Passenger		190			190	106.30	
Freight						32.10	
Switching						37.00	
Total		190				175.40	21
Average cost at distributing point					\$3.85		

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	H. Aggregate I length.	t Minimum In length.	t Maximum ur length.	Item.		Height of to lowest above is surface of rail.
Bridges: Stone Iron Wooden,					Overhead Highway Crossings:		
Total					Overhead Railway Crossings:		1
Trestles	1	45 42					

Gauge of track, 2 feet-5 miles

Report of the Lime Rock Railroad Company for the Year Ending June 30, 1894.

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 Offic	e Add	Date of Expiration of Term.		
Wм. Т. Совв	Rockland,	Maine		Last Tuesday in Janu-	
A. F. CROCKETT	"	"		ary, 1895. Last Tuesday in Janu-	
JOHN T. BERRY	"	"		ary, 1895. Last Tuesday in Janu-	
E. R. SPEAR	"	"	•••••	ary, 1895. Last Tuesday in Janu-	
G. L. FARRAND	"	"		ary, 1895. Last Tuesday in Janu-	
S. M. BIRD	"	"			
N. F. COBB	"	"		ary, 1895. Last Tuesday in Janu- ary, 1895.	

Total number of stockholders at date of last election, 42.

OFFICERS.

Title.	Name.	Location of Office.			
Chairman of the Board	Wм. Т. Совв	Rockland, Maine.			
President	Wм. т. Совв	" "			
Secretary	H. N. PIERCE	"			
Treasurer	H. N. PIERCE	" "			
Attorney or General Counsel	C. E. LITTLEFIELD	" "			
General Superintendent	R. L. Fogg	" "			

Date of last meeting of stockholders for election of directors, January 30, 1894.

Post office address of general office, Rockland, Maine.

Post office address of operating office, Rockland, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, H. N. Pierce, Treasurer, Rockland, Maine.

PROPERTY OPERATED.

Name.	TERM	f line road	f line n class s named.	
name.	From—	То—	Miles of for each named.	Miles of for each of roads
Number one Number five Total	Knox and Lincoln	extension		

CAPITAL STOCK.

Description.	nber of res norized.	value hares.	valu	al par ne norized.	al amount ed and standing.	DIVIDENDS DECLARED DURING YEAR.		
	Num shar auth	Par of s	Tots valu auth	Tot: issu outs	Rate.	Amount.		
Capital stock: common	4,500	\$100	\$450,000	\$450,000	112%	\$6,750		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

	TI	иЕ.			ding.	_	Interest.			
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort	1888,	1908,	\$250,000	\$214,000	\$214,000	\$201,250	5	Apr. &	10,629 86	\$ 10,642 08
2d mort Total	1891,	1901,	\$400,000	128,000 \$342,000		127,395 \$328,645	1	Jan. & July,	7,559 17 18,189 03	

RECAPITULATION OF FUNDED DEBT.

			Interest.			
Class of Debt.	Amount issued.	Amount outstanding	Amount accrued during year.	Amount paid during year.		
First and second mortgage bonds	\$342,000	\$342,000	\$18,189 03	\$17,371 58		

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR.PAYMENT OF CURRENT LL		CURRENT LIABILITIES ACCRUI INCLUDING JUNE 30, 18	
Cash	\$2,738 96	Loans and bill payable Audited vouchers and acc'ts,	\$83,000 00
and individuals	9,844 06	Matured interest coupons unpaid (including coupons	2,675 70
Total—cash and current assets	\$12,583 02	due July 1)	4,717 50
Balance-current liabilities	78,468 84	interest	658 66
Total	\$91,051 86	Total—current liabilities,	\$91,051 86

Materials and supplies on hand, \$5,515.81.

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORTIC	ONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock Bonds	\$450,000 00 342,000 00 91,051 86			10.62	\$42,372 88 32,203 39 8,573 69	
Total	\$883,051 86			10.62	\$83,149 89	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN						_		
	ting	Not included in operating expenses.		30, 1893		30, 1894			
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893		Total cost to June 30, 1894		Cost per mile.	
Construction: Right of way Fences			\$999 55	\$80,061 1.145	17 43	\$81,060 1,115			
Grading and bridge and culvert masonry Bridges and tresties			6,723 01	2,480 130,774	10	2,480	10		
Rails, frogs, switches, bolts and spikes			51 90	6,459	40	6,511	30		
fixtures (deduct \$162 re- bate)			201 58	5,009	09 06	598 5,210	09		
Interest during construc'n Road built by contract Other items			671 29	19,000 21,603	00 01	19,000 22,274	$\frac{00}{31}$		
Total construction			\$9,723 14	\$349,041	42	\$358,602	56	\$33,766	72
Equipment: Locomotives Cars of all classes (deduct push-car wrecked, \$22.50)								!	
				1		, ,			
Total equipment	j			\$115,078	04	\$115,055	54	\$10,833	85
Grand total cost construc- tion, equipment, etc				\$464,119	4 6	\$473,658	10	\$44,600	57

The charges to construction for the current year represent the amounts paid on account of extensions not yet completed.

INCOME ACCOUNT.

Gross earnings from operation \$59,706 17 Less operating expenses 30,877 52	
Income from operation	\$28,828
Interest on bonds owned	3,358
Total income	\$32,186 8
Deductions from income: Interest on funded debt accrued	
Total deductions from income	25,070 8
Net income	\$7,115 9
Dividends, 1½ per cent, common stock	6,750 (
Surplus from operations of year ending June 30, 1894	\$365 9 10,893 9
Deductions for year (credited surplus fund)	
Surplus on June 30, 1894	\$4,759 8

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total freight earnings Other earnings from operation: Switching charges—balance			\$59,128 67 577 50
Total gross earnings from operation			\$59,706 17

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Stumpage and rents received			\$2,446 95 11 80 60 00 839 44 \$3,358 19

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$4,982 14
Renewals of ties	55 00
Repairs of trestles	3,283 30
Repairs of buildings	7 37
Total	\$8,327 81
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,653 98
Repairs and renewals of freight cars	3,857 95
Total	07 711 00
Total	\$5,511 93
Conducting transportation:	
Wages of enginemen, firemen and roundhousemen	\$3,373 21
Fuel for locomotives Water-supply for locomotives (2½ years) Wages of other trainmen All other train supplies	2,380 42
Water-supply for locomotives $(2\frac{1}{2} \text{ years})$	302 40
Wages of other trainmen	4,041 84
All other train supplies	380 35
Wages of flagmenLoss and damage	631 06 178 32
Loss and damage	178 32
Total	\$11,287 60
General expenses:	
Salaries of officers	\$4,000 00
Salaries of officers	131 74
Insurance	1,378 00
Other general expenses	240 44
m + 1	
Total	\$5,750 18
Recapitulation of expenses:	
Maintenance of way and structures	\$8,327 81
Maintenance of equipment	5,511 93
Conducting transportation	11,287 60
General expenses	5,750 18
Grand total	\$30,877 52
	30U.8// 02

Percentage of expenses to earnings, 51.7%.

COMPARATIVE GENERAL BALANCE SHEET.

	June	30, 1894.	YEAR ENDING JUNE 30, 1894.			
Assets.	Item.	Total.	Increase.	Decrease.		
Cost of road	115,055 54	\$473,658 10 37,49 9 99				
Cash and current assets Other assets:			23,333 32	\$7,617 68		
Materials and supplies Sinking fund	5,515 81 19,000 00	24,515 81	5,385 99			
Grand total		\$548,256 92	\$38,257 95	\$7,617 68		
LIABILITIES.						
Capital stock Less amount not paid in	\$450,000 00 402,000 00	\$ 48,000 00				
Funded debt	33,169 51	342,000 00 91,051 86				
Contingent fund	18,000 00	$\substack{62,445 \ 17 \\ 4,759 \ 89}$	11,059 45	\$5,634 04		
Grand total		\$548,256 92	\$36,274 36	\$5,634 04		

IMPORTANT CHANGES DURING THE YEAR.

Issued $\$6,000\ 5\%$ first mortgage bonds. Issued $\$6,000\ 6\%$ second mortgage bonds.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT R	cunt of tgage mile ne.		
	From-	То—	Miles.	Amor mor per of li
First and second mortgage	Whole	line.	10.62	\$32,203 39

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	A versee daily	compensation.
General officers	9	2,817	\$4,000 00	\$1	42
Round-house man	1	320	489 75		
Enginemen	2	644	1,758 26		
Firemen	2	643	1,125 20 $1,257 10$		
Other trainmen	2 2 2 7	558 1,808	2,784 74		25 54
Section foremen	1	315	551 25		75
Other trackmen	4	1,101	1,652 25		50
Flagmen	2	627	631 06		00
Total (including "general officers")	30	8,833	\$14,249 61	\$1	61
Less "general officers"	9	2,817	4,000 00		
Total (excluding "general officers")	21	6,016	\$10,249 61	\$1	70
Distribution of above:					
General administration	9	2,817	\$4,000 00		
Maintenance of way and structures	5	1,416	2,203 50		
Conducting transportation	. 16	4,600	8,046 11	1	75
Total (including "general officers")	30	8,833	\$14,249 61	\$1	61
Less "general officers"	9	2,817	4,000 00	1	42
Total (excluding "general officers")	21	6,016	\$10,249 61	\$1	70

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	r umber s, ains, umber	COLUMNS FOR REVENUE AND RATES.			
Item.	Column for tonnage, n passengers number tr mileage, n cars.	Dollars.	Cents.	Mills.	
Freight traffic: Number of tons carried of freight earning revenue Total freight revenue A verage amount received for each ton of freight, Total freight earnings Freight earnings per mile of road		59,128 59,128 4,972	29 67		
Passenger and freight: Gross earnings from operation Operating expenses. Operating expenses per mile of road Income from operation Income from operation per mile of road		20.020	52 93 65		
Average number of tons of freight in each loaded car	6				

DESCRIPTION OF EQUIPMENT.

	Number added during year.	at	Equ	JIPMENT FITTED WITH TRAIN BRAKE.	FIT	QUIPMENT TED WITH UTOMATIC OUPLER.
Item.		Total number end of year.	Number.	Name.	Number.	Name.
Locomotives: Freight		3				
Total		3	3	Steam.		
Cars in freight service: Flat Dump Total		13 401 414				
Cars in company's service:		1				
Total cars in service		415				
Total cars owned		415				

MILEAGE OF ROAD OPERATED.

	LINE REPRI CAPITAL	erated rackage	rileage d.	RAILS.		
Line in Use.	Main line.	Branches and spurs.	ine opender transcription	Total n operate	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

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				Hemlock	40 40 25 67 27 199	30e. 30e. 30e. 25e. 25e.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		AL— ons.			-1		nds r mile.
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel con sumed—tons.	Miles run.	Average poun
Freight		\$3.86			616		

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	r Aggregate ur length.	tt. Hength.	t Maximum In length.	Item.	Number.	Height of Thomast above I surface of Trail.
Bridges: Wooden.	1	33.6			Overhead Railway Crossings: Trestles		
Trestles	9	13,136.6	48	3,396			

Report of the Maine Central Railroad Company for the Year Ending June 30, 1894.

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 foreclose 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 Term.		
PAYSON TUCKER	Portland, Maine	December	19, 1894.	
LUCIUS TUTTLE	Boston, Mass	"	**	
SAMUEL C. LAWRENCE	Medford, Mass		"	
GEORGE M. PULLMAN	Chicago, Ill	66	4.6	
WM. G. DAVIS	Portland, Maine	"	66	
JOSEPH S. RICKER	Deering, Maine	"	6.6	
EWIS CASS LEDYARD	New York, N. Y		66	
HENRY M. WHITNEY	Boston, Mass	"	**	
IENRY R. REED	Boston, Mass		6.6	
THOMAS W. HYDE	Bath. Maine		64	
			66	
OHN WARE	Waterville, Maine		"	
FRANKLIN A. WILSON	Bangor, Maine		"	
FRANCIS W. HILL	Exeter, Maine			

Total number of stockholders at date of last election, 757.

Date of last meeting of stockholders for election of directors, December 20, 1893 Post office address of general office, Portland, Maine.

Post office address of operating office, Portland, Maine.

Name and address of officer to whom correspondence regarding this report hould be addressed, WM. W. Colby, General Auditor, Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office		
President	FRANKLIN A. WILSON	Portland, Maine.		
Vice President	PAYSON TUCKER	" "		
Clerk of Corporation	Josiah H. Drummond	"		
Freasurer	GEORGE W. YORK	"		
Paymaster	THOMAS P. SHAW			
General Auditor	WM. W. COLBY	**		
General Manager	PAYSON TUCKER	**		
Chief Engineer	WM. A. ALLEN	66 66		
Assistant Superintendent	ELTON A. HALL	66 66		
Division Superintendent	Jonas Hamilton	**		
Division Superintendent	GEO. F. BLACK	Lancaster, N. H.		
Division Superintendent	W. L. WHITE	Bath, Maine.		
deneral Eastern Agent	GEORGE A. ALDEN	Waterville, Maine,		
General Freight Agent	W. S. EATON	Portland, Maine.		
Agent	FRED E. BOOTHBY	46 66		
General Baggage Agent	H. H. TOWLE	**		

PROPERTY OPERATED.

Particular Control Con				.====
	TERM	line for d named.	ne for of ed,	
Name.	From-	#To-	Miles of line for each road named	Miles of line each class of roads named
Maine Central Railroad	Cumberland	Bangor Bath Skowhegan Farmington	136.6 8.9 91.2 36.4	
Androscoggin Railroad Dexter and Newport Railroad Dexter and Piscataquis Railroad Belfast and Moosehead Lake	Penobscot Junc Crowley's Brunswick Newport Junction	Mt. Desert Ferry. Lewiston4.8 (Leeds June .26.2) Dexter	41.13 31.0 14.23	314.23
Railroad. European and North American Railway. Stillwater Branch.	Bangor	Vanceboro 114.3 Stillwater, 3.01	33.13 120.34	
Enfield Branch Eastern Maine Railroad Portland and Ogdensburg Rail- way	Bangor Portland	Bucksport Lunenburg		
Upper Coos Railroad Hereford Railway Knox and Lincoln Railway	Beecher Falls	Lime Ridge		499.53
Total		••••		813.76

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title (owned, leased, etc.)	State or territory.
Bar Harbor Ferry	Steam ferry Steam ferry		

The Maine Central Railroad Company owns and operates as a part of its line, a steam ferry between Mt. Desert ferry landing and Bar Harbor, 7.7-10 miles, and leases and operates a steam ferry between Bath and Woolwich, 56-100 of a mile. Both ferries are used for the transportation of passengers, freight, mail and express.

Separate accounts of the earnings and expenses of these ferries are not kept, but enter into the general accounts of the company, the same as the earnings and expenses of its rail lines.

CAPITAL STOCK.

Description.	mber of ares thorized.		Fotal par value authorized.	Fotal amount issued and outstanding.	DIVIDENDS DECLARED DUI ING YEAR.	
> Description.	Number of shares authorized	Par value of shares.	Total value autho	Total amou issued and outstanding	Rate.	Amount.
Capital stock: common	100,000	\$100	\$ 10,000,000	\$4,975,300	*1 ½%	\$298,501 50
Manner of Payment for Cap	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.		
Issued for cash: common Issued for reorganization: com	mon		6	\$600	13,74 4 36,009	
Total			6	\$600	49,753	\$1,374,400

^{*} $1\frac{1}{2}$ %—July 1, 1893; October 1, 1893; January 1, 1894; April 1, 1894.

Dividend No. 25, July 1, 1893, $1\frac{1}{2}\%$ on \$4,974,600—\$74,619. Dividend No. 26, October 1, 1893, $1\frac{1}{2}\%$ on \$4,975,000—\$74,625. Dividend No. 27, January 1, 1894, $1\frac{1}{2}\%$ on \$4,975,200—\$74,628. Dividend No. 28, April 1, 1894, $1\frac{1}{2}\%$ on \$4,975,300—\$74,629.50. Total, \$288,501.50. The amount of capital stock on general ledger is \$4,983,500; of this amount, \$8,200 has not been issued, being exchangeable for securities not yet presented; so that the amount of capital stock on which dividends are payable is \$4,575,300.

 ${\bf FUNDED\ DEBT.}$ Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

	TII	ME.		led.	_	G.	Int	EREST.
Class of Bond or Obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued	Amount outstanding.		Kate—%. When payable.	Amount accraed during year. Amount apaid a paid a quring account.
And. & Kennebec R. R. bonds. City of Bath loan Portland & Kenn. R. R. cons. Leeds & Farmington R. R. Maine Central 7% bonds Maine Central Consols Maine Shore Line bonds	Jan. 1, 1860 Jan. 1, 1861 A pril 1, 1865 Sept. 1, 1868 Oct. 1, 1870 A pril 1, 1872 June 1, 1883	A pril 4, 1893 A pril, 1895 July 1, 1896 July 1, 1898 Oct. 1, 1900 A pril 1, 1912 A pril 1, 1912 A pril 1, 1912 A pril 1, 1912 A pril 1, 1912	\$1,100,000 425,000 1,500,000 633,000 1,100,000 500,000	633,000	\$2,400 500 999,500 633,006 756,800 496,500 263,500 1,524,000 674,000 76,000 \$9,594,200	No record. No record. No record. \$732,450 00 436,400 00 3,767,007 00 269,500 00 1,631,470 15 237,158 50 706,500 00 95,137 80	3 April & Oct 3 April & Oct 4 April & Oct 5 April & Oct 5 April & Oct 6 April & Oct 6 April & Oct 7 April & Oct 7 April & Oct 8 April & Oct 8 April & Oct 9 April & Oct 9 June & Dec	\$69,183 16 70,265 37,980 00 38,055 52,976 00 53,004 29,790 00 29,790
			MISCELLANE	OUS OBLIGAT	ions.			
Maine Central debentures Maine Cent. sinking fund bds Maine Central Impt., Class A Maine Central Impt., Class B	Feb. 1, 1885 July 1, 1886	Feb. 1, 1905 July 1, 1916	\$ 58,000 600,000 200,000 250,000 \$1,108,000	\$ 58,000 600,000 200,000 250,000 \$1,108,000	\$600,000 200,000 250,000 \$1,050,000	600,000 00 204,000 00 255,000 00	Feb. & Aug Feb. & Aug Jan. & July Jan. & July	\$ 1,691 67 36,000 00 36,000 20,250 00 20,205 \$57,941 67 \$59,105
Total: Mortgage bonds Miscellaneous obligations, Grand total			\$15,708,000 1,108,000 \$16,816,000	\$11,309,400 1,108,000 \$12,417,400	\$9,594,200 1,050,000 \$10,644,200	1,117,000 00		\$584,005 43 \$586,769 59,105 \$641,947 10 \$645,874

RECAPITULATION OF FUNDED DEBT.

		sio l	Intel	REST.
Class of Debt.	Amount issued.	Amount outstanding	Amount accrued during year.	Amount paid during year.
Mortgage bonds Miscellaneous obligations Total	\$11,309,400 1,108,000 \$12,417,400	1,050,000	57,941 67	\$586,769 50 59,105 00 \$645,874 50

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRUITED INCLUDING JUNE 30, 18	
Cash	\$324,190 52	Loans and bills payable	\$773,000 00
Bills receivable	120,000 00	Audited vouchers and accounts	175,270 37
Due from agents		Wages and salaries	132,111 29
Net traffic balances due from other companies		Dividends not called for	10,012 05
Due from solvent companies and individuals	128,852 61	Matured interest coupons unpaid (including coupons due July 1)	126,114 25
Total—cash & current assets.	\$740,531 95	dae suly 1)	120,114 20
Balancecurrent liabilities	475,976 01		
Total	\$1,216,507 96	Total—current liabilities,	\$1,216,507 96

Materials and supplies on hand, \$614,249.88.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORT	ONMENT.	AMOUNT PER MILE OF LINE.		
A ccount.	Total amount outstanding.	To railroads.	To other propertics.	Miles.	Amount.	
Capital stock	\$4,975,300 00	\$4,975,300 00		314.23	\$15,833 00	
Bonds	10,644,200 00	10,644,200 00		345.23	43,405 00	
Current liabilities	1,216,507 96	1,216,507 96		314.23	3,871 00	
Total	16,836,007 96	16,836,007 96		345.23	\$48,768 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.	ital k.	ded E.	Current liabilities.	al.		PER MILE LINE.
Traine of Hours	Capital stock.	Funded debt.	Cur	Total.	Miles.	Amount.
Maine Central R. R Belfast & Moosehead	\$4,975,300	\$ 10,644,200	\$1,216,507 96	\$ 16,836,007 96	345.23	\$18,768
Lake R. R	648,100	150,000		798,100 00	33.13	24,090
Dexter & Newport R. R Dexter & Piscataguis	122,000	175,000	••••	297,000 00	14.23	20,871
R. REuropean & North	122,000	175,000		297,000 00	16.54 (65.34	17,956 20,702
American Ry Eastern Maine R. R	2,491,300			3,491,300 00 200,000 00	155.00 18.80	38,884 10,638
Knox & Lincoln Ry Portland & Ogdens-	200,000	1,524,000		1,724,000 00	48.39 (49.10	35,627 52,330
burg Ry	4,390,183	2,119,000		6,509,183 00	60.00 (22.00	65,663 22,273
Upper Coos R. R Hereford Ry	350,000 800,000			1,266,000 00 1,600,000 00		23,515 30,189
Total	14,298,883	17,503,200	\$1,216,507 96	33,018,590 96	813.76	\$40,575

The Androscoggin Railroad being mortgaged as security for the Maine Central Railroad consolidated bonds, the mileage of that road, viz., 31 miles, is added to the Maine Central mileage in computing amount of bonds per mile of line in table for mileage owned and also for use in table for mileage operated.

European and North American Railway, 65.34 miles not covered by bonds. Stock only computed on that mileage. On 55 miles both stock and bonds are computed.

Portland and Ogdensburg Railway.—First mortgage bonds of \$800,000 cover 60 miles. Consolidated mortgage bonds of \$1,319,000 and capital stock cover the entire line.

Upper Coos Railroad.—First mortgage bonds of \$350,000 cover 22 miles. Extension bonds \$566,000 cover 33 miles. Stock covers entire line.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPE	NDITURE YE	s During Ar.			1	
	ting		luded in ting ex-	30, 1893	e 30, 1894		
$1 { m tem}.$	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction, or equipment.	Total cost to June 30, 1893	Total cost to June 30, 1894	Cost per mile.	
Construction: Right of way Other real estate Grading and bridge and culvert masonry Rails Ties Other superstructure Buildings, furniture and fixtures Shop machinery and tools,			\$231 50 454 85 18,742 23 28,899 29 1,896 85 726 02 3,234 23 5,950 00	\$	\$	\$	
Total construction				11,976,019 58			
Total equipment				2,119,801 36	2,119,801 36	6,746 02	
Grand total cost construc- tion, equipment, etc			\$60,134 97	14,095,820 94	14,155,955 91	45,04966	

INCOME ACCOUNT.

Gross earnings from operation	\$4,655,585 36 2,928,156 76	
Income from operation		\$1,727,428 60
Dividends on stocks owned		
Income from other sources		34,504 73
Total income		\$1,761,933 33
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Rents paid for lease of road Taxes	\$641,947 10 32,618 17 647,206 16 110,825 90	
Total deductions from income		1,432,597 33
Net income		\$329,336 00
Dividends, 6 per cent, common stock		298,501 50
Surplus from operations of year ending June 30, 1894 Surplus on June 30, 1893		
Additions for year Deductions for year	\$ 31,603 53 275,892 97	\$741,843 53 244,289 44
Surplus on June 30, 1894		\$497,554 09
Additions for Year.		
Premium on bonds sold	\$19	,192 80
Premium on stock sold		850 00
Interest on sinking funds	11	,462 27
Sundry accounts		98 46
	\$31	,603 53
DEDUCTIONS FOR YEAR.		
Discount and commissions on bonds sold	\$134	,751 70
Premium on bonds purchased		,544 09
Refunded on wild lands sold		,762 04
Settlement of damage by fire in previous years		,594 26
Accounts of previous years		3,240 88
Transferred to "bridge fund"		0,000 00
Transferred to "injury fund"	10	0,000 00
	\$275	5,892 97

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Λetual earnings.
Total passenger revenue	\$171,755 70 74,200 00		\$1,856,829 33
Extra baggage and storage			\$2,120,104 76
Total freight earnings	1	1	2,511,101 45
Total passenger and freight earnings			\$4,631,206 21
Rents from tracks, yards and terminals			24,379 15
Total gross earnings from operation			\$4,655,585 36

STOCKS OWNED.

Railway Stock.	Total par value.	Rate-%.	Income or dividend received.	Valuation.	Shares.
Portland & Rochester Railroad Company Portland & Ogdensburg Railway Dexter & Piscataquis Railroad Company Knox & Lincoln Railway St. John Bridge and Extension Company Portland, Mt. Desert and Machias Stamboat Company Portland Union Railway Station Co Sebasticook & Moosehead Railroad Co. Northern Maine Railroad Company Phillips & Rangeley Railroad Company. Total	200,000 20,000 110,000 25,000 8,000	2 5 5 5	3,963 60 850 00 10,000 00	79,272 00 200,000 00 20,000 00 121,000 00 25,000 00 8,000 00 27,508 97 25,000 00	

Dexter and Piscataquis Railroad Company stock, 5% on \$17,000, sold during the year, \$850.

BONDS OWNED.

• Name.	Total par value.	Rate-%.	Income or interest received.	Valuation.
Penobscot Shore Line Railway	\$500 00		\$6,572 23 35 00	\$500 00
ment Bonds	5,000 00	41/2		5,000 00
Total	\$5,500 00)	\$6,607 23	\$5,500 00

Penobscot Shore Line Railway Bonds, 4 per cent interest on \$138,000, \$5,520; 4 per cent interest accrued on same when sold, \$1,052.23; total, \$6,572.23.

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	to Vanceboro.	Portland and Rumford	579 15	

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents and wharfage	\$11,801 90		\$11,801 90

OPERATING EXPENSES.

Item.	Amount.
•	
Maintenance of way and structures:	
Repairs of roadway	\$452,343 54
Renewals of rails Renewals of ties	73,164 72
Pengins of bridges and culvents	$103,02198 \\ 41,23932$
Repairs of bridges and culverts	41,259 32 40,374 34
Repairs of buildings	91,144 66
Renairs of docks and wharves	3,137 86
Repairs of buildings Repairs of docks and wharves Other expenses.	1,625 92
Total	\$806,052 34
Maintenance of equipment:	
Repairs and renewals of locomotives	\$161,960 77
Repairs and renewals of passenger cars Repairs and renewals of freight cars	120,431 73
Repairs and renewals of freight cars	132,849 28
Snop machinery, tools, etc	11,907 36
Total	\$427,149 14
Conducting transportation:	
Wages of enginemen from and roundhousemen	\$258,021 17
Fuel for locomotives	382,212 92
Fuel for locomotives. Water supply for locomotives. All other supplies for locomotives.	17,467 80
All other supplies for locomotives	15,702 38
wages of other trainmen	179,355 64
All other train supplies	41,378 30
Wages of switchmen, flagmen and watchmen	109,361 81
Expense of telegraph, including train dispatchers and operators	53,440 J1
Wages of station agents, clerks and laborers	204,870 34
Station supplies	64,054 40
Loss and damage	99,721 49 17,371 28
Injuries to persons	22,465 64
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel	22,100 01
and supplies	41,369 10
Station supplies Car mileage - balance Loss and damage Injuries to persons Barges, floats, tugs, ferryboats, expenses of, including wages, fuel and supplies Other expenses.	12,502 86
Total	\$1,519,295 24
	\$1,010,200 24
General expenses: Salaries of officers	ì
Salaries of clerks	\$82,593 65
General office expenses and supplies	13,066 76
Agencies, including salaries and rent	213 84
General office expenses and supplies Agencies, including salaries and rent	20,705 67
Commissions	4,268 46
Insurance	12,950 00
Legal expenses	12,974 70
Stationery and printingOther general expenses	28,823 82
Other general expenses	63 14
Total	\$175,660 04
Recapitulation of expenses:	
Maintenance of way and structures	\$806,052 34
Maintenance of equipment Conducting transportation. General expenses	427,149 14
Conqueting transportation	1,519,295 24
	175,660 04
Grand total	\$2,928,156 76

RENTALS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
European and North American Railway	\$48,666 00		\$1 25,500	\$174,166 00
Belfast and Moosehead Lake Railroad			36,000	36,000 00
Dexter and Newport Railroad			18,000	18,000 00
Eastern Maine Railroad			9,500	9,500 00
Portland and Ogdensburg Railway	113,950 00	\$87,851 97	500	202,301 97
Dexter and Piscataquis Railroad	7,000 00		6,350	13,350 00
Upper Coos Railroad	39,470 00	21,000 00	5 00	60,970 00
Hereford Railroad	32,000 00	32,000 00	500	64,500 00
Knox and Lincoln Railway	58,218 19	10,000 00	200	68,418 19
Total rents	\$299,304 19	\$150,851 98	\$197,050	\$647,206 16

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE	30, 1894.	YEAR ENDING JUNE 30, 1894.		
	Item.	Total.	Increase.	Decrease	
Cost of road		\$12,036,154 5	5		
Cost of equipment		2,119,801 3			
Stocks owned		510,475 9			
Bonds owned		5,500 0	o l		
Androscoggin R. R. lease	\$ 768,333 33	·			
European & N. American Ry. lease	1,016,636 57				
Portland & Ogdensburg Ry, lease	1,008,739 70				
Portland & Ogdensburg Rwy. Imp	607,917 83				
Portland & Ogdensburg Ry. Exten	483,926 62				
Dexter & Piscataquis R. R. lease	224,002 44				
Upper Coos R. R. Iease	423,435 47				
Jpper Coos R. R. Extension	714,548 97				
Hereford Ry. lease	879,668 04				
Knox & Lincoln Ry. lease	1,769,041 67	7,896,250 6	4 i		
Cumberland Mills double track			1		
Cash and current assets	740,531 95		_		
New rolling stock	16,520 00	757,051 9	5		
Other assets:	274 240 22				
Materials and supplies	614,249 88	001 960 0	ا		
Sinking fund	267,118 98	881,368 8	b		
Grand total		\$24,206,603 3	3	\$75,815 3	
LIABILITIES.					
		04.0== 000.0			
Capital stock	• • • • • • • • • • • • • • • • • • • •	\$4,975,300 0 8,200 0			
Funded debt		10.644.200 0			
Current liabilities		1,216,507 9			
Accrued interest on funded debt		1,210,507 5	4		
not yet payable			1		
Accrued interest not yet payable,			1		
Maine Central R. R. stock scrip					
Maine Central R. R. stock scrip Maine Central R. R. interest scrip	8,292 00		1		
And. & Kenn. R. R. stock bonds	11,000 00	•	1 1		
City of Bangor loan to E.& N.A.Ry.	14,000 00		1 1		
Port.& Ogdensburg R.R. bonds, 6%	800,000 00				
Port. & Ogdensburg R.R. bonds, 5%					
Dexter & Piscataquis R. R. bonds					
Hereford Ry. bonds					
Upper Coos R. R. bonds, 4%	350,000 00				
Upper Coos R. R. bonds, 4½%	566,000 00				
Pênobscot Shore Line R. K. bonds Knox & Lincoln Ry, bonds	1,300,000 00 224,000 00		1 1		
Me. Cent. R. R. & E.& N.A. Ry. bds.,					
Injury fund	50,000 00	6,864,841 2	sl l		
Profit and loss	50,000 00	497,554	9		
Grand total		\$24,206,603 3	a (\$75,815 3	

IMPORTANT CHANGES DURING THE YEAR.

Six shares capital stock of Maine Central Railroad Company issued.

\$16,700 Maine Central Railroad Company 7 per cent consols issued.

\$4,000 Maine Central Railroad Company 4½ per cent consols issued.

\$228,000 Maine Central Railroad Company, 4 per cent consols issued.

\$34,000 Maine Shore Line Railroad bonds issued by Maine Central Railroad Company.

\$110,000 Knox and Lincoln Railway 5 per cent bonds guaranteed and sold by Maine Central Railroad Company.

\$58,000 Maine Central Debenture bonds paid by the Maine Central Railroad Company.

\$5,000 Maine Central Collateral Trust bonds paid by the Maine Central Railroad Company.

\$12,000 Androscoggin and Kennebec Railroad bonds paid by the Maine Central Railroad Company.

\$3,000 City of Bath bonds paid by Maine Central Railroad Company.

\$895,000 City of Bangor bonds paid by Maine Central Railroad Company.

\$38,000 Maine Central Railroad Company and European and North American Railway 46-year bonds paid. Issue of January 1, 1892.

\$1,000,000 Maine Central Railroad Company and European and North American Railway 40-year bonds sold. Issue of January 2, 1893.

\$167,100 Portland and Kennebec Railroad Company bonds paid by Maine Central Railroad Company.

\$17,000 Dexter and Piscataquis Railroad stock sold.

\$138,000 Penobscot Shore Line Railway bonds sold.

\$52,000 European and North American Railway bonds purchased and charged to European and North American Railway lease account. These were old bonds purchased to save litigation.

SECURITY FOR FUNDED DEBT.

Class of Bond or	WHAT R	t of t. e per e of		
Obligation.	From-	То—	Miles.	Am' mor gage mile
And. & Ken. R. R. bonds		Waterville	54.6	\$43 95
Bath loan to And.R. R. Co.	Brunswick Crowley's		31.	16 13
Portland & Kennebec R. R. Consols	Portland Brunswick	Augusta	72.	13,833 33
Leeds & Farm. R. R. bonds	Leeds Jet	Farmington	36.4	17,390 10
Maine Central 7% bonds Me. Cent. extension bonds		Bangor Cumberland Jet	$109.5 \\ 18.3$	6,911 42 27,131 14
Maine Central consols $\left\{ \begin{array}{l} \\ \end{array} \right.$	Portland Brunswick Cumberland Brunswick Crowley's	Bath	335.01	17,776 78
Me. Cent. Coll. Trust bonds (Me. Shore Line R. R. bonds)		Mt. Desert Ferry,	41.13	18,234 86

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers. General office clerks. Station agents. Other stationmen. Enginemen Firemen Conductors Other trainmen Machinists Carpenters Other shopmen Section foremen Other rackmen Switchmen, flagmen and watchmen. Telegraph operators and dispatchers. Employees—account floating equipment All other employees and laborers Master mechanics, foremen and clerks in shops. Total (including "general officers") entire line Less "general officers". Total (excluding "general officers")entire line Distribution of above: General administration. Maintenance of way and structures Maintenance of equipment Conducting transportation Total (including "general officers") entire line Less "general officers".	78 1,090 314 1,588 3,070	4,382 20,687 67,356 55,376 45,953 47,605 27,778 65,588 21,999 35,949 23,101 51,204 182,989 79,023 17,232 8,181 202,595 6,655 963,613 4,382 959,231 25,069 336,704 89,295 512,545 963,613 4,382	\$35,148 37 47,909 95 122,904 67 86,642 86 132,937 99 84,334 04 70,115 25 107,628 65 42,031 65 60,476 04 38,081 31 80,942 221,707 26 9102,551 61 96,187 49 15,835 92 277,583 31 20,684 55 \$1,573,763 29 35,148 37 \$1,538,614 92 \$83,058 31 466,735 72 147,118 70 876,850 56 \$1,573,763 29 35,148 37	2 32 1 82 2 89 1 77 2 89 1 77 1 64 1 91 1 68 1 21 1 52 1 95 1 3 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
Total (excluding "general officers")entire line	3,056	959,231	\$1,538,614 92	\$1 60

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rains, number	COLUMNS FOR REVENU AND RATES.	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Mills.
Passeuger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile Number of passengers carried one mile per mile of road. A verage distance carried. Total passenger revenue. A verage amount received from each passenger. A verage receipts per passenger per mile. Total passenger earnings. Passenger earnings per mile of road. Passenger earnings per train mile.	82,380,482 101,234 38.01	1,856,829 33 85 62 82,120,104 76 2,606 31 1 25 7	254 946
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile. Number of tons carried one mile per mile of road Average distance haul of one ton Total freight revenue. Average amount received for each ton of freight, Average receipts per ton per mile Total freight earnings. Freight earnings per mile of road Freight earnings per train mile	$\begin{array}{c} 173,184,921 \\ 212,821 \\ 79.79 \end{array}$	2,511,101 45 1 15 6 0 14 2,511,101 45 3,085 80 1 1 77 4	150 103
Passenger and freight: Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses per mile of road. Operating expenses per mile of road. Income from operation. Income from operation.		4,367,930 78 5,367 59 0 4,631,206 91 12 0 4,635,585 36 5,721 07 9 2,928,156 76 3,598 30 5 94 3 1,727,428 60 2,122 77 3	049 014 089 610 899
Train mileage: Miles run by passenger trains Miles run by freight trains	1,686,426 1,415,467		
Total mileage trains earning revenue	1,016,423		
Miles run by construction and other trains Grand total train mileage	4,345,067		

DESCRIPTION OF EQUIPMENT.

	ed	er at	EQI	UIPMENT FITTED WITH TRAIN BRAKE.	FIT	QUIPMENT TED WITH UTOMATIC OUPLER.
Item.	Number added during year.	Total number end of year.	Number.	Name.	Number.	Name.
Locomotives — owned leased: Passenger Freight Switching Total locomotives in service Total locomotives owned Cars—owned and leased: In passenger service— First-class cars Combination cars Emigrant cars Baggage, express and postal cars Total In freight service— Box cars Flat cars Stock cars Coal cars Refrigerator cars Total In company's service: Gravel cars Derrick cars Caboose cars Other road cars Total cars in service Total cars owned Cars contributed to fast freight line service	15 15 17 121 121 145	25 152 152 137 4 16 6 59 222 953 1925 75 250 14 3217 70 9 61 147	422 15 29 5 2 93 137 4 16 6 59 222	Westinghouse. New York. Westinghouse. New York. Westinghouse. Westinghouse. Westinghouse. Westinghouse. Westinghouse. Westinghouse.	123 4 16 6 4	Miller Buhoup. Miller. Miller. Miller. Miller. Miller. Miller. Miller. Miller.

 $[\]ast$ Included in number of box cars. Not so included last year.

MILEAGE. MILEAGE OF ROAD OPERATED.

		RESENTED AL STOCK.	ury es.	perated lease.	mileage ted.	RAILS.	
Line in Use.	Main line.	Branches and spurs.	Line of proprieta compani	Line ope under le	Total mi	Iron.	Steel.
Miles of single track	314.23			499.53	813.76	8.04	805.72
Miles of second track	22.6				22.6		22.6
Miles of yard track and sidings	118.42			101.59	220.01	132 09	87.92
Total mileage operated (all tracks)	455.25			601.12	1,056.37	140.13	916.24

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES.

			i	l	l	1	
Maine	314.23			333.53	647.76	8.04	639.72
New Hampshire				99.81	99.81		99.81
Vermont		• • • • • • • • • • • • • • • • • • • •		13.85	13.85		13.85
Dominion of Canada				52.34	52.34		52.34
Total mileage operated (single track)	314.23			499.53	813.76	8.04	805.72

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

State or Territory.	LINE REPRI CAPITAL	ESENTED BY STOCK.	mileage 1.	e cted year.	RA	ILS.
	Main line.	Branches and spurs.	1 - 8	New lin construc during 3	Iron.	Steel.
Maine	314.23				••••	314.23
Total mileage owned (single track)	314.23					314.23

RENEWALS OF RAILS AND TIES-WHOLE LINE.

NEW RAILS LAID D	URING ?	YEA	R.	NEW TIES LAID DURIN	G YEAR	
Kind.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number:	Average price at distributing point.
Steel: New Old Total steel	1859\frac{157}{224}	8 75	\$31 45	CedarHemlockHackmatack	$ \begin{array}{r} 300,342 \\ 94,133 \\ 30,252 \\ \hline 424,727 \end{array} $	\$0 22 18 20 20

CONSUMPTION OF FUEL BY LOCOMOTIVES.

	COAL- Tons.		Wood— Cords.		consumed		ds mile.	
${\bf Locomotives.}$	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel con-	Miles run.	Average pounds consumed per m	
Passenger		45,144 51,547 22,349 5,451 124,393		2352 2287 483 303 5427 \$3 00	45,262 51,562 22,373 5,466 124,663	1,686 1,415 1,016 226 4,343	53.68 72.85 44.02 48.21 57.38	

ACCIDENTS TO PERSONS.

			J	EMPLO	YEES.				
Kind of Accident.	Train	men.	Switchmen, flagmen and watchmen.		Other employees.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling and uncoupling Falling from trains and engines Collisions with hand car Other train accidents Other causes Total	1 2 14	5 4 9		3	1	6	1 2 1 1 5	8 4 6 18	
			OTHERS.						
	Passen	GERS.	Trespa	ssing.	No trespa		To	tal.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
At highway crossings	1	2 	6	1 3 5	2 2	2 	$\frac{2}{6}$	3 3 5	
	_			_		_			

REMARKS. Other train accidents to employees. Six other employees injured by derailment of portion of work train caused by train backing into a horse sled that became stuck on the track, just as train approached highway crossing. Other causes—employees. Employee killed by bridge iron falling on him while unloading from car. Other causes—others—not employees. Six killed and four injured while walking on track. One man stealing a ride on construction train, injured in jumping from moving train.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	t Aggregate r length.	. Minimum T. Hength.	r Maximum ul length.	Item.	Number.	Height of r lowest above I surface of rail.
Bridges: Iron Wooden, Part of	128 44		$24.9 \\ 25.0$	913.2 1,919.0	Overhead Highway Crossings: Bridges	32	14.6
span of wood & part iron Total	5 177	$\frac{2,664.1}{27,956.10}$		765.0	Overhead Railway Crossings: Bridges	1	15.6
Trestles: Wood	32 1			3,525.0			

Gauge of track, 4 feet, 81 inches-314.23 miles.

Trestle approaches to bridges are included under "Bridges," the bridge and its trestle approach being counted as one bridge. Thus the bridge of "maximum length" is composed of 270 feet of bridge and 1,649 feet of trestle. Under "Trestles" are stated only structures which are solely of trestle work, and such are not included under item of "Bridges." The "Overhead Railway Crossing" is at Bangor, where the track of the Mt. Desert Branch of the Maine Central Railroad crosses the European and North American Railway, which is leased to the Maine Central Railroad.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

ıe.	ire.			OPERATED BY ANOTHER COMPANY.
Miles of lir	of lit	NAME OF OPERATING COMPANY.		
*165.23	175.23	165.23	175.23	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	2,695.33	Western Union Telegraph Co	Western Union Telegraph Co.

^{*}Telegraph lines owned by railroad companies whose property is leased to the Maine Central Railroad Company are entered as owned, viz.: Maine Central Railroad Company, 13.13; Portland and Ogdensburg Railroad, 59.30; Upper Coos, 9.80; Hereford Railway, 53; Knox and Lincoln Railway, 10; Total, 165.23. Miles of wire, 175.23.

The Western Union Telegraph Company operates all the lines on the Maine Central system, the railroad company having the use of the wires necessary for its railroad business.

Report of the Monson Railroad Company for the Year Ending June 30, 1894.

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. Under laws of State of Maine.

ORGANIZATION.

Post Office Address.	Date of Expiration of Term.
Wilton, N. H	March 20, 1895.
" "	
Lexington, Mass	"
Monson, Maine	" "
" " …	" "
" "	"
" "	"
	Wilton, N. H " " Lexington, Mass Monson, Maine " " "

Total number of stockholders at date of last election, 17.

Name and address of officer to whom correspondence regarding this report should be addressed, T. P. ELLIOTT, Monson, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
Chairman of the Board	H. A. WHITING	Wilton, N. H.		
President	H. A. WHITING	"		
Secretary	J. F. SPRAGUE	Monson, Maine.		
Treasurer	J. F. KIMBALL	Wilton, N. H.		
Attorney or General Counsel	J. F. SPRAGUE	Monson, Maine.		
General Manager	J. F. KIMBALL	Wilton, N. H.		
General Superintendent	W. L. ESTABROOKE	Monson, Maine.		
General Freight Agent	W. L. ESTABROOKE	"		
General Passenger Agent	W. L. ESTABROOKE	**		
General Ticket Agent	W. L. ESTABROOKE	"		

Date of last meeting of stockholders for election of directors, June 29, 1894.

Post office address of general office, Wilton, N. H.

Post office address of operating office, Monson, Maine.

PROPERTY OPERATED.

Name.	TERM	INALS.	l line 1 road	f line n class s named.
	From-	То	Miles of for each named.	Miles of for each of roads
Monson Railroad	Monson Junction. Monson	MonsonQuarries	$\begin{bmatrix} 6.16 \\ 2.00 \\ 8.16 \end{bmatrix}$	8.16

CAPITAL STOCK.

Description.	Number of shares authorized.	r value shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DUR- ING YEAR.	
	Numbe shares author	Par of sl	Total value autho	Tota issu outs	Rate.	Amount.
Capital stock—common	700	\$100	\$70,000	\$70,000		
Manner of Payment for Cap	Number shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.		
Issued for construction: commo	ı				700	

 ${\bf FUNDED\ \ DEBT.}$ Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

	Tn	ME.			ding.			I	NTEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	A mount outstanding,	Cash realized on amount issued.	Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
Mortgage. Floating debt Total	1884.	Apr. 1 1904.	\$70,000 \$70,000	\$70,000 \$70,000		\$70,000 \$70,000			\$4,200 00 572 42 \$4,772 42	\$470 42 \$470 42

RECAPITULATION OF FUNDED DEBT.

			Inte	REST.
Class of Debt.	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$70,000	\$70,000	\$4,200	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1884.		
		Loans and bills payable	\$9,901 50	
		Matured interest coupons unpaid (including coupons due July 1)	40,891 91	
Balance-current liabilities	\$50,792 41	Total—current liabilities,	\$50,792 41	

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORTIC	ONMENT.	AMOUNT PE Li	R MILE OF
Account.	Total amount outstanding.	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.

		Not in ope	RES DUR- EAR. Icluded in rating ex- ses.	June 30, 1893.	30, 1894.	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June 30, 1894	Cost per mile.
Total construction Total equipment				\$60,886 68 17,261 95	\$60,886 68 17,261 95	\$7,461 60 2,115 43
Grand total cost construc- tion, equipment, etc				\$78,148 63	\$78,148 63	\$9,577 03

INCOME ACCOUNT.

Gross earnings from operation	\$9,413 21 8,470 18		
Income from operation	\$943 03		
Total income		\$943	03
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Taxes.	\$4,200 00 572 42 97 80		
Total deductions from income		4,870	22
Deficit		\$3,927	19
Deficit from operations of year ending June 30, 1894 Deficit on June 30, 1893	\$ 3,927 19 106,072 32		
Deficit on June 30, 1894	\$109,999 51		

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger			\$1,502 21
Mail Express Extra baggage and storage	\$272 73 197 06		509 31
Total passenger earnings Total freight earnings			\$2,111 52 7,301 69
Total passenger and freight earnings. Total gross earnings from operation			\$9,413 21 \$9,413 21

OPERATING EXPENSES.

Item.	Amount	5.
Maintenance of way and structures: Repairs of roadway Renewals of ties Repairs of bridges and culverts. Repairs of fences, road-crossings, signs, and cattle guards. Repairs of buildings	31 19	95 10 35 60 56
Total	\$2,055	56
Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of passenger cars Repairs and renewals of freight cars	\$40 23 118	70
Total	\$182	67
Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives. All other supplies for locomotives. Wages of other trainmen Wages of station agents, clerks and laborers Station supplies. Loss and damage Rebates	600 2,414 124 3	87 68 00 38
Total	\$5,677	80
General expenses: Salaries of officers Advertising. Insurance. Other general expenses	\$300 50 120 83	$\frac{75}{00}$
Total	\$554	15
Recapitulation of expenses: Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses.	\$2,055 182 5,677 554	$\frac{67}{80}$
Grand total	\$8,470	18

COMPARATIVE GENERAL BALANCE SHEET.

	June	30, 1894.	YEAR ENDING JUNE 30 1894.		
ASSETS.	Item.	Total.	Increase.	Decrease.	
Cost of road	\$60,886 68 17,621 95 109,999 51 \$188,508 14				
LIABILITIES. Capital stock	\$70,000 00 70,000 00		\$3,156 64		
Grand total	\$190,792 41		\$3,156 64		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT RO	ount of tgage mile ne.		
	From-	То—	Miles.	Amor mor per of li
Mortgage	Monson Junet	Monson	8.16	\$8,578 43

All equipment mortgaged.

MONSON RAILROAD.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers Other employees: Station agents Enginemen Firemen Conductors Section foremen Other trackmen All other employees and laborers Total (including "general officers")	2 1 1 1 1 3	313 626 313 313 313 297 790 1,196 4,161	\$300 00 690 00 704 25 469 50 600 00 574 00 987 93 1,724 38 \$6,070 06	\$0 95 1 10 2 25 1 50 1 91 2 00 1 25 1 44 \$1 46
Less "general officers" Total (excluding "general officers")	1 13	313 3,848	\$5,770 06	95 \$1 50
Distribution of above: General administration Maintenance of way and structures Conducting transportation	1 4 9	313 1,087 2,761	\$ 300 00 1,581 93 4,188 13	\$0 95 1 46 1 52

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rains, number	COLUM FOR REVI	ENU	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue Number of passengers carried one mile Number of passengers carried one mile per mile of road. Average distance carried Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile Total passenger earnings. Passenger earnings per mile of road Passenger earnings per train mile	751 6.16	1,502 $2,111$ 342	32 5 52 77	459 269 922 337
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile. Number of tons carried one mile per mile of road Average distance haul of one ton. Total freight revenue. Average amount received for each ton of freight, Average receipts per ton per mile. Total freight earnings. Freight earnings per mile of road. Freight earnings per train mile.	39,880 105 6.16	7,301 1 7,301 1,185	13 18 69 33	090
Passenger and freight: Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings. Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses. Operating expenses per mile of road Operating expenses per mile of road		8,803 1,429 9,413 1,528 9,413 1,528 8,470 1,875	20 21 11 21 11 71 18 02	526 526 125
Train mileage: Miles run by passenger trains Miles run by mixed trains Total mileage trains earning revenue				

DESCRIPTION OF EQUIPMENT.

		at	EQ	UIPMENT FITTED WITH TRAIN BRAKE.	FIT	QUIPMENT TED WITH TOMATIC OUPLER.
Item.	Number added during year. Total number a end of year.		Number.	Name.	Number.	Name.
Locomotives: Freight		2				
Total		2	İ			
Cars in passenger service: Combination	ļ	1				
Cars in freight service: Box		8 8 2				
Total Total cars owned						i

MILEAGE OF ROAD OPERATED.

		ESENTED BY	operated r lease.	mileage ted.	RA	ILS.
Line in Use.	Main line.	Branches and spurs.	de	Total m operate	Iron.	Steel.
Miles of single track		2		8.16		9.16
Miles of yard track and sidings,	1	• • • • • • • • • • • • •				
Total mileage operated (all tracks)		2		8.16		9.16

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURI	ING Y	EA	R.	NEW TIES LAID DURIN	G YEAF	t.
Kind.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel				Cedar	181	10c.
				Total	181	10c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		OAL— ons.	Woo	ob— ds.	٦-		nds r mile.
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel cor sumed—tons.	Miles run.	Average pounc
Passenger	ļ	l		39.75	35.37 156.12	3,281 9,843	$7.41 \\ 21.72$
Total			247.00	53.00	191.49	13,124	29.13

Gauge of track, 2 feet—8.16 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, 1894.

[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 the Legislature of the State of Maine, chapter 550, laws of 1889.

ORGANIZATION.

Names of Directors.	Post Of	fice Address.	Date of Expiration of Term.		
THOMAS GOODALL	Sanford,	Maine	November	r 9, 1894.	
GEO. B. GOODALL	"	"	. "	"	
LOUIS B. GOODALL	"	"	**	"	
ERNEST M. GOODALL	"	"	"	"	
GEORGE F. WEST	Portland	, Maine	66	"	

Total number of stockholders at date of last election, 5.

OFFICERS.

Title.	Name.	Location of Office.		
President	ERNEST M. GOODALL	Sanford	, Maine.	
Vice President	GEO. B. GOODALL	"	"	
Secretary	LOUIS B. GOODALL	"	"	
Treasurer	LOUIS B. GOODALL	"	"	
General Superintendent	CHARLES A. BODWELL	"	"	

Date of last meeting of stockholders for election of directors, November 9, 1893.

Post office address of general office, Sanford, Maine.

Post office address of operating office, Sanford, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, Louis B. Goodall, Treasurer, Sanford, Maine.

PROPERTY OPERATED.

Name.	TERM	f line h road	f line h class s named.	
nume.	From—	То	Miles o for each named.	Miles of for each
Mousam River Railroad	Springvale	Sanford	2.94	

CAPITAL STOCK.

Description.	er of rized. ulue res.	r value shares.	par rized.	amount I and ınding.	DIVIDENDS DECLARED DUR- ING YEAR.		
	Number of shares authorized	Par vi of sha	Total par value authorized	Total amou issued and outstanding	Rate.	Amount	
Capital stock: common	650	\$100	\$65,000	\$65,000			
Manner of Payment for Capital Stock.				Cash realized on amount issued during year.	Total number shares issued and outstanding.	Fotal cash realized.	
Issued for construction: commo	n				650		

Capital stock issued in part payment for cost of road and equipment.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

	TI	ME.	٠:		ding.			I	NTEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort	Dec., 1892,	Dec., 1912,	\$65,000	\$65,000	\$65,000	\$65,000	6	June & Dec	\$3,900	\$3,900

RECAPITULATION OF FUNDED DEBT.

Class of Debt.		bio	Interest.		
	Amount issued.	Amount outstanding	Amount accrued during year.	Amount paid during year.	
Mortgage bonds	\$65,000	\$65,000	\$3,900	\$3,900	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRUI INCLUDING JUNE 30, 18	
Cash	\$ 224 63	Loans and bills payable	\$25,572 04
Due from solvent companies and individuals	3,889 71	Net traffic balances due to other companies	3,109 63
Total-cash & current assets.	\$4,114 34		
Balance—current liabilities	24,567 33		
Total	\$28,681 67	Total—current liabilities,	\$ (

Materials and supplies on hand, \$606.82.

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		· Apporti	ONMENT.	AMOUNT PER MILE OF LINE.		
A ceount.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$65,000 00	\$65,000 00		2.94		
Bonds	65,000 00	65,000 00		2.94		
Current liabilities	28,681 67	28,681 67		2.94	3	
Total	\$158,681 67	\$158,681 67		2.94		

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	ital k.	ded E.	rent ilities.	al.		PER MILE LINE.
Capi		Fun	Car	Tota	Miles.	Amount.
Mousam River Rail- road Company		\$65,000 00	\$28,681 67	\$158,681 67	2.94	\$53,988

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR.	DURING				
	ıting	Not included in operating expenses.		e 30, 1 893	e 30, 1894.		
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893.	Total cost to June	Cost per mile.	
Construction: Other real estate					\$ 4,066 11 149,734 70	ļ	
Total cost construction, equipment, etc					\$153,800 81	\$48,517 00	

INCOME ACCOUNT.

Gross earnings from operation. \$15,163 02 Less operating expenses. 11,544 67	
Income from operation	
Total income	\$3,618 35
Deductions from income: Interest on funded debt accrued	
not otherwise provided for	
Total deductions from income	5,286 21
Deficit	\$1,667 86
Deficit from operations of year ending June 30, 1894	\$1,667 86 1.508 16
Deficit on June 30, 1894	\$159 70

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger earnings Total freight earnings			\$5,768 82 9,110 60
Total passenger and freight earnings		1 !-	\$15,163 02
Other earnings from operation: Telegraph companies. Rents not otherwise provided for Other sources.			\$ 3 60 30 60 250 00
Total other earnings			\$284 20
Total gross earnings from operation		1	\$15,163 02

OPERATING EXPENSES.

Item.	Amount.	
Maintenance of way and structures	\$207 531	03
Repairs of lines	80	91
Total	\$819	57
Maintenance of equipment:		
Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Shop machinery, tools, etc.	\$275	55
Repairs and renewals of freight cars	285	
Shop machinery, tools, etc	47	61
Total	\$609	10
Conducting transportation:		
Wages of enginemen, firemen and roundhousemen	1,278	95
Wages of enginemen, firemen and roundhousemen	794	
Wages of other trainmen	6,192	
Wages of station agents, clerks and laborers	75 :	
Station supplies	120	
Other expenses	102 ° 492 °	
snow expenses	492 (
Total	\$9,056	69
General expenses:		
Salaries of clerks	\$512	
General office expenses and supplies	129	
Insurance	300 (
Rents not otherwise provided for	39 (78 :	
stationery and printing	10 :	31
Total	\$1,059 8	31
Recapitulation of expenses:		
Maintenance of way and structures	\$819 5	
Mainienance of equipment	609 1	
General expenses	9,056 6	
General expenses	1,059 3	>1
Grand total	\$11,544	-

Percentage of expenses to earnings, 76%.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 3	30, 1894.	YEAR ENDING JUNE 30, 1894.		
	Item.	Total.	Increase.	Decrease	
Cost of road		\$149,734 70			
Lands owned		4,066 11 4,114 34			
Other assets: Materials and supplies Profit and loss		606 82 159 70			
Grand total		\$158,681 67			
Liabilities.					
Capital stock		\$65,000 00 65,000 00			
Current liabilities		28,681 67			
Grand total	••••	\$158,681 67			

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers Superintendent. General office clerks. Other employees: Enginemen Conductors. Motormen Electrician Total (including "general officers")	$\begin{array}{c} 3\\2\\2\\1\\ \end{array}$			\$2 50 1 00 1 50 1 50 1 50 2 10
Less "general officers" Total (excluding "general officers")	3			
Distribution of above: General administration	3 1 1 7			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	r umber s, nins, umber	COLUMNS REVENUE RATES	AND
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.
Passenger traffic: Number of passengers carried earning revenue Number of passengers carried one mile Average distance carried Total passenger revenue Average amount received from each passenger. Average receipts per passenger per mile Total passenger earnings. Passenger earnings per mile of road Passenger earnings per train mile.	284,117 2.5	5,682 5,768 2,307	5 2 82
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile. Average distance haul of one ton Total freight revenue. Average amount received for each ton of freight Average receipts per ton per mile. Total freight earnings Freight earnings per mile of road Freight earnings per train mile.	42,122± 2.5	9,110 9,110 3,644 1	$\begin{vmatrix} 54 \\ 21 \end{vmatrix}$ 6
Passenger and freight: Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings. Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses. Operating expenses per mile of road Income from operation. Income from operation per mile of road.		15,163 4,783 15,163 4,783 15,163 4,783 11,544 3,641 3,618 1,141	28 7 02 7 28 7 02 28 7 55 1 67 85 35
Train mileage: Miles run by passenger trains Miles run by freight trains Total mileage trains earning revenue			

DESCRIPTION OF EQUIPMENT.

	eq	r at	EQU	JIPMENT FITTED WITH TRAIN BRAKE.	FIT'	UIPMENT TED WITH TOMATIC OUPLER.
Item.	Number add	Total numbe end of year.	Number.	Name.	Number.	Name.
Locomotives — owned and leased: Freight Cars in passenger service: First-class Baggage, express and postal. Total Total cars owned		1 4 2 6 6				

MILEAGE OF ROAD OPERATED.

	Line Repr Capitai	rackage	nileage od.	RA	ıls.	
Line in Use.	Main line.	Branches and spurs.	Line op under t rights.	Total n operate	Iron.	Steel.
Miles of single track	2.94		<u> </u>			2.94
Total mileage operated (all tracks)	2.94	······· ··				2.94

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	H. Aggregate I length.	t. Minimum In length.	t. Maximum In length.	ltem.	Number.	Height of Inwest above I surface of rail.
Bridges: Iron Wooden, Total	4 1 5	1241	186	445	Overhead Highway Crossings:		
Trestles							

Gauge of track, 4 feet, $8\frac{1}{2}$ inches—3.17 miles.

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1894.

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. Under special statute from Legislature of State of Maine, Private and Special Laws of 1889, chapter 545.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
A. B. GILMAN	Bradford, Mass	
GEO. M. GOODWIN	Haverhill, Mass	
F. E. TIMBERLAKE	Phillips, Maine	
CALVIN PUTNAM	Danvers, Mass	
I. W. GREENE	Coplin, Maine	
JOEL WILBUR	Phillips, Maine	
D. W. DAVIS	Phillips, Maine	

Total number of stockholders at date of last election.*

Name and address of officer to whom correspondence regarding this report should be addressed, F. E. TIMBERLAKE, Treasurer, Phillips, Maine.

OFFICERS.

Title.	Name.	Location of Offic	ce
President	A. B. GILMAN	Bradford, Mass.	
Vice President	GEO. M. GOODWIN	Haverhill, Mass.	
Clerk	MASON PARKER	Phillips, Maine.	
Treasurer	F. E. TIMBERLAKE		
General Superintendent	D. W. DAVIS	"	
General Freight Agent	Mason Parker	" "	
General Ticket Agent	F. E. TIMBERLAKE	"	

Date of last meeting of stockholders for election of directors, April 18, 1894.

Post office address of general office, Phillips, Maine.

Post office address of operating office, Phillips, Maine.

^{*} Not returned.

PROPERTY OPERATED.

Name.	TERM	line road	line class named.	
	From—	To-	Miles of for each named.	Miles of for each of roads
Phillips and Rangeley Railroad	Phillips	Rangeley	28.60	

CAPITAL STOCK.

Description.	mber of tres shorized.	r value shares.	sal par ue thorized.	sal amount ned and standing.	DIVIDENDS DECLARED DUR- ING YEAR.	
	Nu sha aut	Pan of s	Tot val aut	Tot issi out	Rate. Amount.	
Capital stock: common	1,000	\$100	\$100,000	\$99,400		

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

	TI	ME.			ding.			Int	EREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort. 2nd mort	Sept.	Sept.			\$150,000 50,000	\$140,000 37,155	l	Mar. &	\$7,500 2,500	\$7,500 2,500
Total.			\$225,000	\$200,000	\$200,000	\$177,155			\$10,000	\$10,000

RECAPITULATION OF FUNDED DEBT.

		à	INTER	EST.
Class of Debt.	Amount issued.	Amount	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$200,000	\$200,000	\$10,000	\$10,000

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A		CURRENT LIABILITIES ACCRUING INCLUDING JUNE 30, 18	
CashBills receivable	\$953 97 295 00	Loans and bills payable Audited vouchers and ac-	\$27,250 67
Due from agents	1.071 30		2,700 74
Net traffic balances due from	,	Wages and salaries	1,647 32
other companies	3,993 97	Net traffic balances due to	•
Due from solvent companies	•	other companies	89 07
and individuals	683 17	_	
Other cash assets (excluding			
"materials and supplies").	119 77		
m-4-11			
Total — cash and current assets	\$ 7,117 18		
Balance—current liabilities	24,570 62		
Dalance—current habilities	24,010 02		
Total	\$31,687 80	Total-current liabilities,	\$31,687 80
	,		492,000

Materials and supplies on hand, (coal) \$793.52.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORTI	ONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$99,400 00	\$99,400 00		28.60	\$3,475 52	
Bonds	200,000 00	200,000 00		28.60	6,993 01	
Current liabilities	31,687 80	31,687 80	•••••••	28.60	1,107 96	
Total	\$331,087 80	\$331,087 80		28.60	\$11,576 49	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPE	NDITURE YE.	es During ar.			
Item.			duded in uting exess.	30, 1893	30, 1894	
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction, or equipment.	Total cost to June 30, 1898	Total cost to June 30, 1894	Cost per mile.
Construction: Right of way Buildings, furniture and fixtures Other items			\$745 00 844 54 2,275 30			
Total construction			\$3,864 84	\$234,036 44	\$237,901 28	\$ 8,318 23
Equipment: Locomotives Passenger cars			\$40 40 58 00			
Total equipment			\$98 40	57,489 88	57,588 28	2,013 58
Grand total cost construc- tion, equipment, etc			\$3,963 24	\$291,526 32	\$295,489 56	\$ 10 331 81

INCOME ACCOUNT.

		
Gross earnings from operation		
Income from operation	\$10,011 23	
Miscellaneous income—less expenses	2 00	
Total income		\$10,013 23
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Taxes.		
Total deductions from income		12,761 37
Deficit		\$2,748 14
Deficit from operations of year ending June 30, 1894 Deficit on June 30, 1893		\$ 2,748 14 28,897 72
Deficit on June 30, 1894		\$31,645 86

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue	\$1,233 76 1,000 00		\$11,614 63 2,233 76
Total passenger earnings			\$13,848 39
Total freight earnings			25,304 63
Total passenger and freight earnings			\$39,153 02
Other earnings from operation: Car mileage—balance		,	122 26
Total gross earnings from operation			\$39,275 28

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents, "tenement"	\$200 00		\$200 00

OPERATING EXPENSES.

Item.	Amount	
Maintenance of way and structures:		
Repairs of roadway	\$9,430	23
Repairs of roadway Renewals of ties	123	
Repairs of bridges and culverts	38	58
Repairs of fences, road-crossings, signs and cattle-guards	62	
Repairs of buildings	508	
Other expenses	65	70
Total	\$10,228	34
Maintenance of equipment:		
Renairs and renewals of locomotives	\$ 988	86
Repairs and renewals of passenger cars	335	11
Repairs and renewals of freight cars	1,263	96
Shop machinery, tools, etc		30
Other expenses	205	86
Total	\$2,838	09
Conducting transportation:		
Wages of enginemen, firemen and roundhousemen	\$3,311	98
Fuel for locomotives	4,521	
Water-supply for locomotives	132	73
All other supplies for locomotives	202	
Wages of other trainmen	3.110	
All other train supplies	152	
Wages of station agents, clerks and laborers	1,769	
Station sumplies	124	
Station supplies	66	
Total	\$13,392	54
General expenses:		
Salaries of officers	\$1,689	02
Salaries of clerks	350	
General office expenses and supplies	216	40
Advertising	92	
Insurance	90	50
Legal expenses	155	
Stationery and printing	51	
Other general expenses	160	55
Total	\$2,805	08
Recapitulation of expenses:		
Maintenance of way and structures	\$10,228	
Maintenance of equipment	2,838	
Conducting transportationGeneral expenses	13,392	
General expenses	2,805	08
Grand total	\$29,264	05
!		

Percentage of expenses to earnings—entire line, .75.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1894.		YEAR ENDING JUNE 30, 1894.	
	Item.	Total.	Increase.	Decrease
Cost of road		\$237,901 28 57,588 28 7,117 18		\$10,589 60
Other assets: Materials and supplies, coal Profit and loss		793 55 31,645 86		
Grand total		\$335,046 15	\$7,504 90	\$10,589 60
LIABILITIES.				
Capital stock Funded debt		\$ 99,400 00 200,000 00 31,687 86		\$3,084 70
Accrued interest on funded debt not yet payable		3,958 39	1 1	40, 001 10
Grand total		\$335,046 15	2	\$3,084 70

SECURITY FOR FUNDED DEBT.

Class of Bond or	WHAT R	t. e per e of .*			
Obligation.	From-	То	Miles.	Am mor gage mile	
First mortgage	Phillips	Rangeley	28.60	\$5,244 76	
Second mortgage	Phillips	Rangeley	28.60	1,748 25	

^{*} All equipment mortgaged.

EMPLOYEES AND SALARIES.

	, ,			
Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	5 1	625 182	\$1,689 02 350 00	
Other employees: Station agents. Other stationmen. Enginemen. Friremen. Conductors. Other trainmen. Machinists Carpenters. Other shopmen. Section foremen. Other trackmen. Switchmen, flagmen and watchmen. All other employees and laborers.	4 1 4 4 2 5 5 2 5 26 3	936 156 1,065 991 755 1,284 133 170 438 1,560 4,660 851 1,240	1,613 51 156 00 1,928 49 1,181 09 1,259 26 1,509 65 299 24 223 41 585 19 2,109 68 5,378 47 924 51 1,508 67	1 00 1 81 1 19 1 67 1 18 2 25 1 31 1 34
Total (including "general officers")	- 62	14,986	\$20,716 1 9	\$1 38
Less "general officers"	5	625	1,689 02	2 70
Total (excluding "general officers")	57	14,361	\$19,027 17	\$1 32
Distribution of above: General administration	6 31 2 23	$\begin{array}{c} 807 \\ 7,400 \\ 741 \\ 6,038 \end{array}$	\$2,039 02 8,996 82 1,107 84 8,572 51	\$2 53 1 22 1 50 1 42

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rains, number	COLUM FOR REVI AND RAT	ENU	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile. Average distance carried. Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile. Total passenger earnings. Passenger earnings per mile of road. Passenger earnings per train mile.	288,690 21.785	11,614 13,848 484	87 04 39 20	$644 \\ 023$
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile. Average distance haul of one ton Total freight revenue. Average amount received for each ton of freight, Average receipts per ton per mile Total freight earnings. Freight earnings per mile of road. Freight earnings per train mile	407,058 16.07	25,304 25,304 884	99 06 63 77	908 216
Passenger and freight: Passenger and freight revenue Passenger and freight revenue per mile of road. Passenger and freight earnings Passenger and freight earnings per mile of road. Passenger and freight earnings per mile of road. Gross earnings from operation Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses per mile of road Operating expenses per mile of road Income from operation Income from operation per mile of road		36,919 1,290 39,153 1,368 39,275 1,373 29,264 1,023 10,011	53 02 99 28 26 88 05 22 57 23	612 163
Train mileage: Miles run by passenger trains Miles run by freight trains Miles run by mixed trains Total mileage trains earning revenue Miles run by construction and other trains Grand total train mileage	12,559 20,457 11,307 44,323 6,871 51,194			

DESCRIPTION OF EQUIPMENT.

	ed	er at	EQ	UIPMENT FITTED WITH TRAIN BRAKE.	Fig.	QUIPMENT TTED WITH UTOMATIC OUPLER.
Item.	Number add during year.	Total number a end of year.	Number.	Name.	Number.	Name.
Locomotives — owned and leased: Passenger		4	4	Eames Vacuum.		,
Total locomotives in service		4	4	Eames Vaccum.		
Total locomotives owned		4	4	Eames Vaccum.	ĺ	
Cars—owned and leased: In passenger service— First-class cars Combination cars Baggage, express and postal cars Total		3 1 1 	3 1 1 	Eames Vaccum. Eames Vaccum. Eames Vaccum.	1	Miller. Miller. Miller.
In freight service— Box cars Flat cars Other cars in freight service Total In company's service: Caboose cars Other road cars		1 2				
Total cars in service Total cars owned		108				
Total cars owned	1	108			l	

MILEAGE OF ROAD OPERATED.

Line in Use.		ESENTED BY STOCK.	perated lease.	nileage ed.	RAI	Ls.
	Main line.	Branches and spurs.	Line o	Total r operat	Iron.	Steel.
Miles of single track	28.60			28.60		28.60

RENEWALS OF RAILS AND TIES-WHOLE LINE.

NEW RAILS LAID	During 1	YEA	R.	NEW TIES LAID DURING	G YEAR	
Kind.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel: New Old	• • • • • • • • • • •			Cedar Hackmatack Ash, etc.	543 625 211 1,379	\$0 10 08 09

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.		AL— ons.		ords.	consumed		ids r mile,
		Bituminous.	Hard.	Soft.	Total fuel cor- tons.	Miles run.	Average pounds consumed per m
Passenger						15,386	
Freight						28,937	
Construction						6,871	
Total		899		899		51,194	35.10
Average cost at distributing point		\$ 5 03					

Gauge of track, 2 feet—28.60 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.
28.60	28.60	Western Union Telegraph Co	Western Union Telegraph Co.

Report of the Portland Railroad Company for the Year Ending June 30, 1894.

[ELECTRIC AND HORSE.]

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 laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.			
Wм. R. Wood	Portland, Maine	January 21, 1895.			
CHAS. F. LIBBY	" "	" "			
WM. G. DAVIS	" "	" "			
H. M. HART	" "	" "			
WM. A. WHEELER	Ellis Island, N. Y	** **			

Total number of stockholders at date of last election, 105.

Date of last meeting of stockholders for election of directors, January 15, 1894.

Post office address of general office, Portland, Maine.

Post office address of operating office, Portland, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, E. A. NEWMAN, General Manager, 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.	TERM	INALS.	f line h road	f line h class s named.
	From-	то—	Miles o for each	Miles of for each
Portland Railroad	In Portland, Deer	ing and Westbrook,	16.53	

CAPITAL STOCK.

Description.	Number of shares authorized.	r value shares.	Total par value authorized.	Total amount issued and outstanding	0	DEC	DIVID LAREI YE	DURING	
	Num shar auth	Par of sl	Total value autho	Tota issu	Rate. A			Amount.	
Capital stock: common	5,000	\$100	\$500,000	\$300	,000	6 9	%	\$18,000	
Manner of Paymen	t for Cap	ital St	ock.	Number shares issued during year.		amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	
Issued for cash: commo	n						3,000	\$300,000	

$\label{eq:funded_debt} \textbf{FUNDED} \ \ \textbf{DEBT}.$ Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

	TIME.			ding.			I	NTEREST.		
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	A mount issued.	A mount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
Mortgage bonds,	1893, May 1	1913, May 1	\$500,000	\$180,000	\$180,000	\$180,000	$4\frac{1}{2}$	May & Nov.		

RECAPITULATION OF FUNDED DEBT.

Class of Debt.		_	Interest.		
	Amount issued.	Amount outstanding	Amount accrued during year.	Amount paid during year.	
Mortgage bonds	\$180,000	\$180,000			

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	OITURES YEAR.	DURING	_		
	ting		uded in ting ex- s.	30, 1893	, 30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893	Total cost to June 30, 1894.	Cost per mile.
Construction: Real estate Road bed and track Wharfing, etc Ocean Street Railroad			\$6,451 29	\$100,000 00 266,933 56 1,225 00	266,933 56 6,451 29	
Total construction			\$6,451,29	\$368,158 56	\$374,609 85	
Equipment: Horses Passenger cars. Electrical equipment Power station equipmeut.			$2,250 00 \\ 1,740 85$	54,994 88 66,378 22	68,119 07	
Total equipment			11,738 56	\$165,799 39	\$177,537 95	
Grand total cost construc- tion, equipment, etc			18,189 85	\$533,957 95	\$552,147 80	

INCOME ACCOUNT.

Gross earnings from operation \$199,634 65 Less operating expenses 165,318 55	
Income from operation	\$34,316 09
Miscellaneous income—less expenses	2,432 93
Total income	\$36,749 02
Deductions from income: \$7,957 50 Interest \$7,957 50 Taxes 4,000 50	
Total deductions from income	11,958 08
Net income	\$24,790 94
Dividends, 6 per cent, common stock	18,000 00
Surplus from operations of year ending June 30, 1894	
Surplus on June 30, 1894	\$27,809 23

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger	\$1 99,634 62		
Total passénger revenue			\$199,634 62
Total passenger earnings			\$199,634 62
Total gross earnings from operation			\$199,634 62

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Sale of manure Advertising House rents Miscellaneous receipts Total	1,186 00	\$27 57	\$861 50 305 00 1,158 43 108 00 \$2,432 93

PORTLAND RAILROAD.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of track	\$12,479 23 4,195 76
Total	\$16,674 99
Maintenance of equipment:	e =01.1
Power station expenses	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Shop machinery, tools, etc	561 89
Shop machinery, tools, etc Blacksmith shop account	5,840 00
Electrical repairs and line work	6,958-78
Total	\$22,074 6
Conducting transportation:	
Wages of enginemen, firemen, conductors, drivers, motormen,	Ø 00 00 00 44
hostlers, etc	\$ 67,950 49 21,848 8
Straw	1,694 6
· Harnesses	1,536 1
Coal, oil and waste	5,084 61 672 78
Removing snow and ice.	
Total	\$108,393 76
General expenses:	
Salaries of officers	\$3,500 00 2,819 18
Insurance	2,819 18 2,201 58
Rents not otherwise provided for	1,202 0
Stationery and printing	311 5
Other general expenses	8,140 8
Total	\$18,175 14
Recapitulation of expenses:	
Maintenance of way and structures	\$16,674 99
Maintenance of equipment	22,074 64 $108,393$ 76
General expenses	18,175 1
Grand total	\$165,318 5

COMPARATIVE GENERAL BALANCE SHEET.

	June	30, 1894.	YEAR ENDING JUNE 30, 1894.		
ASSETS.	Item.	Total.	Increase.	Decrease.	
Cost of road		\$266,933 56			
Cost of equipment		177,537 95			
Lands owned:		100,000 00			
Real estate		6,451 29			
Cash		4,216 28			
Ocean Street Railroad		1,225 00			
Grand total		\$556,364 08			
LIABILITIES.					
Capital stock		\$300,000 00			
Funded debt		180,000 00			
Notes payable		13,000 00			
Profit and loss		63,364 08			
Grand total		\$556,364 08			

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	Wнат Ro	WHAT ROAD MORTGAGED.					
	From-	то-	Miles.	Amor mor per of li			
First mortgage bonds.*							

^{*} On all property, equipment and franchises.

EMPLOYEES AND SALARIES.

Class.	er.	l number of worked.	yearly ensation.	Average daily compensation.
	Number	Total days	Total	Avers
General officers General office clerks Other employees:	2 4		\$3,500 00 2,819 18	
EngineersFiremen	$\frac{2}{3}$		1,702 40 $1,832$ 52	
Conductors, drivers and motormen	80 21		46,73496 $14,11908$	
Section foremen	$\begin{smallmatrix} 1\\40\end{smallmatrix}$		600 00 17,680 61	
Total (including "general officers")	153		\$88,988 75	
Less "general officers"	2		3,500 00	
Total (excluding "general officers")	151		\$85,488 75	
Distribution of above: General administration	6		\$6,319 1 8	
Maintenance of way and structures Maintenance of equipment	$\frac{1}{21}$		$600 00 \\ 14,119 08$	
Conducting transportation	125		67,950 49	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.
Passenger traffic: Number of passengers carried earning revenue. Total passenger revenue.	3,660,643	199,634 62
Train mileage: Miles run by passenger trains	*918,513	

^{*} Estimated.

DESCRIPTION OF EQUIPMENT.

	[p ₀		Equ	JIPMENT FITTED WITH TRAIN BRAKE.	FIT A	QUIPMENT FED WITH STOMATIC OUPLER.
Item.	Number addeduring year. Total number		Number.	Name.	Number.	Name.
In passenger service: First-class cars	2	69				

MILEAGE.
MILEAGE OF ROAD OPERATED.

	LINE REPRESENTED BY CAPITAL STOCK.		χ. ή.	ated se.	eage	RAILS.	
Line in Use.	DI GATTI	i stocki	ot rieta sanie	oper r lea	mileag ited.		
	Main line.	Branches and spurs.	Line propi	Line	Total	Iron.	Steel.
Miles of single track	16.53				16.53	1.25	15.28
Miles of second track	2.82		ļ		2.82		2.82
Miles of yard track and sidings	.79				.79		.79
Total mileage operated (all tracks)	20.14				20.14		18.89

Report of the Portland and Rochester Railroad Company for the Year Ending June 30, 1894.

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. State of Maine, act of incorporation approved February 3, 1881. State of New Hampshire, act of incorporation approved 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.			Expiration of Term.	
George P. Wescott	Portland,	Maine	· · · · · · · · ·	October	4, 1894.
NATHAN WEBB	"	"		" .	"
Joseph S. Ricker	44	"		"	**
CHARLES MCCARTY, JR	"	"		"	"
WILLIAM G. DAVIS	"	"		"	"
STEPHEN J. YOUNG	Brunswick	τ, "		"	"
ARTHUR SEWALL	Bath,	"		"	"
FREDERICK ROBIE	Gorham,	"		"	"
FRANK JONES	Portsmout	h, N. I	н	"	"

Total number of stockholders at date of last election, 95.

Name and address of officer to whom correspondence regarding this report should be addressed, William H. Conant, Treasurer, Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
Chairman of the Board	GEORGE P. WESCOTT	Portland,	Maine.	
President	GEORGE P. WESCOTT	"	"	
Secretary	WILLIAM H. CONANT	"	"	
Treasurer	WILLIAM H. CONANT	"	"	
General Superintendent	JOSEPH W. PETERS	"	"	
General Freight Agent	T. F. TOLMAN	"	**	

Date of last meeting of stockholders for election of directors. October 4, 1893.

Post office address of general office, Portland, Maine.

Post office address of operating office, Portland, Maine.

PROPERTY OPERATED.

	TERM	e for named.	e for of od.	
Name.	From—	То—	Miles of lin each road r	Miles of lin each class roads name
Portland & Rochester Railroad Portland & Rochester Railroad	Portland, Maine Preble St. Station,	Rochester, N. H		
Total			53.86	53.86

CAPITAL STOCK.

Description.	oer of s rrized.	ares.	par brized.	amount d and anding.	DIVIDENDS DECLARED DUR- ING YEAR.		
2000 produ	Numl share autho	Par v of sha	Total value autho	Total issue outst	Rate.	Amount	
Capital stock: common	5,919	\$100	\$600,000	\$591,900 00	6% 6%	\$35,514 00 10 22	
Total	5,919	\$100	\$600,000	\$592,07045		\$35,524 22	

This amount has been issued from time to time from bonds, stocks, debts, etc., from old corporation, surrendered and cancelled.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

	Т	ME.		interest.						
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
Portland and Rochester Railroad terminal bonds.	May 4 1892.	Oct. 1 1907.	\$113,500	\$10,000	\$10,000	\$9,987 50	4	Apr. & Oct.	\$370	\$250

RECAPITULATION OF FUNDED DEBT.

		ğ	Inte	REST.
Class of Debt.	Amount issued.	Amount outstandin	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$10,000	\$10,000	\$370	\$250

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRU- INCLUDING JUNE 30, 1	
Cash	\$27,627 70	Loans and bills payable	\$118,000 00
Net traffic balances due from other companies	756 93	Audited vouchers & accounts Matured interest coupons	25,422 75
Due from solvent companies and individuals	875 15	unpaid (including coupons due July 1)	20 00
Union Branch	113,469 62	Interest due July 1	806 53
Total—cash & current assets.	\$142,729 40	Miscellaneous	9,500 00
Balance—current liabilities	11,019 88	, ,	
Total	\$153,749 28	Total—current liabilities,	\$153,749 28

Materials and supplies on hand, \$12,191.90.

RECAPITULATION FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		Apporti	ONMENT.	AMOUNT I	
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$592,070 45			54.98	\$10,769
Bonds	10,000 00				182
Current liabilities	153,849 28				2,798
Total	\$755,919 73			54.98	\$13,749

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

			ities.		AMOUNT PER MILE OF LINE.		
Name of road.	Capital stock.	Funded debt.	Current liabiliti	Total.	Miles.	Amount.	
Portland and Rochester Railroad		\$ 10,000	\$153,849 2 8	\$755,919 73	53.86	\$14,035	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	Ext	PENDITU ING Y	RES DUR- EAR.			
	ting	ope	ncluded in rating ex- ses.	30, 1893.	30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June	Cost per mile.
olal cost constructio equipment, etc	n,				\$592,070 45	\$10,992 7

^{*} Improvements charged to operation.

INCOME ACCOUNT.

Gross earnings from operation	\$222,278 84 171,093 53	•	
Income from operation		\$51,185	31
Miscellaneous income-less expenses		1,594	04
Total income		\$52,779	35
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Taxes	\$370 00 358 59 6,265 29		
Total deductions from income		6,993	88
Net income		\$45,785	47
Dividends, 6 per cent, common stock Other payments from net income: Improvement fund Injury fund Back Bay land improvement Real estate			
Total		45,656	22
Surplus from operations of year ending June 30, 1894		\$129 113,139	
Additions for year		\$113,268 69	
Surplus on June 30, 1894		\$113,337	92

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.	
Passenger: Passenger revenue. Less repayments: Tickets redeemed. Excess fares refunded. Other repayments.		\$ 65 04 265 20		
Total deductions		\$377 59		
Total passenger revenue			\$77,296	90
Mail Express			8,336 3,013	
Total passenger earnings	.		\$88,647	42
Freight: Freight revenue Less repayments: Overcharge to shippers	1			
Total freight revenue			133,359	86
Total freight earnings			\$133,359	86
Total passenger and freight earnings	.		\$222,007	28
Other earnings from operation: Car mileage—balance			271	56
Total gross earnings from operation	.		\$222,278	84

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rent, buildings and land	\$1,710 01	\$115 97	\$1,594 04

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Renairs of roadway.	\$26,090 48
Repairs of roadway	1.028 5
Renewals of ties	7,869 3
Repairs of bridges and culverts	5,614 10
Repairs of fences, road-crossings, signs and cattle guards	1,388 29
Renairs of buildings	5,018 5
Repairs of buildings	252 0
Total	\$47,261 30
Saintenance of equipment:	
Repairs and renewals of locomotives	\$8,276 97
Repairs and renewals of passenger cars.	6,037 6
Repairs and renewals of freight cars	5,054 24
Repairs and renewals of freight cars	484 3
Total	\$19,853 13
	, , , , , , ,
Conducting transportation: Wages of enginebien, firemen and roundhousemen	\$15,983 29
Fuel for locomotives	21.944 0
Water-supply for locomotives	1,281 41
All other supplies for locomotives	1,194 54
Wages of other trainmen	11,560 93
All other train supplies	1,032 79
Wages of switchmen, flagmen and watchmen	7,876 67
Expense of telegraph, including train dispatchers and operators	1,768 38
Wages of station agents, clerks and laborers	14,902 04
Wages of station agents, clerks and laborers	1,963 59
Station supplies Car mileage—balance Loss and damage	1,913 4
Loss and domago	319 36
Injuries to persons	4,515 89
Other expenses	619 78
Total	\$86,875 98
	400,010
General expenses: Salaries of officers	\$7,800 00
Salarias of alarks	4,281 09
Advertising	572 86
Insurance	770 58
Lagglaynanses	111 24
Stationery and printing	2,288 1
Other general expenses	1,279 3
Total	\$17,103 1
Recapitulation of expenses:	
Maintenance of way and structures	\$47,261 30
Maintenance of equipment	19,853 13
Conducting transportation	86,875 9
Gorducting transportation	17,103 1
Grand total	\$171,093 53

Percentage of expenses to earnings, 76.97%.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30,	1894.		YEAR ENDING JUNE 30, 1894.			
	Item.	Total.	Increase.	Decrease			
Cost of road		\$592,070 45					
Lands owned		122,265 90	1				
Cash and current assets		142,729 40					
Other assets:		112,120 10	12,,00 01				
Materials and supplies		12,191 90		\$2,325 86			
Grand total		\$869,257 65	\$15,380 23	\$2,325 86			
LIABILITIES.							
Capital stock		\$592,070 45					
Funded debt		10,000 00 153,749 28					
Accrued interest on funded debt,		100,140 40	11,040 00				
not yet payable		100 00	10 00				
Profit and loss		113,337 99	198 87				
Grand total		\$869,257 65	\$13,054 37				

IMPORTANT CHANGES DURING THE YEAR.

Portland and Rochester Railroad 4 per cent terminal bonds. One thousand (\$1,000) issued during the year. Amount now outstanding, ten (\$10,000) thousand dollars.

SECURITY FOR FUNDED DEBT.

	WHAT R	t of ge e of		
Class of bond or obligation.	From-	То—	Miles.	Amound mortgag per mile line,
Portland and Rochester R.R. terminal bonds	Near Green St	Me. Cent. R. R. Co. tr'cks in Portl'nd	1.12	\$101,339

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers. General office clerks. Other employees:	4 9	1,248 2,284	\$7.800 00 4,281 69	\$6 25 1 72
Station agents	14	4.680	8,146 76	1 74
Other stationmen	13	4,436	6,755 28	1 52
Enginemen Firemen	11 11	3,308 3,323	10.341 80 5.641 42	$\begin{array}{c} 3 & 13 \\ 1 & 70 \end{array}$
Conductors	7	2,218	4,503 77	2 03
Other trainmen	15	4,075	7,057 20	1 73
Machinists	4	1,155	2,838 24	2 45
Carpenters Other shopmen	5 11	1,605 3,445	3,883 35 5,609 22	$\frac{2}{1} \frac{42}{63}$
Section foremen	12	3,722	5,320 31	1 43
Other trackmen	44	13,725	16,397 69	1 20
Switchmen, flagmen and watchmen	$\frac{22}{3}$	6,459 954	7,876 67 $1,768$ 38	1 22 1 85
Telegraph operators and dispatchers	7	2,191	4,241 55	1 93
Total (including "general officers")	192	58,828	102,462 73	\$1 74
Less "general officers"	4	1,248	7,800 00	6 25
Total (excluding "general officers")	188	57,580	94,662 73	\$1 64
Distribution of above:			į	
General administration	13	3,532	12,081 09	
Maintenance of way and structures	56	17,447	21,718 00	
Maintenance of equipment	20	6,205	12.330 81	
Conducting transportation	103	31,644	56,332 83	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	r umber ins, umber	COLUMNS REVENUE RATES	Al	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile Number of passengers carried one mile per mile of road. Average distance carried Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile Total passenger earnings. Passenger earnings per mile of road (53.86) Passenger earnings per train mile.	58,959 11.096	77,296	33 02 42 88	388 792
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile Number of tons carried one mile per mile of road, Average distance haul of one ton Total freight revenue. Average amount received for each ton of freight Average receipts per ton per mile. Total freight earnings Freight earnings per mile of road. Freight earnings per train mile.	6,744,440 125,222 34.676	133,359 133,359 2,476	$68 \\ 01 \\ 86 \\ 04$	412 977
Passenger and freight: Passenger and freight revenue Passenger and freight revenue per mile of road. Passenger and freight earnings Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses per mile of road. Operating expenses per mile of road. Operating expenses per train mile. Income from operation. Income from operation per mile of road.		4,121 222,278	19 28 93 84 97 01 53 63 78	121 241 512 536
Train mileage: Miles run by passenger trains Miles run by freight trains Total mileage trains earning revenue	134,377 84,272			
Miles run by switching trains Miles run by construction and other trains Grand total train mileage	29,870 9,632			

DESCRIPTION OF EQUIPMENT.

		at	EQ	UIPMENT FITTED WITH TRAIN BRAKE.	FIT	QUIPMENT TED WITH JTOMATIC OUPLER.
Item.	Number added during year.	Total number end of year.	Number.	Name.	Number.	Name.
Locomotives: Passenger Freight		8 3 1	8 1	Westinghouse Autom.	1	Miller Hook.
Total locomotives in service		12	9		1	
Cars owned and leased: In passenger service— First-class cars		11 3 4 1 19	3 1 1	Westinghouse Autom. Westinghouse Autom. Westinghouse Autom. Westinghouse Autom.	9 3 3 1 16	Miller
In freight service— Box cars Flat cars Coal cars Total		88 121 20 229				
In company's service— Gravel cars Derrick cars Caboose cars Other road cars, flange Wrecking car and steam shovel		26 1 5 1				
Total cars in service	 	34				
Total cars owned		282		}		

MILEAGE.
MILEAGE OF ROAD OPERATED.

		oileage d.	eted year.	RA	ILS.
Main line.	Branches and spurs.	Total n operate	New lin constru during	Iron.	Steel.
53.86		53.86			53.86
15.31		15.31	.04	9.01	6.30
69.17		69.17	.04	9.01	60.16
PERATED B	Y STATES AN	D TER	RITORIE	s.	
50.86					50.86
3.00					3.00
53.86					53.80
	53.86 15.31 69.17 PPERATED B 50.86 3.00	53.86	CAPITAL STOCK.	53.86	53.86

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.			
Kind.	ns.	Tons. Weight per yard—lbs.		Kind.	Number.	Average price at distributing point.
Steel	38.32	60	\$26.84	Cedar	22,986 4,136	28.80 29.24
				Hemloek	163	
				Total	27,285	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		ons.	Woo So		<u>.</u>		nds r mile.
Locomotives.		Bituminous.	Cords.	Tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per m
Passenger Freight Switching. Construction Total Average cost at distributing point		$\frac{605.12}{207.10}$ $\frac{7,101.87}{}$	17.00 5.00 1.50 51.50	$\begin{array}{r} 8.50 \\ 2.50 \\ .75 \\ \hline 25.75 \end{array}$	$\frac{207.85}{7,127.62}$	31,116 8,386	39.06

ACCIDENTS TO PERSONS.

	-		F	EMPLO	YEES.			
Kind of Accident.	Traini	men.	Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling * Falling from trains and engines		1						
Collisions with hand car Other train accidents Other causes								
Total		1						
					Отне	RS.	-	
	Passen	GERS.	Trespa	ssing.	No trespa		То	tal.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings Other causes								
Total			• • • • • • • • • • • • • • • • • • • •		• • • • • • • •	••••		••••

^{*}April II, 1894, E. P. Bright, freight brakeman, train No. 7, had finger jammed while shackling cars at Westbrook Junction. Injury slight.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	T Aggregate u length.	.t Minimum u length.	t Maximum u length.	Item.	Number.	Height of 1 lowest above I surface of rail.
Bridges: Stone Iron Wooden Total Trestles	$ \begin{array}{c} $	727.10 648.09 1,376.07 1,081.	66. 44.	548.06 257.	Overhead Highway Crossings: Bridges Total Overhead Railway Crossings: Bridges	7	13.11

Gauge of track, 4 feet, 81 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.
52.50	52.50	Western Union Telegraph Co	Portland & Rochester R. R. Co.

Report of the Portland and Rumford Falls Railway Company for the Year Ending June 30, 1894.

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. 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 extended the line from Gilbertville to Rumford Falls, a distance of fifteen miles, which extension was opened for traffic August 1, 1892, and during the past year extended the line from Mechanic Falls to a junction with the Maine Central Railroad in the city of Auburn, this extension being opened for traffic February 12, 1894.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Hugh J. Chisholm	Portland, Maine	September 11, 1894.
DANIEL F. EMERY, JR	Portland, "	"
GEORGE C. WING	Auburn, "	"
GEORGE D. BISBEE	Buckfield, "	"
WALDO PETTINGILL	Rumford, "	"
GEORGE W. RUSSELL	Lawrence, Mass	"
GALEN C. MOSES	Bath, Maine	"

Total number of stockholders at date of last election, 15.

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

Post office address of general office, Portland, Maine.

Post office address of operating office, Rumford Falls, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, R. C. Bradford, Treasurer, Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office.				
President	Hugh J. Chisholm	Portland, Maine.				
Clerk	R. C. Bradford	"				
Treasurer	R. C. Bradford	"				
Attorney or General Counsel	Jos. W. Symonds	"				
Chief Engineer	FREDERICK DANFORTH	Rumford Falls, Me				
General Superintendent	L. L. LINCOLN	" "				
General Passenger Agent	R. C. Bradford	Portland, Maine.				
General Ticket Agent	R. C. Bradford	"				

PROPERTY OPERATED.

Name.	TERM	f line ı road	f line n class s named.	
Name.	From-	. То—	Miles o for each named.	Miles of for each
Portland & Rumford Falls Rwy Rumford Falls & Buckfield R. R Maine Central R. R Operated under trackage rights. Total	Mechanic Falls Mechanic Falls	Poland Spring Jc., Gilbertville	$\begin{array}{c} 11.7 \\ 26.5 \end{array}$	$ \begin{array}{ c c c } \hline & 26.4 \\ & 26.5 \\ & 4.2 \\ \hline & 57.1 \\ \hline \end{array} $

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.
Telegraph line	Telegraph	Owned	Maine.

CAPITAL STOCK.

Description.	Number of shares authorized.		Fotal par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DUR- ING YEAR.	
	Numbe shares author	Par value of shares.	Total value author	Tota issue outsi	Rate.	Amount.
Capital stock—common	3,000	\$100	\$300,000	\$265,960	5%	*\$12,787 50
Manner of Payment for Cap	ital Stoc	k.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common			159	\$15,900	1,159	\$115,900
Issued for construction: commo Total	n	•••••	159	\$15,900	$\frac{1,500}{2,659}$	\$115,900

^{*} $2\frac{1}{2}\%$ on \$250,000; $2\frac{1}{2}\%$ on \$261,500.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

	TIME.			ding.			Interest.					
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	A mount issued.	A mount outstanding.	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.		
Portland and Rum- ford Falls Railway Portland and Rum- ford Falls Railway	1892,	1912,	\$450,000 200,000		\$405,000			Feb. 1 and Aug. 1, Oct. 1 and Apr. 1	\$18,350 53 3,824 28	,		
Total			\$650,000		\$562,000				\$22,174 81			

RECAPITULATION OF FUNDED DEBT.

		.	Interest.		
Class of Debt.	Amount issued.	A mount outstanding	Amount accrued during year.	Amount paid during year	
Mortgage bonds		\$562,000 00	\$22,174 81	\$20,925 00	

RECEIVER'S CERTIFICATES.

	ing.	PRINCIPAL.		Interest.		
Date Issued.	Amount outstanding.	Amount paid during year.	Amount funded or otherwise disposed of.	Amount accrued during year.	Amount paid during year.	Rate-%.
May 1, 1878	\$5,400		\$3,400 4,300 \$7,700	\$604 86 \$604 86		

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AFOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRUED TO A INCLUDING JUNE 30, 1894.				
Cash Due from agents Due from solvent companies and individuals		Receiver's certificates Loans and bills payable Audited vouchers and accts Net traffic balances due to	\$ 5,400 00 128,988 07 15,579 41 837 60			
Total—cash & current assets, Balance—current liabilities	\$ 53,125 12 153,365 88	other companies Miscellaneous	55,685 92			
Total	\$206,491 00	Total	\$206,491 00			

Materials and supplies on hand, \$12,170.80.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORT	IONMENT.	AMOUNT PER MILE OF LINE.		
A ecount.	Total amount outstanding.	To railroads.	To other properties.	Miles.	A mount.	
Capital stock	\$265,900 00	\$265,900 00		52.9	\$ 5,026	
Bonds	562,000 00	562,000 00		52.9	10,624	
${\bf Current\ liabilities}$	206,491 00	206,491 00		52.9	3,903	
Total	\$1,034,391 00	\$1,034,391 00		52.9	\$19,553	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPE	NDITURI YEAD	es During					=
	uting	Not in	cluded in	e 30, 1893.	9 30, 1894.			
Item.	in opera	to ecount nent nents.	to sion or at.	t to June	t to June		mile.	
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction equipment.	Total cost to June 30, 1893	Total cost to June 30, 1894.		Cost per mile.	
Construction:					İ			
Right of way Other real estate Fences			\$10,526 98 1,400 00 1,520 33	150 (0 1,55	0 00)	
Grading and bridge and culvert masoury Bridges and trestles Rails			3,001 43 7,709 19 47,791 99	1,242 1 $2,414$ 7 $66,236$ 1	5 10,12	3 94	H	
TiesOther superstructure Buildings, furniture and			10,964 10 3,913 98		6 24,85	$2^{\circ}26$	5	
fixtures Shop machinery and tools, Engineering expenses Interest during construe'n		• • • • • • • • • • • • • • • • • • • •	16,883 19 225 60 14,384 92 10,566 92	17,911 4 79 9 9,658 8 1,266 7	$\begin{array}{ccc} 1 & 30 \\ 4 & 24,04 \end{array}$	5 51 3 76		
for construction			3,055 00 731 34	7,000 C 717 4				
Sidings and yard extensions. Terminal facilities and			619 94 2,114 73	19,869 2	3 22,60	3 90		
Road built by contract	•••••	• • • • • • • •	649 93 73,801 25	3,448 1 125,974 3	1 199,77	5 56		
,			3,214 29 3,058 44	445,500 0	9,15	3 46		
Total construction		• • • • • • • • • • • • • • • • • • • •	\$216,133 55	\$73 4, 296 9	8 \$950,43	53	\$17,966	55
Equipment: Locomotives Passenger cars Baggage, express & postal		•••••	• • • • • • • • • • • •	\$19,500 5 8,707 7				
cars			262 00	$2,025 \ 0 \ 208 \ 7 \ 1,880 \ 7$	1 47	71		
Purchase of equipment, construction road	••••			30,000 0	-/ <u>-</u> -		·	
Total equipment			\$262 00	\$62,322 7	2 \$62,58	1 72	\$1,183	-07
Grand total cost construc- tion, equipment, etc	· • • •	••••	\$216,395 55	\$796,619 7	0 1,013,01	5 25	\$19,149	62

INCOME ACCOUNT.

Gross earnings from operation \$111,431 16 Less operating expenses	
Income from operation \$43,974 45	
Total income	\$43,974 45
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
Total deductions from income	29,870 92
Net income	\$14,103 53
Dividends, 5 per cent, common stock	12,787 50
Surplus from operations of year ending June 30, 1894	\$ 1,316 03 32,163 73 55
Surplus on June 30, 1894	\$33,480 31

EARNINGS FROM OPERATION.

ltem.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$40,500 18 3,812 54 2,754 01 101 19 300 00
Total passenger earnings			\$47,467 92
Total freight earnings			60,182 71
Total passenger and freight earnings			\$107,650 63
Other sources			3,780 53
Total gross earnings from operation	····		\$111,431 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 the construction account. Also there has been charged to construction account, and credited as a liability of this railway, the value of the remaining 744 shares of the Rumford Falls and Buckfield Railroad Company's stock.

OPERATING EXPENSES.

Maintenance of way and structures: Repairs of roadway. Renewals of rails Renewals of ties. Repairs of bridges and culverts Repairs of bridges and culverts Repairs of fences, road crossings, signs and cattle guards. Repairs of telegraph Other expenses. Total Maintenance of equipment: Repairs and renewals of locomotives Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of switchmen, flagmen and watchmen Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons Other expenses Total General expenses: Salaries of officers	\$13,551 66 740 22 1,185 22 1,180 5 2,003 6 904 99 53 76 22 00 \$19,592 21 \$2,752 66 1,547 01 1,272 56 14 24 \$5,586 46 \$ 5,707 36 10,889 46 775 92 645 55 4,614 35
Renewals of ties. Repairs of bridges and culverts. Repairs of fences, road crossings, signs and cattle guards. Repairs of telegraph Other expenses. Total Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of locomotives. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of switchmen, flagmen and watchmen Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons Other expenses: Salaries of officers	\$2,752 66 \$1,85 22 1,185 22 1,186 52 2,003 65 904 99 53 76 22 09 \$19,592 21 \$2,752 66 1,547 01 1,272 56 14 24 \$5,586 46 \$5,707 36 10,899 46 775 92 645 55
Renewals of ties. Repairs of bridges and culverts. Repairs of fences, road crossings, signs and cattle guards. Repairs of buildings Repairs of telegraph Other expenses. Total Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of reight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. All other supplies for locomotives. Wages of switchmen, flagmen and watchmen Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance Loss and damage Injuries to persons Other expenses: Total General expenses: Salaries of officers	\$1,185 2; 1,130 5; 2,003 6; 904 9; 53 7; 22 06 \$19,592 21 \$2,752 6; 1,547 01 1,272 5; 14 24 \$5,586 46 \$5,707 36 10,889 46 775 92 645 55
Repairs of bridges and culverts. Repairs of fences, road crossings, signs and cattle guards. Repairs of buildings Repairs of telegraph Other expenses. Total. Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives. Water supply for locomotives. All other supplies for locomotives. Wages of switchmen, flagmen and watchmen. All other train supplies Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage. Injuries to persons. Other expenses: Salaries of officers.	\$1,130 5° 2,003 6° 904 92 53 7° 22 06 \$19,592 21 \$2,752 66 1,547 01 1,272 56 14 24 \$5,586 46 \$5,707 36 10,899 46 775 92 645 55
Repairs of buildings Repairs of telegraph Other expenses. Total Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives. Water-supply for locomotives. All other supplies for locomotives. Wages of switchmen, flagmen and watchmen. All other train supplies Wages of switchmen, flagmen and watchmen. Wages of station agents, clerks and laborers Station supplies Car mileage—balance Loss and damage Injuries to persons Other expenses: Total General expenses: Salaries of officers	2,003 67 904 92 53 77 22 06 \$19,592 21 \$2,752 66 15,547 01 1,272 56 14 24 \$5,586 46 \$5,707 36 10,899 46 775 92 645 55
Repairs of buildings Repairs of telegraph Other expenses. Total Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives. Water-supply for locomotives. All other supplies for locomotives. Wages of switchmen, flagmen and watchmen. All other train supplies Wages of switchmen, flagmen and watchmen. Wages of station agents, clerks and laborers Station supplies Car mileage—balance Loss and damage Injuries to persons Other expenses: Total General expenses: Salaries of officers	\$904 99 53 76 22 00 \$19,592 21 \$2,752 66 1,547 01 1,272 56 14 24 \$5,586 46 \$5,707 36 10,899 46 775 92 645 55
Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives. Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen. Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons. Other expenses: Total. General expenses: Salaries of officers	22 06 \$19,592 21 \$2,752 66 1,547 01 1,272 56 14 24 \$5,586 46 \$5,707 36 10,889 46 775 92 645 55
Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives. Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen. Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons. Other expenses: Total. General expenses: Salaries of officers	\$19,592 21 \$2,752 65 1,547 01 1,272 56 14 24 \$5,586 46 \$ 5,707 36 10,889 46 775 92 645 55
Maintenance of equipment: Repairs and renewals of locomotives. Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives. Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen. Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage. Injuries to persons. Other expenses: Total. General expenses: Salaries of officers	\$2,752 66 1,547 01 1,272 56 14 24 \$5,586 46 \$ 5,707 36 10,899 46 775 92 645 55
Repairs and renewals of locomotives. Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage. Injuries to persons Other expenses. Total. General expenses: Salaries of officers	\$5,586 46 \$5,586 46 \$5,707 36 10,899 46 775 92 645 55
Repairs and renewals of passenger cars. Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives. Water supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen. Wages of station agents, clerks and laborers. Station supplies Car mileage—balance. Loss and damage. Injuries to persons. Other expenses. Total. General expenses: Salaries of officers.	\$5,586 46 \$5,586 46 \$5,707 36 10,899 46 775 92 645 55
Repairs and renewals of freight cars. Other expenses. Total. Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage. Injuries to persons. Other expenses. Total. General expenses: Salaries of officers	1,272 56 14 24 \$5,586 46 \$ 5,707 36 10,899 46 775 92 645 55
Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage. Injuries to persons. Other expenses. Total. General expenses: Salaries of officers	\$5,586 46 \$5,707 36 \$10,899 46 775 92 645 55
Conducting transportation: Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage. Injuries to persons. Other expenses. Total. General expenses: Salaries of officers	\$ 5,707 36 10,899 46 775 92 645 55
Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of supplies for locomotives. Wages of switchmen. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons Other expenses Total General expenses: Salaries of officers	10,899 46 775 92 645 55
Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons. Other expenses Total General expenses: Salaries of officers	10,899 46 775 92 645 55
Water-supply for locomotives. All other supplies for locomotives. Wages of other train men. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons Other expenses Total General expenses: Salaries of officers	775 92 645 55
Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons Other expenses. Total General expenses: Salaries of officers	645 55
Wages of other trainmen. All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage Injuries to persons Other expenses. Total General expenses: Salaries of officers	
All other train supplies Wages of switchmen, flagmen and watchmen Wages of station agents, clerks and laborers Station supplies Car mileage—balance Loss and damage Injuries to persons Other expenses Total General expenses: Salaries of officers	
Wages of station agents, clerks and laborers Station supplies Car mileage—balance. Loss and damage. Injuries to persons. Other expenses. Total General expenses: Salaries of officers.	253 04
Station supplies Car mileage—balance Loss and damage Injuries to persons Other expenses Total General expenses: Salaries of officers	927 60
Loss and damage Injuries to persons Other expenses Total General expenses: Salaries of officers	6,585 55
Loss and damage Injuries to persons Other expenses Total General expenses: Salaries of officers	1,259 46 644 63
Injuries to persons Other expenses Total General expenses: Salaries of officers	109 40
Other expenses Total General expenses: Salaries of officers	96 25
General expenses: Salaries of officers.	322 72
Salaries of officers	\$32,841 29
Natorios of alordes	\$3,500 00 1,179 90
Salaries of clerks	709 05
General office expenses and supplies Advertising	1,318 26
Insurance	310 14
Rents for tracks, yards and terminals	579 15
Legal expenses	53 00 1,184 00
Stationery and printing. Other general expenses.	603 25
Total	\$9,436 75
Recapitulation of expenses:	
Maintenance of way and structures. Maintenance of equipment	\$19,592 21
Maintenance of equipment	5,586 46 32,841 29
Conducting transportation. General expenses	
Grand total .	9,436 75

Percentage of expenses to earnings—entire line, 60.54 per cent.

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	\$200	\$598 05

^{*} Includes "cash \$200." See "Stocks Owned," page 232.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1894.			ING JUNE 30, 894.	
	Item.	Total.	Increase.	Decrease.	
Cost of road Cost of equipment Auburn extension Cash and current assets Other assets: Materials and supplies Grand total		53,125 12	262 00 22,377 82	\$99,853 62 2,470 26 \$102,323 88	
LIABILITIES. Capital stock		10,439 86 33,480 31	2,660 02 1,316 58	\$69,341 56 85 55	
Grand total		\$1,078,311 17	\$205,876 60	\$69,427 11	

Extension from Mechanic Falls to Auburn, 11.7 miles, was opened for traffic February 12, 1894.

During the year ending June 30, 1894, 159 shares of stock have been issued, amounting to \$15,900.

During the year ending June 30, 1894, bonds of February 1, 1892, have been issued to the principal amount of \$49,000. Bonds of October 1, 1892, to the principal amount of \$137,000, making a total of \$186,000 bonds issued.

SECURITY FOR FUNDED DEBT.

Class of Bond or	Wнат R	OAD MORTGAGED.		t of t. e per e of
Obligation.	From-	То—	Miles.	Am mor gag mile
Portland and Rumford Falls Railway Portland and Rumford Falls Railway*	Mechanic Falls	Rumford Falls Poland Spg Jct	41.2 52.9	\$10,922 3,970

All equipment owned mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Artonogo doily	compensation.
General officers	3 5	$^{626}_{1,147}$	\$3,500 00 1,548 45	1	35
Station agents	16 5 5	4,224 1,369 1,565	$4,470 00 \ 1,475 00 \ 3,300 00$	1 2	
Firemen	5 3 10 3	1,565 939 2,346 413	2,191 00 2,070 00 3,284 40 722 75	$\frac{1}{2}$	
Carpenters Other shopmen Section foremen Other trackmen	11 28	313 2,855 6,804	693 25 4,368 15 8,505 00	$\frac{2}{1}$	
Switchmen, flagmen and watchmen	6	1,056 1,878	1,267 20 3,098 70	1	20 65
Total (including "general officers")	196	27,100	\$40,493 90	1	
Less "general officers"	3	626	3,500 00	5	59
Total (excluding "general officers")	103	26,474	\$36,993 90	\$1	4 C
Distribution of above: General administration Maintenance of way and structures Maintenance of equipment Conducting transportation	8 42 5 51	$\begin{array}{c} 1,773 \\ 10,598 \\ 726 \\ 14,003 \end{array}$	\$ 5,048 45 14,422 50 1,416 00 19,606 95	1	36

^{*}This is a first mortgage on line from Mechanic Falls to Poland Springs Junction, and a second mortgage on the balance of the road.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rrs, trains, number	COLUM FOR REVI	EN	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue Number of passengers carried one mile Number of passengers carried one mile per mile	1,344,506			
of road	22.07	40.500		
Total passenger revenue Average amount received from each passenger Average receipts per passenger per mile		40,500	66	478 012
Total passenger earnings		47,467 831	92 31	
			71	886
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile Number of tons carried one mile per mile of road Average distance haul of one ton	2,220,551 38,888.81			
Total freight revenue	• • • • • • • • • • • • • • • • • • • •	60,182	89	974 710
Average receipts per ton per mile		$^{60,182}_{1,053}$	71 99	301
Passenger and freight:		100.000	00	
Passenger and freight revenue Passenger and freight revenue per mile of road Passenger and freight earnings		100,682 1,763 107,650	$\frac{27}{63}$	
Passenger and freight earnings per mile of road. Gross earnings from operation		1,885 111,431 1,951	16	
Gross earnings from operation per train mile		67,456	13 71	910
Operating expenses per mile of road Operating expenses per train mile Income from operation		1,181 43,974	68	957
Income from operation per mile of road		770		
Train mileage: Miles run by passenger trains Miles run by freight trains	66,032 31,792			
Total mileage trains earning revenue	97,824			
Miles run by switching trains Miles run by construction and other trains	8,881 10,748			
Grand total train mileage	117,453			

DESCRIPTION OF EQUIPMENT.

	ed	r at	EQU	UIPMENT FITTED WITH TRAIN BRAKE.	FIT	EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
Item.	Number add during year.	Total number a end of year.	Number.	Name.	Number.	Name.		
Locomotives — owned and leased: Passenger. Freight. Switching. Total locomotives in service Cars—owned and leased: In passenger service— First-class cars Combination cars Baggage, express and postal cars. Total In freight service— Box cars Flat cars Stock cars. Total In company's service: Gravel cars Caboose cars. Total cars in service.		1 6 6 2 1 1 9 1 7 500 2 1 1 1 1 1 9 9 1 1 1 1 1 9 1 1 1 1 1 1		Westinghouse. Westinghouse. Eames Driver. Westinghouse Westinghouse Westinghouse		Miller. Miller.		
Total cars in service Total cars owned		90						

MILEAGE OF ROAD OPERATED.

	LINE REPRI CAPITAL	perated trackage	mileage ted.	e con-	RAILS.		
Line in Use.	Main line.	Branches and spurs.	Line op under t rights.	Total n operate	New line structed year.	Iron.	Steel.
Miles of single track Miles of yard track and sidkings Total mileage operated (all tracks)	6.		4.2	57.1 6. 63.1	11.7 8. 12.5	.2 3.2 3.4	52.7 2.8 55.5

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DU	RING	Yı	EAR.	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	126 93	60 5 6	} \$30.75	Cedar Hemlock, hackmatack, and oak	9,524 4,382	} 25e.			
Total steel	219		\$30.75	Total	13,906	25c.			

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		ons.			consumed	nds r mile,	
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel cor—tons.	Miles run.	Average pounds consumed per mile
Passenger		1,217		13	1,223.5	66,032	37.06
Freight		1,212		5	1,214.5	31,792	76.40
Switching		192		2	193	8,881	43.46
Construction		216		2.50	217.25	9,904	43.87
Snow plow		23		.50	23.25	844	55.09
Total		2,860		23	2,871.50	117,453	49.90

ACCIDENTS TO PERSONS.

	EMPLOYEES.								
Kind of Accident.	Train	men.	Switchmen, flagmen and watchmen.				Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Falling from trains & engines	1						1	•••••	

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	r Aggregate r length.	t. Minimum T. Hength.	t Maximum ur length.	Item.	Number.	Height of Thowest above I surface of rail.
Bridges: Iron Wooden, Total	12 20 32	530.8 725. 1,255.8	10 8	80 150	Overhead Highway Crossings:		
Trestles							

Gauge of track, 4 feet, $8\frac{1}{2}$ inches—52.90 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

le.	ire.		OPERATED BY THIS COMPANY.										
Miles of line	Miles of wi	Miles of line.	Miles of wire.	NAME OF OPERATING COMPANY.									
52.9	52.9	52.9	52.9	Portland and Rumford Falls Railway Company.									

Report of the Rockland, Thomaston and Camden Street Railway Company for the Year Ending June 30, 1894.

[ELECTRIC.]

HISTORY.

Name of common carrier making this report. Rockland, Thomaston and Camden Street Railway Company.

Date of organization.

Under laws of what government, state or territory organized. Chapter 193, Private Laws of 1891 of State of Maine.

If a consolidated company, name the constituent companies. 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. Rockland Street Railway Company, chartered under Chapter 346 of the Private 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 Registry, 91-185. Camden and Rockport Street Railroad Company franchise by deed February 13, 1892, recorded in Knox Registry, 91-181. Rockland Street Railway Company franchise by deed February 13, 1892, recorded in Knox Registry, 91 -176.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of	f Expiration of Term.
GEORGE E. MACOMBER			
H. L. SHEPHERDS. M. BIRD	Rockport, Maine		
W. T. COBB W. S. WHITE E. K. O'BRIEN	" "	.i	
E. K. O'BRIEN	Thomaston, Maine		

Total number of stockholders at date of last election, 12.

Date of last meeting of stockholders for election of directors. January 3, 1894.

Post office address of general office, Rockland, Maine.

Post office address of operating office, Rockland, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, A. D. BIRD, Treasurer, Rockland, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	GEORGE E. MACOMBER H. M. HEATH	" " Rockland, Maine.

PROPERTY OPERATED.

Name.	TERM	line road	line class named.	
name.	From-	То-	Miles of for each named.	Miles of for each of roads
Rockland, Thomaston and Camden Street Railway	Thomaston	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 DUR- ING YEAR. Rate. A mount.
Capital stock: common	3,000	\$100	\$300,000	\$250,000	

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

	TIME.				ding.			Ini	TEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort.	Мау 1, 1892,	1922,	\$ 250,000	\$ 250,000	\$ 175,500	\$ 171,408 1	6 5	January . July,	\$ 8,281 01	8,281 01

RECAPITULATION OF FUNDED DEBT.

		à <u>i</u>	Inter	REST.
Class of Debt.	Amount issued.	Amount	Amount accrued during year.	A mount paid during year.
Mortgage bonds	\$250,000	\$175,500	\$8,281 01	\$8,281 01

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI	AVAILABLE ABILITIES.	CURRENT LIABILITIES ACCRUBING JUNE 30, 18	
Cash Due from solvent companies and individuals	\$390 94 465 93	Loans and bills payable Audited vouchers and ac- counts	\$97,097 50 18,982 84
Total — cash and current assets	\$856 87		
Balance—current liabilities			
Total	\$116,080 34	Total—current liabilities,	\$116,080 34

Materials and supplies on hand, \$6,946.29.

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Total amount outstanding.		APPORTI	ONMENT.	AMOUNT PER MILE LINE.		
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$250,000 00	\$250,000 00				
Bonds	175,500 00	175,500 00				
Current liabilities	116,080 34	116,080 34				
Total	\$541,580 34	\$541,580 34		14.34	\$37,767 00	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

			EXPENDITURES DURING YEAR.			
			luded in iting ex-			
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction, or equipment.	Total cost to June	Total cost to June 30,	Cost per mile.
Construction and equipment Discount on securities sold for construction			\$15,377 94 902 50	\$284,746 07	\$301,026 51	\$ 20,992 09
Total cost construction, equipment, etc			\$16,280 44	\$284,746 07	\$301,026 51	\$ 20,992 09

INCOME ACCOUNT.

Gross earnings from operationLess operating expenses	\$63,638 75 46,185 13		
Income from operation	\$17,453 62		
Total income		\$17,453	62
Deductions from income: Interest on funded debt accrued Other deductions—interest account	\$8,281 01 6,075 60		
Total deductions from income		14,356	61
Net income		\$3,097	01
Surplus from operations of year ending June 30, 1894 Surplus on June 30, 1893		\$ 3,097 14,152	
Surplus on June 30, 1894		\$17,249	33

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue Mail Express Baggage Advertising	89 17 444 58	251 48	\$52,698 90 41 03 193 10 615 05 500 00
Total passenger earnings	\$54,579 07	\$530 99	\$54,048 08
Total freight revenue	}	3,992 25	237 36
Total passenger and freight earnings	!	-	\$54,285 44
Other earnings from operation: Power sold. Rents not otherwise provided for	4,815 07 15 00		
Total gross earnings from operation	\$63,638 75	\$4,523 24	\$59,115 51

OPERATING EXPENSES.

Item.	Amount	i.
Maintenance of way and structures:		
Repairs of roadway Repairs of buildings Line repairs.	\$2,478	74
Repairs of buildings	83	
Line repairs	436	
Other expenses—track cleaning	334	08
Total	\$3,333	17
Maintenance of equipment:		
Repairs of cars	\$5,722	21
Repairs of machinery	256	
Repairs of machinery	900	99
_		
Total	\$6,879	20
Conducting transportation:		
Conductors, drivers and office salaries	\$12,152	40
Power	12,069	
Freight	3,992	
Power Freight Brggage	231	
Express	251	
Mail	48	
Snow account	2,827 456	
Injuries to persons and propertyOther expenses	1.011	
Other expenses	1,011	
Total	\$33,041	04
General expenses:		
Insurance	\$2,577	
Other general expenses—taxes	354	28
Total	\$2,931	75
Recapitulation of expenses:		
Maintenance of way and structures	\$3,333	17
Maintenance of equipment	6,879	
Conducting transportation	33,041	
General expenses	2,931	72
Grand total	\$46,185	18

Percentage of expenses to earnings, 72.60.

COMPARATIVE GENERAL BALANCE SHEET.

UNE 30, 1894.	O, 1894. YEAR ENDIN 1894	
a. Total.	Increase.	Decrease.
856 8	1,398 43	\$350 76
17,249 3	3,097 01	\$10,261 40
	\$301,026 5 \$56 8' 6,946 2' \$308,829 6' \$175,500 0 116,080 3 17,249 3	n. Total. Increase. \$301,026 51 \$16,280 44 856 87

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT RO	tgage mile ne.			
5	From-	то—	Miles.	Am mon per of li	
First mortgage	1	Camdenand Rockport.	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, Superintendent. Other officers, Treasurer General office clerks Electrician Engineer Engineer Engineer Firemen Conductors. Motormen. Carpenters Other shopmen Section foremen Other trackmen All other employees and laborers. Total (including "general officers")	1 1 1 1 2 15 15 15 1 1 1 1 1 10	365 365 365	\$750 00 250 00 500 00	\$2 05 68 1 37 2 28 2 50 1 80 1 71 1 43 1 43 1 75 1 50 1 43

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rains, number	COLUMN FOR REVE AND RAT	ENUE
Item.	Column f tonnage, passenge number mileage, cars.	Dollars.	Cents.
Passenger traffic: Number of passengers carried earning revenue. Total passenger revenue. Average amount received from each passenger. Total passenger earnings. Passenger earnings per mile of road Passenger earnings per train mile		52,698 54,579 3,806	05 07
Miles run by passenger trains	269,689		

DESCRIPTION OF EQUIPMENT.

	ed	er at	EQU	IIPMENT FITTED WITH TRAIN BRAKE.	FIT:	UIPMENT TED WITH TOMATIC OUPLER.
Item.	Number added during year. Total number a end of year.		Number.	Name.	Number.	Name.
Cars—owned and leased: In passenger service: Open cars		10 5 1				
Total In freight service: Box cars Flat cars		16 2 2				
Total		4				
Snow plows		2				
Total cars in service		22		•		
Total cars owned		22		2		

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPR	perated lease.	nileage ed.	RA	LS.	
	Main line.	Branches and spurs.	Line o	Total r operat	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 Rockport Railroad Company for the Year Ending June 30, 1894.

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. Under the general laws of Maine, chapter 51.

ORGANIZATION.

Names of Directors.	Post O	ffice A	ddress.	Date of Expiration of Term.
S. D. CARLETON	Rockport,	Maine	3	
P. J. CARLETON	"	44 -		
S. E. Shepherd	"	**		
Н. L. Shepherd	"	**		
О. Р. Shepherd	"	**		
R. 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.

Name and address of officer to whom correspondence regarding this report should be addressed, H. L. Shepherd, Treasurer, 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.			
Chief Engineer	M. M. ROLLINS	Rockport, Maine.			
General Superintendent	P. J. CARLETON	Rockport, Maine.			

PROPERTY OPERATED.

	TERM	ne for	ne for of ed.	
Name.	From—	То—	Miles of lin each road r	Miles of lineach class roads nam
Rockport Railroad	Simonton's Corner,	Rockport		3

CAPITAL STOCK.

Description.	er of	r value shares.		par rized.	amount	mding.	DIVIDENDS DECLARED DU ING YEAR.	
	Number of shares	aarno	Par va of sha	Total par value authorized	Total amou	outsta	Rate.	Amount.
Capital stock: common		300	\$100	\$30,000	\$30,0	00 00		\$1,050 00
Manner of Payment for Capital	Stock.		Number shares issued during year.	Cash realized on amount issued during	year.	Total number shares issued	and outstanding.	Total cash realized.
Issued for eash: common						300		\$30,000

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	DITURES YEAR.	DURING			
	ting	Not included in operating expenses.			30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1898	Total cost to June 30, 1894	Cost per mile.
Total construction				\$22,000 00	\$22,000 00	\$7,333 33
Equipment: Locomotives Freight cars				5,000 00 3,000 00	5,000 00 3,000 00	
Total equipment				\$8,000 00	\$8,000 00	\$2,666 66
Total cost construction, equipment, etc				\$30,000 00	\$30,000 00	10,000 00

INCOME ACCOUNT.

Gross earnings from operation	*\$7,063 61 5,943 18	
Income from operation	1,120 43	
Total income		\$1,120 43
Deductions from income: Taxes		70 43
Net income		\$1,050 00
Dividends, common stock		\$1,050 00
Surplus on June 30, 1894	\$1,050 00 1,084 09	

^{*} All freight.

[†] Divided

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Maintenance of way and structures: Repairs of roadway	\$1,000 00
Renewals of rails	500 00
Renewals of ties	300 00
Repairs of bridges and culverts	575 00 150 00
Other expenses	225 00
Other expenses	220 00
Total	\$2,750 00
Maintenance of equipment:	
Repairs and renewals of freight cars	\$538 18
Other expenses	150 00
Total	\$688 18
Conducting transportation:	
Wages of enginemen, firemen and roundhousemen	\$780 0
Fuel for locomotives	600 00 25 00
All other supplies for legemetives	100 0
Wages of enginemen, firemen and roundhousemen. Fuel for locomotives Water-supply for locomotives. All other supplies for locomotives. Wages of other trainmen.	1,000 0
*	
Total	\$2,505 0
Recapitulation of expenses:	
Maintenance of way and structures	\$2,750 0
Maintenance of equipment	688 1
Conducting transportation	2,505 0
Grand total	\$5,943 1

Percentage of expenses to earnings-84.11 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June	30, 1894.	YEAR ENDING JUNE 30, 1894.			
	Item.	Total.	Increase.	Decrease.		
Cost of road		\$30,000 00				
LIABILITIES.		#80 000 00				
Grand total		\$30,000 00				

EMPLOYEES AND SALARIES.

Class.	Number. Total number of days worked.		Total yearly compensation.	Average daily compensation.	
General officers (no pay) Engineman and fireman Other trainmen	$\begin{smallmatrix} 3\\1\\2\end{smallmatrix}$	313 626	\$ 780 00 1,000 00	\$2 50 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 3				

^{*} No compensation.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	imber ins, imber	COLUMNS REVENUE RATES	AN	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Freight traffic: Number of tons carried one mile. Average distance haul of one ton. Total freight revenue. Average amount received for each ton of freight, Average receipts per ton per mile. Total freight earnings. Freight earnings per mile of road. Freight earnings per train mile. Passenger and freight: Passenger and freight revenue per mile of road. Passenger and freight earnings per mile of road. Cross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses. Operating expenses per mile of road. Operating expenses per train mile. Income from operation. Income from operation per mile of road.		7,063 2,354 1,962 7,063 2,354 7,063 2,354 7,063	58 19 61 53 11 53 61 53 61 18 06 21	863 621
Train mileage: Miles run by freight trains Total mileage trains earning revenue				

DESCRIPTION OF EQUIPMENT.

	EQUIPMENT FITTED WITTER TRAIN BRAKE.		JIPMENT FITTED WITH TRAIN BRAKE.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER.		
Item.	Number added during year.	Total number at end of year	Number.	Name.	Number.	Name.
Locomotives: Freight	ļ	2	2	·		
Total locomotives in service	 	2				
Total locomotives owned		2				
Cars in freight service: Flat cars Dump cars		30			1	
Total cars owned		33			1	

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Repr Capitai	ileage d.	e cted year.	RAILS.			
	Main line.	Branches and spurs.	Total mi operated	New lin constru during	Iron.	Steel.	
Miles of single track	3		3				3
Total mileage operated (all tracks)	3		3				3

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.		COAL- Tons.		op- rds.	consumed		ounds per mile.
		Bituminous.	Hard.	Soft.	Total fuel con- tons.	fuel run.	
Freight	100		10		106.66	3,600	37.25
Average cost at distributing point	\$5.50						

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	H. Aggregate I length.	r Minimum T length.	tt. Maximum In length.	Item.	Number.	Height of roll lowest above surface of rail.
Bridges: Wooden.	7	130 639	10 74	45 332	Overhead Railway Crossings: Trestles		

Gauge of track, 3 feet-3 miles.

Report of the Sandy River Railroad Company for the Year Ending June 30, 1894.

[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 Laws of State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration o		
WESTON LEWIS JOSIAH S. MAXCY P. H. WINSLOW	Gardiner, Maine " "	3d Wednesday, November, 1894.		

Total number of stockholders at date of last election, 3.

Name and address of officer to whom correspondence regarding this report should be addressed, P. H. WINSLOW, Auditor, Gardiner, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
Chairman of the Board	WESTON LEWIS	Gardiner, Maine.		
President	Weston Lewis	"		
Vice President	JOSIAH S. MAXCY	"		
Secretary	GEO. A. FARRINGTON	" "		
Treasurer	GEO. A. FARRINGTON	" "		
Attorney or General Counsel	F. E. TIMBERLAKE	Phillips, Maine.		
Auditor	P. H. Winslow	Gardiner, Maine.		
General Manager	JOSIAH S. MAXCY	"		
General Superintendent	F. N. BEAL	Phillips, Maine.		
General Freight Agent	F. N. BEAL	" "		
General Passenger Agent	GEO. A. FARRINGTON	Gardiner, Maine.		
General Ticket Agent	GEO. A. FARRINGTON			

Date of last meeting of stockholders for election of directors, November 15, 1893. Post office address of general office, Gardiner, Maine.

Post office address of operating office, Gardiner, Maine.

PROPERTY OPERATED.

Name.	TERM	f line h road	f line n class s named.	
	From—	То—	Miles o for each	Miles of for each of roads
Sandy River Railroad	Farmington	Phillips	18	

CAPITAL STOCK.

Description.	Number of shares authorized. Par value of shares.		Fotal par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DUR- ING YEAR.		
	Numbo shares author	Par of sl	Total value autho	Tota issu outs	Rate.	Amount.	
Capital stock—common	1,000	\$100	\$100,000	\$100,000	6%	\$6,000 00	
Manner of Payment for Cap	ital Stocl	τ.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	
Issued for cash: common					691	\$69,100	
Issued for stock dividend* Total		••••••			1,000	\$69,100	

^{*} March 4, 1893.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

	TII	ME.	÷		ding.			I	TEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	A mount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort	1885.	1915.	\$100,000	\$ 90,000	\$ 90,000	\$90,000	5	Mar. & Sept.	\$4,500	\$4,500
1st mort., consoli- dated	May 1 1894.	1919.	100,000	100,000	100,000		5	May & Nov.	833	
Grand total			\$200,000	\$190,000	\$190,000	\$90,000			\$5,333	\$4,500

RECAPITULATION OF FUNDED DEBT.

			INTER	EST.
Class of Debt.	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$190,000 00	\$190,000 00	\$5,333 00	\$4,500 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRUE INCLUDING JUNE 30, 18	
Cash Due from agents Net traffic balances due from other companies Due from solvent companies and individuals	1,845 41	Loans and bills payable Audited vouchers and acets Wages and salaries	\$39,500 00 1,644 78 803 51
Total—cash & current assets, Balance—current liabilities	\$ 7,060 49 34,887 80		
Total	\$41,948 29	Total	\$41,948 29

Materials and supplies on hand, \$1,660.

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		Apporti	ONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$100,000 00	\$100,000 00		18		
Bonds	190,000 00	190,000 00		18		
Current liabilities	41,948 29	41,948 29		18		
Total	\$331,948 29	\$331,948 29		18	\$18,441	

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	ital k.	unded ebt.	rent ilities.	al.		PER MILE LINE.
	Capital stock.	Fun	Curre	Total	Miles.	Amount.
Sandy River Railroad	\$100,000	\$190,000	\$41,948 29	\$331,948 29	18	\$18,441

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	Y3		- D		1				=
	EXPE	NDITURE YEAR	s During				1		
	ting		cluded in ating ex- es.	30, 1893		. 30, 1894			
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893.		Total cost to June 30, 1894.		Cost per mile.	
Construction: Right of way				\$5,265				\$292	
Other real estate FencesGrading and bridge and	•••••	•••••	· · · · · · · · · · · · · · · · · · ·	1,925 8 2,758 9		1,925 2,758		106 153	
culvert masonry				36,001 8 15,989 8 38,083 8 5,400 8	88 56		88 56	2,000 888 2,115 300	3:
Buildings, furniture and fixtures				4,997 1,038 687	21	4,997 1,038 687	21	277 57 38	6
Interest during construc- tion				2,514 763 1,590	54	763	54	139 42 88	4
Total construction				\$117,017	27	\$117,017	27	\$6,500	8
Equipment: Locomotives Passenger cars Baggage, express & postal				\$19,079 7,500					
carsFreight cars				2,000 11,190		2,000 11,190			
Total equipment				\$39,769	14	\$39,769	14	\$2,209	3
Grand total cost construction, equipment, etc				\$156,786	41	\$156,786	41	\$8,710	2

INCOME ACCOUNT.

Total income				
Total income 75 Total income \$22,70 Deductions from income:				
Total income \$22,70	Income from operation		\$21,956	88
Deductions from income:	Interest on bonds owned		750	00
Interest on funded debt accrued	Total income		\$22,706	88
Dividends, 6 per cent, common stock. 6,00 Surplus from operations of year ending June 30, 1894 \$7,73 Deficit on June 30, 1893 30,44 Deductions for year* \$100,000 00	Interest on funded debt accrued Interest on interest-learing current liabilities accrued, not otherwise provided for Taxes Interest on scrip	1,691 06 490 51 1,458 34	8,973	24
Surplus from operations of year ending June 30, 1894 \$7,73 Deficit on June 30, 1893 30,44 Deductions for year* \$100,000 00	Net income		\$13,733	64
Deficit on June 30, 1893 30,44 Deductions for year* \$100,000 00	Dividends, 6 per cent, common stock		6,000	υO
Deficit on June 30, 1894	Deficit on June 30, 1893		\$7,733 30,443	
	Deficit on June 30, 1894		\$122,709	52

^{*} See under head of "Important Changes during the Year," page 264.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.	
Passenger: Passenger revenue Less repayments: Tickets redeemed		\$ 7 90		
Total passenger revenue			\$14,933	<u>48</u>
Mail	2,000 00		3,091	40
Total passenger earnings			\$18,024	88
Freight: Freight revenueLess repayments	\$33,352 24	\$ 159 59		
Total freight revenue			\$33,192	65
Total freight earnings			\$33,192	65
Total passenger and freight earnings			\$51,217	53
Other sources	\$62 00	• • • • • • • • •	62	00
Total gross earnings from operation			\$51,279	53

STOCKS OWNED.

Railway Stock.	Total par value.	Rate-%.	Income or dividend received.	Valuation.	Shares.
Kingfield and Dead River	\$4,500 00			\$4,500 00	

BONDS OWNED.

Name.	Total par value.	Kate—%. Income or interest received.	Valuation.
Phillips & Rangeley second mortgage bonds	\$50,000 00	5 \$750 00	\$41,565 20

OPERATING EXPENSES.

Item.	Amount.	
Maintenance of way and structures:	,	_
Repairs of roadway Renewals of ties	\$7,346	45
Renewals of ties	840	
Repairs of bridges and culverts	1,648	
Repairs of fences, road-crossings, signs and cattle-guards	298	
Repairs of buildings	178 '	
Other expenses	262	42
Total	\$10,575	20
Maintenance of equipment:		
Repairs and renewals of locomotives	\$1,317	75
Repairs and renewals of passenger cars	753	
Repairs and renewals of freight cars	1,575	91
Shop machinery, tools, etc	168	
Other expenses	154 ′	79
Total	\$3,970	67
Conducting transportation:		
Wages of enginemen, firemen, and roundhousemen	\$2,954	ßб
Fuel for locomotives	2,761	99
Water supply for locomotives	289	
All other supplies for locomotives	361	
Wages of other trainmen	1,689	18
All other train supplies	272	38
Wages of station agents, clerks and laborers	1,857	
Station supplies	548	
Car mileage—halance	274	
Loss and damage. Other expenses	547	
Other expenses	163	91
Total	\$11,719	70
General expenses:		
Salaries of officers	\$1,600	
General office expenses and supplies	62	
Advertising	64	
Insurance	255 (
Legal expenses	283 1 208 4	
Stationery and printing. Other general expenses.	208 4 583	
Total	\$3,057	08
Maintenance of way and structures	\$10,575	20
Maintenance of way and structures	3,970	
Conducting transportation	11,719	70
Conducting transportation	3,057	
1.		65

Percentage of expenses to earnings—entire line, .57%.

COMPARATIVE GENERAL BALANCE SHEET.

	JUNE	30, 1894.	YEAR ENDING JUNE 30 1894.			
ASSETS.	Item.	Total.	Increase.	Decrease.		
Cost of road		\$117,017 24				
Cost of equipment		39,769 1		ļ		
Cost of equipment Stocks owned		4,500 00)			
Bonds owned		41,565 20	0	l I		
Other assets:		1 000 0		1		
Materials and supplies Profit and loss		1,660 00 122,709 5				
From and ioss		122,700 0.	Í			
Grand total		\$327,221 13	\$127,288 77			
LIABILITIES.						
Capital stock		\$100,000 0	n			
Funded debt		190,000 0				
Current liabilities		34,887 8				
Accrued interest on funded debt		-,				
not yet payable		2,333 3	3[[
Grand total		\$327,221 1	3			

IMPORTANT CHANGES DURING THE YEAR.

The stockholders voted and issued during the year scrip to the amount of \$100,000, which scrip was exchanged May 1, 1894, for first mortgage consolidated bonds for same amount, \$100,000.

SECURITY FOR FUNDED DEBT.

Class of Bond or	WHAT RO	t of t. e per		
Obligation.	From-	То—	Miles.	A mor gage mile
1st mortgage bonds	Farmington	Phillips	18	\$5,000
1st mortgage consolidated	Farmington	Phillips	18	5,555

All equipment owned mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	624	\$1,600 00	}
Station agents	3	936 580	1,370 50	
Other station men	2 3 3	757	486 50 1,514 00	
EnginemenFiremen	3	757	984 10	
Conductors	1	309	463 50	
Other trainmen	3	9731	1,225 68	
Machinists	1 3 3	315	709 84	
Carpenters	3	606	1,035 65	
Other shopmen	3	504 965	624 41 1.447 50	
Other trackmen	6	2,170	2,712 50	
All other employees and laborers	11	1,170	1,509 66	
Total (including "general officers")	45	10,6661	\$15,683 84	
Less "general officers"	3	624	1,600 00	
Total (excluding "general officers")	42	10,042	\$14,083 84	
Distribution of above:				
General administration	3	624	\$1,600 00	
Maintenance of way and structures	22	4,711	6,355 31	
Maintenance of equipmentConducting transportation	5 15	1,019 4,312	1,684 25 6,044 28	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

				_
	or number rs, rains, number	COLUMI FOR REVE AND RAT	INU	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue Number of passengers carried one mile Number of passengers carried one mile per mile of road Average distance carried Total passenger revenue Average amount received from each passenger Average receipts per passenger per mile Total passenger earnings Passenger earnings per mile of road Passenger earnings per train mile	369,058 20,503 13.92	14,933	56 04 88	04
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile. Number of tons carried one mile per mile of road Average distance haul of one ton Total freight revenue. Average amount received for each ton of freight, Average receipts per ton per mile Total freight earnings. Freight earnings per mile of road Freight earnings per train mile	36,322 595,468 33,081 16.39	1	91 05 65	38 57
Passenger and freight: Passenger and freight revenue Passenger and freight revenue per mile of road. Passenger and freight earnings Passenger and freight earnings per mile of road. Gross earnings from operation Gross earnings from operation per mile of road. Gross earnings from operation per train mile. Operating expenses per mile of road. Operating expenses per train mile. Income from operation Income from operation per mile of road		2,673 51,217 2,845 51,279 2,848 1 29,322 1,629	67 53 41 53 86 42 65 03 91 88	6
Train mileage: Miles run by passenger trains. Miles run by freight trains Miles run by mixed trains Total mileage trains earning revenue Miles run by switching trains	12,693 575 22,834 36,102			
Miles run by construction and other trains Grand total train mileage	3,707			

DESCRIPTION OF EQUIPMENT.

	eq	er at	EQUIPMENT FITTED WITH TRAIN BRAKE.		FIT A	QUIPMENT TED WITH UTOMATIC OUPLER.
Item.	Number added during year.	Total number end of year.	Number.	Name.		Name.
Locomotives — owned and leased: Passenger	 	4 1 5	4 1 5	Eames. Eames.		
Cars—owned and leased: In passenger service— First-class cars Combination cars Baggage, express and postal cars Total		3 1 2 6	3 1 2 6	Eames. Eames.		
In freight service— Flat cars Stock cars. Total Total cars in service. Total cars owned.		6 35	16 13 29 29			

MILEAGE OF ROAD OPERATED.

		Line Represented by Capital Stock.			nileage d.	d during	RAI	ıls.
Line in Use.	Main	line.	Branches and spurs.	Line op under tr rights.	Total n	New lin structe year.	Iron.	Steel.
Miles of single track		18			18			18
Total mileage operated (all tracks)		18			18			18

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DU	RING	YI	EAR.	NEW TIES LAID DURIN	G YEAR	
Kind.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point,
Steel				Cedar	8,400	10c.
Total steel		-		Total	8,400	10c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		AL— ons.		ood— ords.	consumed		ds mile.	
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel cor- tons.	Miles run.	Average pounds consumed per m	
Passenger Freight Switching. Construction Total		580			680	12,693 23,409 3,120 3,407 42,929	31.6	
Average cost at distributing point		\$4 32	\$3 50					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	t. Aggregate I length.	F. Minimum I length.	t Maximum r length.	Item.		Height of the lowest above surface of rail.
Bridges:	1	152			Overhead Highway Crossings: Trestles	1	15
Wooden Total Trestles	$\frac{1}{2}$ 20	85 237 3410	65	900	Overhead Railway Crossings: Bridges		

Gauge of track, 2 feet-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, 1894.

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. Under the general laws of State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.		
THOMAS TEMPLE	Fredricton, N. B	July 17, 1894.		
WESLEY VANWART	" "	" "		
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 18, 1893.

Post office address of general office, Hartland, Maine.

Post office address of operating office, Hartland, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, Wm. G. Nevens, Superintendent, Hartland, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
Chairman of the Board	WESLEY VANWART	Fredricton, N. B.		
President	WESLEY VANWART	" "		
Secretary	D. E. THOMPSON	Hartland, Maine.		
Treasurer	D. E. THOMPSON	66		
General Solicitor	D. E. THOMPSON	44		
Attorney or General Counsel	JAMES O. BRADBURY	Saco, Maine.		
Auditor	G. M. LANCY	Hartland, Maine.		
General Manager	WM. G. NEVENS	"		
General Superintendent	WM. G. NEVENS	16 66		
Traffic Manager	WM. G. NEVENS	46 46		
General Freight Agent	WM. G. NEVENS	"		
General Passenger Agent	IRA S. HATCH	"		
General Ticket Agent	IRA S. HATCH	44 . 44		
General Baggage Agent	IRA S. HATCH	"		

PROPERTY OPERATED.

Name.	TERM	ne for named.	ne for of ed.	
	From-	То—	Miles of lir each road	Miles of lineach class roads nam
Sebasticook & Moosehead R. R	Pittsfield	Hartland	8	8

CAPITAL STOCK.

Description.	er of	r value	par rized.	amount l and ınding.	Dividends Declared Dur- ing Year.	
·	Number of shares	Par v of sha	Total par value authorized	Total amor issued and outstandin	Rate.	Amount.
Capital stock: common	2,	520 \$50		\$126,000		
Manner of Payment for Capital	Stock.	Number shares issued during year.	Cash realized on amount issued during		and outstanding.	Total cash realized.
Issued for cash: common				2	,520	\$126,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

	TIME.				ding.			Interest.					
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate-%.	When payable.	احرب	Amount paid during year.			
1st mort 2d mort	May 2 1892. May 2 1892.	1912.	\$35,000 25,000	\$35,000 25,000			i	May & Nov. 2. May & Nov. 2.	\$2,100 1,500				
Total			\$60,000	\$60,000	\$60,000	\$21,555	31		\$3,600				

^{*} Semi-annually.

RECAPITULATION OF FUNDED DEBT.

		ò	INTER	REST.
Class of Debt.	Amount issued.	Amount outstandin	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$60,000	\$60,000	\$3,600	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI		CURRENT LIABILITIES ACCRUITED INCLUDING JUNE 30, 18	
Cash	\$247 07	Loans and bills payable Wages and salaries	\$1,000 00
Bills receivable	529 51	Net traffic balances due to	425 00
Total — cash and current assets	\$ 776 58	other companies Matured interest coupons unpaid (including coupons	6,300 00
Balance-current liabilities	10,548 42	due July 1)	3,600 00
İ		Total—current liabilities,	\$11,325 00
		Balance—cash assets	776 58
Total	\$11,325 00	Total	\$10,548 42

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.		APPORTIC	ONMENT.	AMOUNT PER MILE OF LINE.			
	Total amount outstanding.	To railroads.	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	10,548 42	10,548 42		8	1,318 55		
Total	\$196,548 42	\$196,548 42			\$24,568 55		

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

			ties.		AMOUNT PER MILE OF LINE.		
Name of Road.	Capital stock.	Funded debt.	Current liabilities	Total.	Miles.	Amount.	
Sebasticook and Moose- head Railroad	\$126,000	\$60,000	\$11,325	\$1 96,548 42	8	\$24,568 55	

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

No settlement ever made with the construction company and the cost cannot be given.

INCOME ACCOUNT.

Gross carnings from operation	\$8,065 57 8,509 46	
Deficit		\$443 89
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued,	\$3,600 00	
not otherwise provided for	64 81 43 84	
Total deductions from income		3,708 65
Deficit		\$4,152 54
Deficit from operations of year ending June 30, 1894 Deficit on June 30, 1893		\$ 4,152 54 11,389 07
Deficit on June 30, 1894		\$15,541 61

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue Mail Express			\$3,425 87 356 10 279 69
Total passenger earnings			\$4,061 66
Freight revenue Less repayments Overcharge to shippers Other repayments		\$ 9 40	
Total deductions			50 85
Total freight earnings			\$3,958 76
Total passenger and freight earningsOther earnings from operation	Į.	1 1	\$8,020 42 45 15
Total gross earnings from operation			\$8,065 57

SEBASTICOOK AND MOOSEHEAD RAILROAD.

OPERATING EXPENSES.

Item.	Amount	j.
Maintenance of way and structures	\$1,627	
Renewals of ties		00
Repairs of bridges and culverts	134	
Other expenses	65	00
Total	\$1,847	04
Maintenance of equipment:		
Repairs and renewals of locomotives	\$217	
Repairs and renewals of passenger cars	26	60
Total	\$243	72
Conducting transportation:		
Wages of enginemen, firemen and roundhousemen	\$1,330	
Fuel for locomotives. Water-supply for locomotives	1,541	
All other supplies for locomotives	120	80
Wages of other trainmen	1,680	
All other train supplies	60	
Wages of station agents, clerks and laborers	600	
Station supplies	47	
Car mileage—balance	1 24	
Other expenses	672	
Total	\$5,571	30
General expenses:		
Salaries of officers	\$300	
General expenses and supplies	11 1	
Insurance	15	
Legal expenses.	. 47	
Stationery and printing	47	05
Other general expenses	409	20
Total	\$847	40
Recapitulation of expenses:		
Maintenance of way and structures	\$1,847 243	
Conducting transportation	5,511	
General expenses	847	
Grand total	\$8,509	46

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 3	0, 1894.	YEAR ENDING JUNE 30 1894.		
	Item.	Total.	Increase.	Decrease	
Cost of road	\$127,000 00 776 58	\$127,000 00			
Profit and loss	13,297 58	13,297 58			
Grand total	\$141,074 16	\$141,074 16			
LIABILITIES.					
Capital stock	$$127,000 00 \\ 60,000 00 \\ 11,325 00$	\$127,000 00			
Profit and loss			\$4,152 54		
Grand total	\$213,866 61	\$127,000 00	\$4,152 24		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT RO	ount of tgage mile ne.		
	From-	То-	Miles.	Am mor per of li
First mortgage	Pittsfield	Hartland.	8.00	7,500

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked,	Total yearly compensation.	Average daily	compensation.
Officers	3	300	\$600 (300 (00 \$1	00
Other employees: Station agents Other station men.	1	313		00 1 9	
Enginemen	î	313	600 (
FiremenConductors	1	313 313		$\begin{array}{c c} 0 & 1 & 0 \\ 0 & 1 & 2 \end{array}$	
Section foremen	2	626	1,001		
Other trackmen	2	626	704 2	4 1	12
Switchmen, flagmen and watchmen Telegraph operators and dispatchers	1	365	401 (00 1 1	10
All other employees and laborers			669 5	6	
Total (including "general officers")	17		\$5,669 4	0	_
Less "general officers"	4				
Total (excluding "general officers")	14		\$5,669 4	0	_
Distribution of above: General administration	4				
Maintenance of way and structures	4	• • • • • • • • •	\$1,706		
Maintenance of equipment	3	•••••	1,393 (
Conducting transportation			2,570 3	0	
Total (including "general officers")	18		\$5,669 4	0	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	amber ins, amber	COLUMNS I REVENUE A RATES.	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile of road. Average distance carried. Total passenger revenue. Average amount received from each passenger. Average are earnings per passenger per mile. Total passenger earnings. Passenger earnings per train mile. Passenger earnings per train mile.	143 8		7 2 4 61
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile per mile of road Average distance hanl of one ton	88 8	3,958 77 70 3,958 77 494 8 61 85	75
Passenger and freight: Passenger and freight revenue Passenger and freight revenue per mile of road. Passenger and freight earnings Passenger and freight earnings per mile of road. Gross earnings from operation Gross earnings from operation per mile of road. Gross earnings from operation per train mile Operating expenses Operating expenses per mile of road Operating expenses per train mile Income from operation Income from operation		8,020 44 1,002 57 8,020 44 1,002 57 8,065 57 1,266 57 1,266 74 1,551 4 8,065 57 1,008 15	2
Train mileage: Miles run by passenger trains	7,512 7,512 2,454		
Grand total train mileage	19,154		

DESCRIPTION OF EQUIPMENT.

		ber ear.	EQI	JIPMENT FITTED WITH TRAIN BRAKE.	FIT'	UIPMENT TED WITH TOMATIC OUPLER,	
Item.	Number added during year.	Number addeduring year.	Total number at end of year	Number.	Name.	Number.	Name.
Locomotives: Passenger		2	1	Westinghouse.			
Total locomotives in service.	ļ	2					
Total locomotives owned		2			2	Miller.	
Cars in passenger service: Second-class cars Combination cars		1	-	-			
Total		2			2		
Cars in freight service:		6					
Total cars in service		8					
Total cars owned		8					

MILEAGE OF ROAD OPERATED.

Line in Use.		ESENTED BY L STOCK.	ileage d.	e cted vear.	RAILS.	
	Main line.	Branches and spurs.	Total m Operate	New Ifin constru during	Iron.	Steel.
Miles of single track Miles of yard track and sidings	8.00 .25		8.00			8.00
Total mileage operated (all tracks)			8.25			8.25

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				Cedar	50	20c.
				Total	50	20e.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.		COAL— Tons.		op— rds.	consumed		ds mile.
		Bituminous.	Hard.	Soft.	Total fuel con-tons.	Miles run.	Average pounds consumed per m
Passenger		1,394	30		3,714	16,700	44
Freight		1,394					
Total		3,698			3,714	16,700	44
Average cost at distributing point		\$4.11	\$3.00				

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	t. Aggregate	r. Minimum T. Minimum Tength.	r Maximum ur length.	Item.	Number.	Height of Thomast above I surface of Trail.
Bridges: Wooden.					Overhead Railway Crossings: Trestles		
Trestles	1	165		165			

Gauge of track, 4 feet, 81 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.
8.00	8.00	Hartland & Pittsfield Telegraph Co	Sebasticook & Moosehead R.R.Co.

Report of the Somerset Railway Company for the Year Ending June 30, 1894.

HISTORY.

Name of common carrier making this report. Somerset Railway Company. Date of organization. August 15, 1883.

Under laws of what government, state or territory organized. Under Laws of State of Maine, act approved March 19, 1860; Revised Statutes, chapter 51, section 55, amended March 6, 1883; amended March 6, 1887.

If a consolidated company, name the constitutent companies. 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.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Somerset Railroad Company. Laws of State of Maine; approved March 19, 1860.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration o		
F. W. HILL A. J. LIBBY. B. P. J. WESTON JOHN AYER R. W. DUNN W. M. DUNN E. F. WEBB OMAR CLARK STANTON DAY THOMAS FLINT W. M. AYER	Exeter, Maine. Embden, " Madison, " Onkland, " Waterville, " " Carratunk, " Boston, Mass. San Juan, Cal. Oakland, Maine.	44 44 44 44 44 44 44 44 44 44 44 44 44		

Total number of stockholders at date of last election, 30.

Date of last meeting of stockholders for election of directors, September 13, 1893

Post office address of general office, Oakland, Maine.

Post office address of operating office, Oakland, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, A. K. SMALL, Treasurer, Oakland, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
President Vice President Secretary Trensurer Paymaster Attorney or General Counsel Anultor General Superintendent. General Passenger Agent General Trassenger Agent. General Ticket Agent	R. W. DUNN A. K. SMALL A. K. SMALL H. W. GREELEY EDMUND F. WEBB HORACE W. GREELEY WM. M. AYER	Oakland, Maine. """" """" """" Waterville, """ Oakland, """ """ """" """" """"		

PROPERTY OPERATED.

Name.	TERM	ine road	ine class named.	
	From—	то-	Miles of li for each r named.	Miles of l for each c of roads r
Somerset Railway		Bingham Dodlin Quarry	1	
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 DUR- ING YEAR.	
	Numbe shares author	Par of s	Total value autho	Tot issu out	Rate.	Amount.
Capital stock: common Somerset R. R. bonds and consols not converted into stock	7,366 \$1	00 \$7	36,648 76	\$552,200 00 184,448 76		
Total	7,366 \$1	90 \$7	36,648 76	\$736,648 76		
Manner of Payment for Capital Stock.				Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for Somerset Railroad bo	nds	••••			5,522	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

	TI	иE.	ø,	ding.		_		Int	EREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued.	Rate—%.	When payable.	Amount accrued during year.	Amount paid during year,
1st mort	1887,	1917,	\$225,000	\$225,000	\$225,000	\$ \$202,500	5	January ^ July,	\$11,250	\$11,250

RECAPITULATION OF FUNDED DEBT.

Class of Debt.		ng.	Interest.		
	Amount issued.	Amount outstandin	Amount accrued during year.	Amount paid during year.	
Mortgage bonds	\$225,000	\$225,000	\$11,250 00	\$11,250 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LL		CURRENT LIABILITIES ACCRUITING JUNE 30, 18	
Cash	4,932 65 558 78	Loans and bills payable Audited vouchers & accounts Wages and salaries Net traffic balances due to other companies Miscellaneous	\$57,044 83 2,980 53 1,330 15 5,663 18 18 51
Total-cash & current assets.	\$10,250 95		
Balance—current liabilities	56,786 25		
Total	\$67,037 20	Total—current liabilities,	\$67,037 20

Materials and supplies on hand, \$8,857.14.

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORT	ONMENT.	AMOUNT PER MILE OF LINE.		
Account.	Total amount outstanding.	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	67,037 20	67,037 20		42.06	1,593 85	
Total	\$1,028,685 96	\$1,028,685 96		42.06	\$24,457 59	

INCOME ACCOUNT.

	,484 77 ,305 72		
Income from operation	,179 05		
Total income		\$14,179	05
Deductions from income: Interest on funded debt accrued	,250 00		
not otherwise provided for	,269 65 629 95		
Total deductions from income		15,149	60
Deficit		\$970	55
Deficit from operations of year ending June 30, 1894		\$ 970 60,151	
Surplus on June 30, 1894	-	\$59,181	00

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger: Passenger revenue. Less repayments: Tickets redeemed. Excess fares refunded. Other repayments. Total deductions.		\$318 35 70 91 13 68 \$402 94	•
Total passenger revenue	\$3,208 36		\$24,326 58
Total passenger earnings			\$28,835 59
Freight revenue Less repayments: Overcharge to shippers Other repayments Total deductions		\$545 53 33 00	
Total freight earnings		\$578 53	38,249 59
Total passenger and freight earnings	,	1	\$67,085 18
Other earnings from operation: Telegraph companies Other sources	\$2 ⁻ 2 84 126 75		,
Total other earnings			399 59
Total gross earnings from operation			\$67,484 77

OPERATING EXPENSES.

Item.	-	Amount	
Maintenance of way and structures:		****	
Repairs of roadway		\$12,681	06
Renewals of rails		1,435	
Renewals of ties		426	
Repairs of bridges and culverts		521	76
Repairs of buildings		2,561	۲٥
Other expenses		2,458	
Total	_	\$20,685	60
Maintenance of equipment:		4,	
Repairs and renewals of locomotives		\$2,612	83
Repairs and renewals of passenger cars	{	1,636	61
Snon machinery, tools, etc		351	69
Other expenses	ı	24	32
Total	_	\$4,625	45
		. ,	
Conducting transportation:		#3.00 0	
Wages of enginerien, firemen and roundhousemen	1	\$2,339	
Fuel for locomotives	ı	8,624	
Water-supply for locomotives	i	517	
All other supplies for locomotives	1	555 2,689	
Wages of other trainmen	ı	2,689	
Wages of switchmen, flagmen and watchmen	ı	3,303	
Wages of station agents, clerks and laborers	1	325	
Car mileage—balance	ľ	1,679	
Loss and damage	ı	1,075	
Other expenses	ĺ	2,579	
Other expenses		2,010	
Total		\$22,890	51
General expenses:			
Salaries of officers		\$2,359	
Salaries of clerks		313	
General office expenses and supplies	ł	200	
Advertising		97	
Insurance		792	
Legal expenses		582	
Stationery and printing Other general expenses	1	334	
	I —	1,025	29
Total		\$5,704	16
Recapitulation of expenses:	1	#00 00F	
Maintenance of way and structures		\$20,085	
Maintenance of equipment		4,625	
Conducting transportation	1	22,890	
General expenses	_	5,704	16
Grand total		\$53,305	72
	i		

Percentage of expenses to earnings-entire line 78.98.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE	30, 1894.	YEAR ENDING JUNE 30, 1894.			
	Item.	Total.	Increase.	Decrease		
Cost of road		2				
Cost of equipment	28,798 03		\$1,345 55	05.050.50		
Cash and current assets Other assets:	10,250 98	5		\$5,252 59		
Materials and supplies	8,857 1	£		1,836 86		
Grand total	\$1,087,866 9	\$1,087,866 96	\$1,345 55	\$7,089 39		
LIABILITIES.						
Capital stock	\$736,648 7					
Funded debt		0		\$4,773 25		
Profit and loss	59,181 0	ŏ		970 5		
Grand total	\$1,087,866 9	\$1,087,866 96		\$5,743 7		

SECURITY FOR FUNDED DEBT.

	What Ro	t of ge e of		
Class of bond or obligation.	From—	То—	Miles.	Amoun mortga per mil line.
First mortgage, 5%	Oakland Main line	Bingham Quarry	41.06 {	\$5,349 50

Equipment all mortgaged.

SOMERSET RAILWAY.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers General office clerks	4	938	\$2,359 25	\$2 52
	1	313	313 00	1 00
Station agents Enginemen Firemen Conductors	8 2 2 2 3 2	2,504 626 626 626 626	3,303 96 1,369 35 970 30 1,369 35	1 32 2 19 1 55 2 19
Other trainmen Machinists Carpenters Other shopmen Section foremen	2 1 1 8	939 626 313 313 2,504	$\begin{array}{c} 1,319 \ 95 \\ 1,226 \ 00 \\ 589 \ 40 \\ 589 \ 40 \\ 3,772 \ 16 \end{array}$	1 41 1 96 1 88 1 88 1 51
Other trackmen	16	5,008	5,894 00	1 18
	2	626	810 42	1 29
	5	1,565	2,355 34	1 51
Total (including "general officers") Less "general officers"	57	17,527	\$26,241 88	\$1 50
	4	938	2,359 25	2 52
Total (excluding "general officers")	53	16,589	\$23,882 63	\$1 44
Distribution of above: General administration Maintenance of way and structures Maintenance of equipment Conducting transportation	5	1,251	\$ 2,672 25	\$2 14
	26	8,138	10,697 61	1 31
	5	1,565	2,846 85	1 82
	21	6,573	10,025 17	1 53

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	or number rs, rains, number	COLUM FOR REVI AND RA	ENU	
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile. Number of passengers carried one mile per mile of road. Average distance carried. Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile. Total passenger earnings. Passenger earnings per mile of road Passenger earnings per train mile.	15,866 23.43	24,326 28,835 685	85 03 59 58	425 645 226 656
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile Number of tons carried one mile per mile of road Average distance haul of one ton Total freight revenue Average amount received for each ton of freight, Average receipts per ton per mile Total freight earnings Freight earnings per mile of road Freight earnings per train mile	46,262 1,229,267 29,228 26.57		59 82 03 59 40	680 112
Passenger and freight: Passenger and freight revenue		1,487 67,085 1,594 67,484 1,604 53,305 1,267	78 18 98 77 48 95 72 37 75 05	763 811 767 327 645
Train mileage: Miles run by passenger trains. Miles run by freight trains. Miles run by mixed trains. Total mileage trains earning revenue. Miles run by switching trains. Miles run by construction and other trains.	43,651 20,225 6,592 70,468 882 1,664			
Grand total train mileage	73,014			

DESCRIPTION OF EQUIPMENT.

	eq	er at		JIPMENT FITTED WITH TRAIN BRAKE.	FIT'	QUIPMENT TED WITH JTOMATIC OUPLER.
Item.	Number added during year.	Total number send of year.	Number.	Name.	Number.	Name.
Locomotives — owned and leased: Passenger Freight Total locomotives in service Total locomotives owned, Cars — owned and leased: In passenger service: First-class cars Second-class cars Combination cars Baggage, express and postal cars Total In freight service: Box cars Flat cars Other cars in freight service Total	1 1 1 2	3 2 2 5 5 5 5 1 1 3 7 7 3 20 1 1 24	3 2 5 5 1 3 6	Westinghouse. Westinghouse. Westinghouse Westinghouse	2 1 2 5	Miller. Miller. Miller.
In company's service: Other road cars, leased Total cars in service Less cars leased Total cars owned	$\frac{ \cdots }{ \frac{2}{2} }$					

MILEAGE OF ROAD OPERATED.

Line in Use.		ESENTED BY L STOCK.	perated lease.	nileage ed.	RA	ıls.
Line in Use.	Main line.	Branches and spurs.	Line o	Total r operat	Iron.	Steel.
Miles of single track	41.06	1.		42.06	18. 3.25	24.06
Total	41.06	1.		46.02	21.25	24.06

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DU	RING	YE	AR.	NEW TIES LAID DURING	G YEAR	•
Kind.	Tons.	Weight per yard-lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	75	50	\$35	Cedar	2,500	28c.
Total steel	75	50	\$35	Total	2,500	28 c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		AL— ons.	W C	ood— ords.	consumed		ids mile.	
${\bf Locomotives.}$	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel con-	Miles run.	Average pounds consumed per m	
Passenger Freight Switching Construction Total		1,800			1,800		49.31	
Average cost at distributing point		\$4 80			1,000		10.02	

ACCIDENTS TO PERSONS.

			E	MPLO	YEES.			
Kind of Accident.	Train	men.	Switchmen, flagmen and watchmen.		Other employees		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents*		ļ				1		

^{*} Employee thrown from hand car.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	A Aggregate I length.	t. Minimum ur length.	r Maximum ul length.	Item.	Number.	Height of the lowest above I surface of urail.
Bridges: Iron wooden, Total	$\begin{array}{ c c }\hline 1\\ \hline 6\\ \hline 7\\ \end{array}$	400. 1,704. 2,104.	22	580	Overhead Highway Crossings:		
Trestles	2	183.06	87.06	96			

Gauge of track, 4 feet, 8.5 inches-42.06 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

16.	ire.			OPERATED BY THIS COMPANY.
Miles of line	Miles of w	Miles of line.	Miles of wire.	NAME OF OPERATING COMPANY.
41.06	42.00	41.06	42.00	Postal Telegraph Cable Company.

Report of the St. Croix and Penobscot Railroad Company for the Year Ending June 30, 1894.

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 1332, chapter 238; 1835, chapter 550; 1837, chapter 373; 1833, 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 amendments 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.		xpiration of
E. A. BARNARD	Calais,	Main	е	Septemb	er, 1894.
HENRY F. EATON	"	44		"	"
L. G. DOWNES	"	"		"	"
GEORGE A. LOWELL	"	"			

Total number of stockholders at date of last election, 54.

Date of last meeting of stockholders for election of directors, September 22, 1893.

Post office address of general office, Calais, Maine.

Post office address of operating office, Calais, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, Samuel Black, Treasurer, Calais, Maine.

OFFICERS.

Title.	Name.	Locatio	n of Office
Chairman of the Board	L. G. DOWNES	Calais, 1	faine.
President	L. G. DOWNES	"	"
Treasurer	SAMUEL BLACK	**	"
Attorney, or General Counsel	L. G. DOWNES	**	"
Auditor	L. G. DOWNES	"	"
General Superintendent	S. W. HAYCOCK	"	**
General Freight Agent	C. E. PHINNEY	"	"
General Ticket Agent	H. A. BLACK	"	"

PROPERTY OPERATED.

	TERM	INALS.	ne for named.	of ed.
Name.	From—	То—	Miles of lineach road	Miles of lineach class roads name
St. Croix and Penobscot Railroad	Calais	Princeton	21	

CAPITAL STOCK.

Description.	er of	112501.	r value shares.	par rized.	amount	l and ınding.	DECLA	IDENDS RED DUR- YEAR,
	Number of shares	autno	Par va of sha	Total par value authorized.	Total	issued and outstanding	Rate.	Amount.
Capital stock: common	1,0	00	\$100	\$100,000	\$10	0,000		
Manner of Payment for Capital	Stock.		Number shares issued during year.	Cash realized on amount issued during	year.	Total number shares issued	and outstanding.	Total cash realized.
Issued for cash: common						1,0	000	\$100,00 0

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

	TI	иE.	.:		ding.			IN	TEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	When payable.	A mount accrued during year.	Amount paid during year.
1st mort 2d mort	1864, 1864,	1879, 1879,	\$96,000 18,000	\$95,200 17,500	\$33,000 10,100		6	Jan. &	\$2,010 25 606 00	
City of Calais bonds.	1891,	1911,	\$8,000	\$200,700	\$8,000 \$131,100		6	June & Dec	5,280 00 \$7,896 25	5,280 00 7,890 25

RECAPITULATION OF FUNDED DEBT.

		δn	Intel	REST.
Class of Debt.	Amount issued.	Amount outstanding	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$200,700	\$131,100	\$7,896 25	\$7,890 25

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LI	AVAILABLE ABILITIES.	CURRENT LIABILITIES ACCRUMING JUNE 30, 18	
CashBills receivableDue from solvent companies and individuals	\$1,625 84 5,604 81 2,970 18	Matured interest coupons unpaid (including coupons	\$108 18
Total — cash and current assets	\$10,200 83	due July 1)	\$1,431 18
Total	\$10,200 83	Balance—cash assets	\$10,200 83

Materials and supplies on hand included in expense account.

RECAPITULATION FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		APPORTI	ONMENT.	AMOUNT OF L	
A ecount.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$100,000 00	\$100,000 00		21	\$4,761 90
Bonds	131,100 00	131,100 00		21	6,422 86
Current liabilities	1,431 18	1,431 18		21	68 15
Total	\$232,531 18	\$232,531 18			\$11,072 91

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

			ities.			PER MILE LINE.
Name of road.	Capital stock.	Funded debt,	Current Habilitie	Total.	Miles.	Amount.
St. Croix & Penobscot Railroad	\$100,000	\$131,100	\$1,431 1 8	\$232,531 18	21	\$11,072 91

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	Exi	ING Y		93.	.	
	operating		rating ex- ses.	e 30, 1893	e 30, 1894.	
Item.	Included in oper expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June	Cost per mile.
Total cost construction, equipment, etc	·		•••••	\$364,000 00	\$364,000 00	\$17,333 33

INCOME ACCOUNT.

	\$27,958 92 22,392 11	Gross earnings from operation
\$5,566 83		Income from operation
520 20		Miscellaneous income-less expenses
\$6,087 0		Total income
	\$7,896 25 371 81	Deductions from income: Interest on funded debt accrued Taxes
8,268 0		Total deductions from income
\$2,181 0		Deficit
\$ 2,181 0 145,365 1		Deficit from operations of year ending June 30, 1894
\$143,184 0		Additions for year
1,214 4		
\$141, 969 6		Surplus on June 30, 1894

EARNINGS FROM OPERATION.

ltem.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$3,778 18 909 72
Total passenger earnings			\$4,687 90
Total freight earnings			23,271 02
Total passenger and freight earnings			\$27,958 92
Total gross earnings from operation—entire line			\$27,958 9 2

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Interest on bills receivable	\$324 45		\$324 45
Rents of buildings and land	195 75		195 75
Total	\$520 20		\$520 20

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$3,566 00
Renewals of rails	2,389 61
Renewals of ties	1,311 06
Repairs of bridges and culverts	1,644 54
Repairs of fences, road-crossings, signs and cattle-guards	78 37
Repairs of buildings	155 68
Total	\$9,145 26
Maintenance of equipment:	
Repairs and renewals of locomotives	\$956 97
Repairs and renewals of passenger cars	112 71
Repairs and renewals of freight cars	1,814 73
Repairs and renewals of freight cars	269 48
Total	\$3,153 89
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$2,006 94
Fuel for locomotives	1,052 05
Water supply for locomotives	72 62
All other supplies for locomotives	227 14
Wages of other trainmen	1,558 33
All other train supplies	52 40
Wages of switchmen, flagmen and watchmen	512 00
Expense of telegraph, including train dispatchers and operators	202 - 54
Wages of station agents, clerks and laborers	1,787 83
Station supplies	106 3 1
Total	\$7,578 16
General expenses:	
Salaries of officers	\$1,860 00
General office expenses and supplies	168 70
Advertising	9 00
Insurance	472 64
Stationery and printing	64 46
Total	\$2,514 80
Maintenance of way and structures	\$9,145 26
Maintenance of equipment	3,153 89
Conducting transportation	7,578 16
Conducting transportation	2,514 80
Grand total	\$22,392 11

Percentage of expenses to earnings—entire line, 80.08%.

COMPARATIVE GENERAL BALANCE SHEET.

	June	30, 1894.	YEAR ENDING JUNE 30, 1894.			
ASSETS.	Item.	Total.	Increase.	Decrease.		
Cost of road	Į		1	\$4,189 45 \$4,189 45		
LIABILITIES. Capital stock Funded debt Current liabilities. Profit and loss. Grand total		1,431 18 141,969 65		\$800 00 3,395 45 \$4,189 45		

IMPORTANT CHANGES DURING THE YEAR.

\$800 of 1st mortgage C. & B. R. R. bond, purchased and cancelled. For the year ending June 30, 1892, it was reported that \$7,600 1st mortgage C. & B. R. R. bonds had been purchased. It should have been \$6,100 of 1st mortgage and \$1,500 of 2d mortgage. Correction is made on page 296 of this report.

SECURITY FOR FUNDED DEBT.

Class of Bond or	WHAT R	t of t. e per		
Obligation.	From-	То	Miles.	Am mor gage mile
1st mortgage	Calais	Baring	5	\$6,600 00
2 d mortgage	Calais	Baring	5	2,020 00
1st mortgage	Baring	Princeton	16)	
3 d mortgage	Į.	1	5	4,190 48
	(}	1

All equipment owned mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$1,800 00	
Station agents	4	1,258	1,179 73	
Other station men	1	196 676	264 60 1,210 80	
EnginemenFiremen	3	637	796 14	
Conductors.	2	501	830 12	
Other trainmen	2	533	728 21	
Machinists	3	897	1,841 66	
Carpenters	2	620	1,155 02	1 86
Other shopmen	$\frac{2}{2}$	572	675 23	
Section foremen	$\frac{\overline{2}}{6}$	619	870 47	1 41
Other trackmen		1,639	1,980 76	
Switchmen, flagmen and watchmen	2	424	512 00	
All other employees and laborers	3	754	979 63	1 30
Total (including "general officers")	37	9,952	14,824 37	1 49
Less "general officers"	2	626	1,800 00	2 88
Total (excluding "general officers")	35	9,326	13,024 37	1 40
Distribution of above: General administration	0	con		0.00
Maintenance of way and structures	10	626 2,830	\$1,800 00 3,526 46	2 88 1 25
Maintenance of equipment	10	1,517	3,326 46 2,996 68	
Conducting transportation	20	4, 979	6,501 2	
	1			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

				_		
	or number rs, rains, number	COLUMNS FOR REVENUE AND RATES.				
Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Dollars.	Cents.	Mills.		
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile. Number of passengers carried one mile per mile of road. Average distance carried. Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile. Total passenger earnings. Passenger earnings per mile of road. Passenger earnings per train mile.	153,228 7,927 13.97	4,687 223	34 4 02 4	166 333		
Freight traffic: Total freight revenue. Total freight earnings. Freight earnings per mile of road. Freight earnings per train mile		23,271 23,271 1,108	02			
Passenger and freight: Passenger and freight revenue		27,049 1,288 27,958 1,331 27,958 1,331 1 22,332 1,066 1 5,566 265	05 7 92 37 7 92 37 7 42 3 11 29 0 14 0	714 714 350 095 007		
Train mileage: Miles run by freight trains Miles run by mixed trains Total mileage trains earning revenue	4,284 - 15,357					
Miles run by construction and other trains	1					
Grand total train mileage	21,323					

DESCRIPTION OF EQUIPMENT.

	eq	er at	EQ	UIPMENT FITTED WITH TRAIN BRAKE.	FIT A	UIPM ENT TED WITH JTOMATIC OUPLER.
Item.	Number add	Number added during year. Total number a end of year.		Name.	Number.	Name.
Locomotives — owned and leased: Passenger. Total locomotives in service Total locomotives owned Cars—owned and leased: In passenger service— Second-class cars Baggage, express and postal cars Total In freight service— Box cars Flat cars Other cars in freight service Total In company's service— Gravel cars Total cars in service Total cars owned		5 5 4 2 6 4 48 143 195				

MILEAGE. MILEAGE OF ROAD OPERATED.

Standard Sta	LINE REPRI CAPITAI	ESENTED BY STOCK.	erated rackage	iileage d.	e con-	RAILS.		
Line in Use.	Main line.	Branches and spurs.	Line op under tr rights.	Total m operate	New lin structed year.	Iron.	Steel.	
Miles of single track	3.34			21.00		11.10 3.34	9.90	
Total mileage operated (all tracks)			••••	24.34		14.44	9.90	

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

		ESENTED BY L STOCK.	e .	ne ucted ; year.	RA	ILS.
State of Maine.	Main line.	Branches and spurs.	Total mileag owned	New li constr during	fron.	Steel.
State of Maine	16.25		16.25		7.85	8.40
New Brunswick	4.75		4.75		3.25	1.50
Total mileage owned (single track)	21.00		21.00		11.10	9.90

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	100	36	\$35 89	Cedar	6,276	21c.	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

		OAL— ons.		op- rds.	÷.		nds r mile.	
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel consumed—tons.	Miles run.	Average pound consumed per n	
Mixed	<u></u>			498 106 51	249.60 53.00 25.50	15,357 4,284 1,682	$\frac{24.74}{30.32}$	
Average cost at distributing point				655 \$1 52	327.50	21,323	30.72	

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	r Aggregate	.t Minimum T. Minimum In length.	rt Maximum ur length.	Item.	Number.	Height of Thomast above I surface of Trail.
Bridges:					Overhead Highway Crossings: Bridges	2	13.06
Wooden Total Trestles	2 2 1	494 494 147	216	278	Overhead Railway Crossings: Bridges		

Gauge of track 4 feet, 81 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 Telegraph and Telephone Company.	New England Telegraph and Telephone Company.

Report of the Waterville and Fairfield Railway and Light Company • for the Year Ending June 30, 1894.

[ELECTRIC.]

HISTORY.

Name of common carrier making this report. Waterville and Fairfield Railway and Light Company.

Date of organization. 1891.

Under laws of what government, state or territory organized. Under the laws of State of Maine.

If a consolidated company, name the constitutent companies.

Waterville and Fairfield Railroad Company, 1887.

Waterville Electric Light and Power Company.

Fairfield Electric Light and Power Company.

Date and authority for each consolidation. Special charter from Legislature of 1890-91, chapter 49, Private and Special Laws of 1891.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Λ. F. GERALD	Fairfield, Maine	
J. A. NYE	"	
E. F. WEBB	Waterville, "	
I. C. LIBBY	" "	
S. 1. ABBOTT	46	

Total number of stockholders at date of last election, 15.

Date of last meeting of stockholders for election of directors. October 3, 1893.

Post office address of general office, Waterville, Maine.

Post office address of operating office, Waterville, Maine.

Name and address of officer to whom correspondence regarding this report should be addressed, I. C. Libby, Treasurer, Waterville, Maine.

OFFICERS.

Title.	Name.	Location of Office.		
Chairman of the Board	A. F. GERALD	Fairfield, Maine.		
President	A. F. GERALD	"		
Clerk	E. F. WEBB	Waterville, "		
Treasurer	I. C. LIBBY	"		
Attorney or General Counsel	E. F. WEBB	. "		
General Manager	A. F. GERALD	Fairfield, "		
Superintendent of Railroad	P. M. BRANN	**		

PROPERTY OPERATED.

Name.	TERM	INALS.	f line road f line class s named.
	From—	То—	Miles of for each named. Miles of reach for each of reach
Waterville & Fairfield Railway	Waterville	Fairfield	4.36

CAPITAL STOCK.

Description.	nber of res norized.	value nares.	ul par norized.	al amount ed and standing.	DECLAI	VIDENDS RED DURING YEAR.
	Num shar auth	Par of sl	Tots valu auth	Tots issu outs	Rate.	Amount.
Capital stock: common	2,000	\$100	\$200,000	\$200,000	$1\frac{1}{2}$	\$3,000

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

	TII	ME.			ding.			I	NTEREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	A mount outstanding.	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
Mortgage.	1891,	1911,	\$200,000	\$200,000		\$ 102,413 18	6	May & Nov.	\$9,045	\$9,370
Above are outstandi Watervill field Rail Bonds of	ing boi le and road . Wate	nds of Fair- rville	20,000	20,000	19,000				1,140	1,155
Electric Power Co	Light mpan	and y	25,000	25,000	22,500				1,350	1,377
Total	•••••				\$193,000				\$11,535	\$11,902

^{\$41,500} bonds of Waterville and Fairfield Railroad and Light Company held in trust by American Loan and Trust Company, Boston, as security for bonds of old companies.

RECAPITULATION OF FUNDED DEBT.

		ģ	Inte	REST.
Class of Debt.	Amount issued.	Amount outstandir	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$200,000	\$193,000	\$11,535 00	\$11,902 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS A FOR PAYMENT OF CURRENT LIF		CURRENT LIABILITIES ACCRUE INCLUDING JUNE 30, 189	
Cash	\$1,840 14 165 00 3,043 64	Loans and bills payable Audited vouchers & accounts Matured interest coupons unpaid (including coupons due July 1st). Rents due July 1st.	\$2,922 58 600 00 939 00 506 25
		Total—current liabilities, Balance—cash assets	\$4,967 83 80 95
Total-cash & current assets.	\$5,048 78	Total	\$5,048 78

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPEN	YEAR.	DURING			
	ting	Not incl operat penses	ing ex-	to June 30, 1893	9 30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June	Total cost to June 30, 1894	Cost per mile.
rotal construction			\$250 00	\$52,564 10	\$52,814 10	
Equipment: Passenger cars			821 25			
Total equipment			•••••	\$21,087 36	\$21,908 61	
Total cost construction, equipment, etc					\$74,722 71	

INCOME ACCOUNT.

Gross earnings from operationLess operating expenses	\$18,979 50 12,866 24	
Income from operation	\$6,113 26	
Miscellaneous income—less expenses	6,750 98	
Total income		\$12,864 24
Deductions from income: Interest on funded debt accrued Interest on interest-bearing current liabilities accrued, not otherwise provided for Taxes	\$11,535 00 11 66 237 49	
Total deductions from income		11,784 15
Net income		\$1,080 09
Dividends, 1½ per cent, common stock		1,080 90 1,030 48 3,428 00
Deficit on June 30, 1894		\$3,378 39

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue	\$18,979 50		
Total passenger earnings			\$18,979 50
Other sources	}		16,087 17
Total gross earnings from operation			\$35,066 67

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
For furnishing light, current, power, etc	\$16,087 17	\$9,336 19	\$6,750 98

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	
Renairs of roadway	\$515 23
Repairs of roadway. Repairs of buildings.	75 45
Other expenses	368 68
Total	\$959 36
Maintenance of equipment:	
Repairs and renewals of passenger cars	\$516 08
Shop machinery, tools, etc	85 38
Other expenses	429 84
Total	\$1,031 30
Conducting transportation:	
Motormen	\$1,820 00
Power house employes	540 80
Conductors	1,820 00
Car house employes	780 00
Car house employes Other expenses.	1,881 97
Total	\$6,842 77
General expenses:	
Salaries of officers, proportion chargeable to railroad	\$1,411 60
Salaries of clerks	312 00
General office expenses and supplies	75 00
Insurance	672 38
Rents not otherwise provided for, proportion	1,262 50 28 58
Stationery and printingOther general expenses	$\begin{array}{c} 26 & 95 \\ 271 & 35 \end{array}$
Total	\$4,032 81
Recapitulation of expenses:	a 656 86
Maintenance of way and structures	\$ 959 36 1,031 30
Maintenance of equipment	1,031 30 6,842 77
Conducting transportation General expenses.	4,032 81
Grand total	\$12,866 24

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Power station	Waterville			\$750 00
Power station Park Office and repair	Fairfield Fairfield		$\frac{125}{250}$	$\begin{array}{ccc} 62 & 50 \\ 250 & 00 \end{array}$
shop	Waterville	K. C. Burleigh	400	200 00
Total			• • • • • • • • • • • • • • • • • • • •	\$1,262 50

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE	30, 1894.		YEAR ENDING JUNE 30, 1894.		
	Item.	Total.	Increase.	Decrease		
Cost of road		\$52,814 10 21,908 6 126,033 20	821 25 3,188 97			
Charter franchises, &c Lands owned Personal propery Bunker Island. Office furniture, &c		509-29	9			
Cash and current assets				\$4,267 10		
Grand total		\$394,705 0				
Liabilities. Capital stock		\$200,000 00 193,000 00				
not yet payable		1,705 0				
Grand total		\$394,705 00				

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers, proportion. Superintendent railroad General office clerks, proportion. Conductors Motermen Man in power house. Car house man.	$egin{array}{c} 1 \\ 3\frac{1}{2} \\ 3\frac{1}{2} \\ 1 \\ 1\frac{1}{2} \\ - \end{array}$	365 365 365 365	\$690 00 728 00 312 00 1,820 00 1,820 00 540 80 780 00	\$1 42 1 42 1 48
Total (including "general officers")	1 1		\$6,690 80	
Less "general officers"			690 00	
Total (excluding "general officers")		• • • • • • • • • • • • • • • • • • • •	\$6,000 80	
Distribution of above: General administration			\$1,730 00 780 00 4,180 80	[

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS REVENUE RATES SL III O	AND
Passenger traffic: Number passengers carried earning revenue Total passenger revenue Average amount received from each passenger. Total passenger earnings		18,979 18,979	4 931

DESCRIPTION OF EQUIPMENT.

	ed	er ar.	EQU	JIPMENT FITTED WITH TRAIN BRAKE.	FIT	QUIPMENT TED WITH JTOMATIC OUPLER.
Item.	Number add during year.	Total numbe at end of yes	Number.	Name.	Number.	Name.
Cars in passenger service: First-class cars Barge Total						

MILEAGE OF ROAD OPERATED.

Line in Use.	BY CAPITAL STOCK.		LINE REPRESENTED BY CAPITAL STOCK.			LINE REPRESENTED BY CAPITAL STOCK.			ILS.
	Main line.	Branches and spurs.		Total r operat	New li structe ing yea	Iron.	Steel,		
Miles of single track	4.36								
Total mileage operated (all tracks)	4.36								

Gauge of track, 4 feet, 81 inches-4.36 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1894.

HISTORY.

Name of common carrier making this report. York Harbor and Beach Rail-road Company.

Date of organization. 1886.

Under laws of what government, state or territory organized. Under the laws of the State of Maine. Incorporated February 1, 1883, chapter 179. January 27, 1887, Private Statutes, chapter 14. February 8, 1887, Private Statutes, chapter 60. March 10, 1887, Private Statutes, chapter 218.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Exp	
LUCIUS TUTTLE.	Boston, Mass	October 24,	1894.
Joseph S. Ricker	Deering, Maine	"	**
SAMUEL C. LAWRENCE	Medford, Mass	44	"
FRANK JONES	Portsmouth, N. H	"	et .
J. E. STAPLES	York Village, Maine	"	**
H. E. EVANS	44	"	**
E. S. MARSHALL	York Harbor, "	**	"

Total number of stockholders at date of last election, 87.

Date of last meeting of stockholders for election of directors, December 6, 1893.

Post office address of general office, Boston, Mass

Post office address of operating office, Boston, Mass.

Name and address of officer to whom correspondence regarding this report should be addressed, WM. J. HOBBS, Auditor, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office
President	LUCIUS TUTTLE	Boston, Mass.
Clerk	S. W. JENKINS	York Corner, Me.
Treasurer	Amos Blanchard	Boston, Mass.
Au ditor	Wм. J. Hobbs	"
Chief Engineer	H. BISSELL	
Superintendent	W. T. PERKINS	"
General Traffic Manager	WM. F. BERRY	"
General Freight Agent	M. T. DONOVAN	"
General Passenger and Ticket Agent	D. J. FLANDERS	66 46

PROPERTY OPERATED.

Name.	Term	line road	line class named.	
	From	То-	Miles of for each named.	Miles of for each of roads
York Harbor and Beach Railroad	Kittery, Me	York Beach, Me.		11.27

CAPITAL STOCK.

Description.	Number of shares authorized.	r value shares.	Total par value authorized.	Total amount issued and outstanding.	DECLA	IDENDS RED DUR- YEAR.
6	Num shar auth	Par of sl	Total value autho	Tota issu outs	Rate.	A mount.
Capital stock: common	\$6,000	\$50	\$300,000	\$300,000	*4	\$12,000
Manner of Payment for Capital Slock.			Number shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for eash: common				6,000	\$300,000	

Total common stock authorized by charter, 10,000, \$500,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILATION PAYMENT OF CURRENT LIABILIT	ABLE CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1894.
Cash \$ 4,6	91 07 Audited vouchers and ac- \$520 78
Bills receivable	counts
Due from solvent companies and individuals 3	Total—current liabilities, \$ 528 78 Balance—cash assets 19,537 29
Total—cash & current assets, \$20,0	66 07 Total \$20,066 07

^{*} Two dollars per share.

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

		Apporti	ONMENT.	AMOUNT PE	R MILE OF
Account.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$300,000 00	\$300,000 00		11.27	\$26,619 00
Current liabilities	528 78	528 78			47 00
Total	\$300,528 78	\$300,528 78	•••••		\$26,666 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

			ities.		AMOUNT PER MILE OF LINE.		
Name of Road.	Funded debt.	Current liabilities	Total.	Miles.	Amount.		
York Harbor and Beach Railroad	\$300,000		\$528 78	\$300,528 78	11.27	\$26,666 00	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

	EXPE	NDITURE YEAR	s During			
	ting		cluded in ating ex- ses.	, 30, 1893	30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.	Total cost to June 30, 1893	Total cost to June 30, 1894.	Cost per mile.
Construction: Right of way Other real estate	{			\$ 19,360 4 2	\$ 19,360 4 2	\$ 1,717 87
Grading and bridge and culvert masonry Bridges and trestles				129,076 34 43,670 98		
Rails Ties Other superstructure Buildings, furniture and	\} ·····			72,290 21	72,290 21	6,414 39
fixtures Shop machinery and tools, Engineering expenses and				21,896 26 1,175 84		
miscellaneous Interest during construc- tion				12,529 95	12,529 95	1,111 80
Total construction		ļ		\$300,000 00	\$300,000 00	\$26,619 34
Grand total cost construction, equipment, etc		· · · · · · · · ·		\$300,000 00	\$300,000 00	\$26,619 34

INCOME ACCOUNT.

			=
Gross earnings from operation	\$32,448 16 23,496 60		
Income from operation		\$8,951	56
Miscellaneous income—less expenses		803	91
Total income		\$9,755	_ 47
Deductions from income: Taxes	\$559 1 9		
Total deductions from income		559	19
Net income		\$9,196	28
Dividends, 4 per cent, common stock		12,000	00
Deficit from operations of year ending June 30, 1894 Surplus on June 30, 1893		\$ 2,803 22,341	
Surplus on June 30, 1894		\$19,537	
	i		

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger: Passenger revenue. Less repayments: Excess fares refunded. Other repayments Total deductions.		\$ 53 11 394 05 \$447 16	
Total passenger revenue	1		\$24,821 48
Mail Express Extra baggage and storage Total passenger earnings			559 36 632 77 45 72 \$26,059 33
Freight: Freight revenue Less repayments: Overcharge to shippers	\$6,283 59		
Total freight earnings			6,238 13
Total passenger and freight earnings			\$32,297 46
Other earnings from operation: Telegraph companies Total other earnings	1		150 70
o de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	1	I	150 70
Total gross earnings from operation	· · · · · · · · · · · · · · · · · · ·		\$32,448 16

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rent of lands	\$120 00		\$120 00
Interest	683 91		683 91
Total	\$803 91		\$803 91

OPERATING EXPENSES.

Item.	Amount	5.
Maintenance of way and structures:		
Repairs of roadway. Renewals of ties. Repairs of bridges and culverts	\$6,568	37
Renewals of ties	1,248	
Repairs of bridges and culverts	1,244	
Repairs of fences, road-crossings, signs and cattle guards	33	
Repairs of buildings	655	59
Total	\$9,749	73
Maintenance of equipment:		
Rent of locomotives	\$1,638	14
Conducting transportation:		
Wages of enginemen, firemen and roundhousemen	\$1,760	
Fuel for locomotives	2,505	
Wages of other trainmen	58 1.690	
All other train supplies	1,690	
Wages of switchmen, flagmen and watchmen	1,326	
Demograph of tolograph including train dispetahors and engrators	394	
Wages of station agents, clerks and laborers	2,307	
Station supplies	191	
Car mileage—balance	1,386	
Loss and damage	60	
Expense of station agents, clerks and laborers Station supplies Car mileage—balance Loss and damage Other expenses.	5	00
Total	\$11,732	15
General expenses:		
Advertising	\$92	
Insurance	43	
Legal expenses	75 115	
General expenses: Advertising. Insurance. Legal expenses Stationery and printing. Other general expenses	50	
Total	\$376	58
Recapitulation of expenses:		
Maintenance of way and structures	\$9,749	73
Maintenance of equipment	1,638	14
Conducting transportation	11,732	15
Maintenance of way and structures. Maintenance of equipment. Conducting transportation General expenses	376	58
Grand total	\$23,496	60

Percentage of expenses to earnings-entire line 72.41.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE	30, 1894.	YEAR ENDI		
	Item.	Total.	Increase.	Decrease	
Cost of road		\$300,000 0 20,066 0		\$2,280 94	
Grand total		\$320,066 0		\$2,280 94	
LIABILITIES.					
Capital stock		\$300,000 00 528 73 19,537 29	\$522.78	\$2,803 72	
Grand total		\$320,066 0	.	\$2,280 94	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers Other employees: Station agents Other stationmen Enginemen Firemen Conductors Other trainmen Section foremen Other trackmen Switchmen, flagmen and watchmen All other employees and laborers	8 6 4 1 1 1 2 2 6 1 1	1,599 294 313 313 313 384 626 1,860 365	\$2,611 05 345 00 1,095 50 626 00 860 75 702 70 1,189 40 2,790 00 468 00 547 50	\$1 63 1 17 3 50 2 00 2 75 1 83 1 90 1 50 1 28 1 50
Total (including "general officers") Distribution of above: General administration	8 10 15 33	$\begin{array}{c} 6,432 \\ \hline 3,216 \\ \hline 6,432 \\ \hline \end{array}$	\$11,235 90 \$4,994 90 6,241 00 \$11,235 90	\$1 74 \$1 55 1 94 \$1 74
Less "general officers" Total (excluding "general officers")	- 8 - 25	6,432	\$11,235 90	\$1 74

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

	r umber s, ains, umber	COLUMNS REVENUE RATES	A.	
Item.	Column for tonnage, number passengers, number trains, milleage, number cars.	Dollars.	Cents.	Mills.
Passenger traffic: Number of passengers carried earning revenue. Number of passengers carried one mile Number of passengers carried one mile per mile of road. Average distance carried Total passenger revenue. Average amount received from each passenger. Average receipts per passenger per mile Total passenger earnings Passenger earnings per mile of road Passenger earnings per train mile.	642,753 57,032 8.436	24,821 26,059 2,312	32 03 33 28	578 862
Freight traffic: Number of tons carried of freight earning revenue Number of tons carried one mile. Number of tons carried one mile per mile of road, Average distance haul of one ton Total freight revenue. Average amount received for each ton of freight Average receipts per ton per mile. Total freight earnings Freight earnings per mile of road. Freight earnings per train mile.	6,859 53,899 4,783 78.58		90 11 13 52	948 574
Passenger and freight: Passenger and freight revenue. Passenger and freight revenue per mile of road. Passenger and freight earnings. Passenger and freight earnings per mile of road. Gross earnings from operation. Gross earnings from operation per mile of road. Gross earnings from operation per revenue train mile. Operating expenses. Operating expenses per mile of road. Operating expenses per mile of road. Income from operation. Income from operation per mile of road.		31,059 2,755 32,297 2,865 32,448 2,879 1 23,496 2,084	95 46 80 16 16 36 60 88 98 56	233
Train mileage: Miles run by passenger trains Miles run by freight trains Total mileage trains earning revenue	5,954			
Miles run by construction and other trains Grand total train mileage				

EQUIPMENT.

Equipment hired of the Boston and Maine Railroad.

MILEAGE OF ROAD OPERATED.

		ESENTED BY STOCK.	serated ease.	nileage sd.	RA	ILS.
Line in Use.		Branches and spurs.	Line of under l	Total n operate	Iron.	Steel.
Miles of single track	11.27			11.27		11.27

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURI	ng Y	EA	R.	NEW TIES LAID DURIN	G YEAR	
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel				Cedar Chestnut Hackmatack Total	2,816 698 291 3,805	29e. 45e. 26e.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

	COAL- Tons.		Woo		consumed		ids mile.	
Locomotives.	Anthracite.	Bituminous.	Hard.	Soft.	Total fuel con	Miles run.	Average pound consumed per 1	
Total		866		4	8.68	28,627	60	
Average cost at distributing point		\$3.43						

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	r Aggregate z length.	.t Minimum T length.	.t Maximum In length.	Item.	Number.	Height of Towest above surface of rail.
Bridges: Wooden. Trestles	6	63 4,680	11 135	52 159	Overhead Railway Crossings: Bridges Trestles Total	1 1 	21.6 20.1

Gauge of track, 4 feet, 8½ inches—11.27 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
11.27	11.27	Western Union Telegraph Co	Western Union Telegraph Co.

Report of the Lewiston and Auburn Horse Railroad Company for the Year Ending June 30, 1894.*

[HORSE.]

HISTORY.

Name of common carrier making this report. Lewiston and Auburn Horse Railroad Company.

Date of organization. 1891.

Under laws of what government, state or territory organized. Organized under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Offi	ce Add	Date of	Expiration of Term.	
F. W. DANA	Lewiston,	Maine	e	July, 1	1895.
J. L. H. COBB	**	"		**	"
Jno. N. Wood	"	"		"	"
HORACE A. LITTLE	"			"	**
F. R. CONANT	"	**		"	"
L. S. RUGGLE	"	"		"	"
N. M. NEAL	"	"		**	"

Total number of stockholders at date of last election, 52.

Date of last meeting of stockholders for election of directors.

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	n, 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	"	**	

^{*} Returns not received in season to appear in regular order in this report.

PROPERTY OPERATED.

Name.	TERM	INALS.	f line h road	f line h class s named.
	From-	То—	Miles o for each	Miles o for eacl of road
Lewiston and Auburn Horse Rail- road	Lewiston	Auburn	14	

CAPITAL STOCK.

Description.	Number of shares authorized.	r value shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DUR- ING YEAR.		
	Nun shar autk	Par of sl	Total value autho	Tots issu outs	Rate.	Amount.	
Capital stock—common	1,000	\$100	\$100,000	\$97,800			
Manner of Payment for Cap	ital Stoc	k.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	
Issued for cash: common					978	\$60,815 00	

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

	TI	ME.	6		ding.			Int	EREST.	
Class of bond or obligation.	Date of issue.	When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
Mortgage bonds	Λ pril 1885,	April 1895,	\$25,000	\$25,000	\$25,000	\$22,462	34 5	April & Oct	\$1,250	\$1,250
Mortgage bonds*	Jun. 1 1891,	Jun. 1 1911,	85,000	85,000	85,000	85,000 (5 5	June & Dec .	4,250	

^{*25,000} of this issue is deposited with the Portland Trust Company, Portland, Maine, to secure the payment of bonds due April 1, 1895. The entire bonded debt of the company is \$85,000.

RECAPITULATION OF FUNDED DEBT.

			Inter	EST.
Class of Debt.	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$85,000 00	\$85,000 00	\$4,250 00	\$4,250 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUMENT INCLUDING JUNE 30, 18	ED TO AND 94.
CashBalance—current liabilities	\$ 496 62 27,772 20	Loans and bills payably	\$28,268 82
Total		1-	

RECAPITULATION. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

			APPORTIONMENT.		ONMENT.	AMOUNT PER MILE OF LINE.			
A ccount.	Total amount outstanding.	To railroads.	To other properties.	Miles.	Amount.				
Capital stock	\$97,800 00			14	\$6,985 71				
Bonds	85,000 00		• • • • • • • • • • • • • • • • • • • •		6,071 42				
Total	\$182,800 00				\$13,057 13				

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	ital k.	ded t.	rent ilities.	al.	AMOUNT PER MILE OF LINE.		
	Cap	Fun	Cur	Tota	Miles.	Amount.	
Lewiston and Auburn Horse Railroad		\$85,000	\$27,772 20	\$212,772 20	14	\$15,198	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS

	EXPE	NDITURE YE.	s During ar.			
	ting		luded in iting ex- es.	9 30, 1893	e 30, 1894	
Item.	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction, or equipment.	Total cost to June 30, 1893	Total cost to June 30, 1894.	Cost per mile.
Construction: Road bed and track Other real estate and buildings East Auburn extension New Auburn construction, East Auburn electric construction.				\$51,613 00	21,505 21 7,840 90 7,718 46 676 14	
Total construction Equipment: General equipment acc't					\$89,353 71 40,599 86	
Total cost construction, equipment, etc					\$129,953 57	

INCOME ACCOUNT.

Gross earnings from operation \$23,705 85 Less operating expenses 29,237 28	
Deficit	\$5,531 43
Deductions from income: Interest on funded debt accrued	
Total deductions from income	4,250 00
Deficit	\$9,781 43
Deficit from operations of year ending June 30, 1894	\$9,781 43

EARNINGS FROM OPERATION.

	receipts.	is, ts, etc.	nings.
Item.	Total rece	Deductior account of repaymen	Actual earnings
Total passenger earnings			\$22,477 03
Other earnings from operation:			
Rents not otherwise provided for		\$248 25	
Other sources		980 54	
Total other earnings			1,228 79
Total gross earnings from operation		*	\$23,705 85

OPERATING EXPENSES.

Item.	Amount	
General expenses: Salaries of officers	\$3,100 149 110	50
Total	\$3,359	50
Recapitulation of expenses: Maintenance of way and structures. Maintenance of equipment Conducting transportation. General expenses.	\$1,057 996 23,469 353	58 49
Grand total	\$29,237	28

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.
Passenger traffic: Number of passengers carried earning revenue Total passenger earnings	461,675	22,477 03
Train mileage: Miles run by passenger trains	115,418	

DESCRIPTION OF EQUIPMENT.

	eq	r at	EQUIPMENT FITTED WITH TRAIN BRAKE.		FIT	QUIPMENT TED WITH UTOMATIC OUPLER.
Itema.	Number adder during year. Total number end of year. Number.		Name.	Number.	Name.	
Cars in passenger service		23				

MILEAGE OF ROAD OPERATED

	LINE REPRI CAPITAI	mileage sed.	re cted year.	RAILS.		
Line in Use.	Main line.	Branches and spurs.	_ = =	New lin constru during	Iron.	Steel.
Miles of single track	14		14			

Gauge of track, 4 feet, 81 inches-14 miles.

STATISTICAL TABLES.

Table Showing Number of Passengers Carried for Year Ending June 30, 1892, 1893 and 1894.

Railroads.	1892.	1893.	1894.
Bangor and Aroostook Railroad*	72,178	90,299	109,162
Boston and Maine Railroad	33,459,898	36,247,601	33,384,862
Bridgton and Saco River Railroad	16,392	16,097	14,803
Canadian Pacific (International)	89,590	101,008	89,860
Franklin and Megantic Railroad	6,920	5,638	5,287
Georges Valley Railroad			3,120
Grand Trunk Railway	482,034	418,644	413,980
Kennebec Central Railroad	40,826	35,302	32,717
Maine Central Railroad	2,088,573	2,317,689	2,167,063
Monson Railroad	5,189	5,040	4,628
Orchard Beach Railroad (B. & M. R. R.)	54,44 6	t .	
Phillips and Rangeley Railroad	4,805	12,123	13,252
Portland and Rochester Railroad	338,699	339,678	265,501
Portland and Rumford Falls Railway	27,353	61,157	60,923
Sandy River Railroad	26,048	30,594	26,514
Somerset Railway	34,611	35,769	28,477
Sebasticook and Moosehead Railroad	9,280	11,716	9,198
St. Croix and Penobscot Railroad	12,724	13,264	10,969
York Harbor and Beach Railroad	95,115	102,413	76,192
York Harbor and Beach Railroad	95,115	102,413	76

^{*} Bangor and Piscataquis Railroad prior to June 30, 1892.

[†] In Boston and Maine Railroad.

Table Showing the Gross Transportation Earnings of the Railroads Doing Business in Maine for the Year Ending June 30, 1892, 1893 and 1894.

Railroad Companies.	1892.		1893.	1894.
Bangor and Aroostook Railroad*	\$164,741	62	\$184,438 18	\$245,568 36
Boston and Maine Railroad	15,783,795	09	17,250,285 38	15,980,742 99
Bridgton and Saco River Railroad	27,139	61	31,810 68	28,933 80
Canadian Pacific Railway	243,015	96	248,998 26	281,289 83
Franklin and Megantic Railroad	9,076	90	7,682 85	9,061 91
Georges Valley Railroad				4,806 60
Grand Trunk Railroad	1,169,197	63	1,231,704 16	1,043,475 92
Kennebec Central Railroad	14,943	67	14,009 97	13,843 02
Lewiston and Auburn Branch (Grand Trunk Railway)	34,697	4 6	t	
Lime Rock Railroad	73,278	31	76,836 70	59,128 67
Maine Central Railroad	4,608,231	78	5,035,434 59	4,631,206 21
Monson Railroad	11.588	37	10,838 79	9,413 21
Orchard Beach Railroad (B. & M. R. R.)	4,978	90	‡	
Phillips and Rangeley Railroad	20,770	35	37,956 75	39,153 02
Portland and Rochester Railroad	249,365	18	259,715 84	222,007 28
Portland and Rumford Falls Railway	54,890	4 0	122,231 94	107,650 63
Rockport Railroad	7,250	17	7,125 23	7,063 61
Sandy River Railroad	44,996	59	51,791 92	51,217 53
Sebasticook and Moosehead Railroad	9,446	55	10,496 70	8,020 42
Somerset Railway	79,988	97	92,250 42	67,085 18
St. Croix and Penobscot Railroad	26,906	10	35,207 75	27,958 92
York Harbor and Beach Railroad	34,789	76	40,235 43	32,297 46

^{*} Bangor and Piscataquis Railroad prior to June 30, 1892.

[†] Earnings in Grand Trunk Railway.

[‡] Earnings in Boston and Maine Railroad.

Table Showing Tons of Freight Carried for Year Ending June 30, 1892, 1893 and 1894.

Railroad.	1892.	1893.	1894.
Bangor and Aroostook Railroad *	62,660	80,305	127,967
Boston and Maine Railroad	7,215,308	8,065,167	7,389,273
Bridgton and Saco River Railroad	10,643	14,140	15,864
Canadian Pacific (International)	256,925	267,508	301,583
Franklin and Megantic Railroad	5,209	3,666	5,713
Georges Valley Railroad			7,836
Grand Trunk Railway	942,836	1,036,677	990,107
Kennebec Central Railroad	6,228	6,219	6,691
Lime Rock Railroad	256,676	269,320	202,402
Maine Central Railroad	1,880,111	2,238,851	2,170,538
Monson Railroad	7,402	7,205	6,474
Phillips and Rangeley Railroad	13,445	23,871	25,328
Portland and Rochester Railroad	186,843	222,825	194,497
Portland and Rumford Falls Railway	42,120	75,911	66,889
Rockport Railroad	12,350	12,000	12,000
Sandy River Railroad	28,997	36,026	36,322
Somerset Railway	55,866	69,546	46,262
Sebasticook and Moosehead Railroad	5,493	6,000	5,675
St. Croix and Penobscot Railroad			† 7,000
York Harbor and Beach Railroad	6,701	8,551	6,859

 $[\]boldsymbol{*}$ Bangor and Piscataquis Railroad prior to June 30, 1892.

[†] Estimated.

Steam Railroads in Maine for Year Ending June 30, 1894.

Kennebunk and Kennebunkp'rt 4.50 Orchard Beach Railroad 3.00 Bridgton and Saco River Railroad 16.00 16.00 1.00 Canadian Pacific Railway 144.50 Aroostook River Railroad 29.20 Houlton Branch 3.00 Franklin and Megantic Railroad 16.70 16.70 50 1.70				,		
Old Town to Greenville. 19-90 192.94 192.94 192.94 13.95 3.64	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.
Western Division	Old Town to Greenville 18.90		192.94		13.95	3.64
Canadian Pacific Railway	Boston and Maine Railroad: 44.00 Western Division	105.18	1292.65	271.79	639.02	214.68
Canadian Pacific Railway	Bridgton and Saco River Railroad	16.00	16.00		1.00	
Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Stalley Railroad Second Railroad Second Railroad Railroad Second Railroad Railroad Second Railroad Railroad Railroad Railroad Railroad Railroad Railroad Railroad Railroad Railroad Second Railroad Railroad Railroad Railroad Railroad Railroad Railroad Second Railroad Railroad Railroad Railroad Railroad Railroad Second Railroad Railroad Railroad Railroad Railroad Railroad Second Railroa	Canadian Pacific Railway144.50 Aroostook River Railroad29.20	176.70	232.70		13.10	
Portland to boundary	Franklin and Megantic Railroad Georges Valley Railroad	16.70 8.00			50	1.70 .50
Maine Central Railroad: Portland to Bangor	Grand Trunk Railway: 82.60 Portland to boundary. \$2.60 Lewiston Branch. 5.41 Norway Branch. 1.36	89.37	171.99		38.96	
Portland to Bangor	Kennebec Central Railroad Lime Rock Railroad				.50	
Phillips and Rangeley Railroad	Portland to Bangor	647.76	813.76	22.60	220.01	
Portland and Rochester Railroad	Monson Railroad				1.00	2.00
Sebasticook and Moosehead Railroad. 8.00 8.00	Portland and Rochester Railroad Portland and Rumford Falls Railway Rockport Railroad	51.98 52.90 3.00	54.98 57.10 3.00		15.31	1.12
	Sebasticook and Moosehead Railroad Somerset Railway St. Croix and Penobscot Railroad Whitneyville and Machiasp'rt Railroad	8.00 42.06 16.25 7.50	$\begin{array}{c} 8.00 \\ 42.06 \\ 21.00 \\ 7.50 \end{array}$		$\substack{2.73\\3.34}$	1.00

ACCIDENTS IN MAINE.

During the Year Ending June 30, 1894, the Following Accidents Occurred on Steam Railroads in Maine.

Kind of Accident.		Trainmen.	Switchmen,	flagmen and watchmen.	Other	employees.	•	Passengers.		Trespassers.		Others.	E + 0 E	Totat
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling	2	20		4									2	24
Falling from trains and engines	3	6											3	6
Overhead obstructions		2							•					2
Collisions	1												1	
Derailments		1												1
Other train accidents				٠.	, .	7			1	1		1	1	9
At highway crossings		• • • •								1	2	2	2	3
At stations							2	3	- 	3			2	6
Other causes					1	1		1	6	6	2	3	9	11
Total	6	29		4	1	8	2	4	7	11	4	6	20	62

Electric and Horse Railroads.

8,141,378 carried; none killed or injured.

Table Showing Number of Passengers Carried for Year Ending June 30, 1892, 1893 and 1894 on the Street Railroads in Maine.

Railroads.	1892.	1893.	1984.
Augusta, Hallowell and Gardiner Railroad (electric)	839,942	816,975	758,630
Bangor Street Street Railway (electric)	897,805	892,212	1,057,000
Bath Street Railroad (electric)			327,696
Biddeford and Saco Railroad (electric)	231,934	393,018	325,759
Fryeburg Horse Railroad	7,218	6,335	9,614
Lewiston and Auburn Horse Railroad	533,435	551,817	449,540
Mousam River Railroad (electric)*		43,100	113,647
Portland Railroad (horse and electric)	3.124,704	3,706,420	3,660,643
Rockland, Thomaston and Camden Street Railway (electric)†		858,045	1,053,978
Waterville and Fairfield Railroad (electric)	202,075	332,140	384,877
Total	5,871,539	7,600,062	8,141,378

^{*}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 June 30, 1891, 1892 and 1893.

Railroads.	1892.	1893.	1894.
Augusta, Hallowell and Gardiner Railroad (electric)	\$41,997 11	\$40,848 76	\$37,931 50
Bangor Street Railroad (electric)	44,890 26	47,213 08	50,850 00
Bath Street Railroad (electric)			16,200 03
Biddeford and Saco Railroad (electric)	15,729 38	28,210 05	24,097 15
Fryeburg Horse Railroad	616 89	533 55	692 49
Lewiston and Auburn Horse Railroad	28,393 06	28,199 00	22,477 03
Mousam River Railroad (electric)*		5,235 15	14,878 82
Portland Railroad (horse and electric)	156,167 04	204,788 56	199,634 62
Rockland, Thomaston and Camden Street Railway (electric)†		44,675 30	54,285 44
Waterville and Fairfield Railroad (electric)	10,353 75	16,419 00	18,979 50
Total	\$298,147 49	\$416,222 45	\$440,026 58

^{*} Three months ending June 30, 1893.

t Eleven months ending June 30, 1893.

Street Railroads in Maine for Year Ending June 30, 1894.

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		
Bath Street Railroad (electric)	4.25	4.25		. 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		.23
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	80.39	80.39	2.82	2.57

EXPENSE,

Appropriation		\$2,000 00
Balance unexpended in 1893		58 69
Stationery and office supplies	\$226 6 9	
Maps for Reports	131 96	
Correcting plate for map	12 00	
Express	53 68	
Magazines and papers	32 00	
Forms for railroad returns	57 23	
Postage	144 00	
Lakeside Press work	68 89	•
Paid expert engineer for examining bridges	165 32	
Office-miscellaneous	4 75	
Incidental Expenses of Commissioners and Clerk, in Discharge of Official Duties.		
D. N. Mortland, Chairman	382 53	
A. W. Wildes *	255 64	
Benj. F. Chadbourne.	3 96 00	
Frederic Danforth	72 00	
E. C. Farrington, Clerk, attending hearings, etc	56 00	
	\$2,058 69	\$2,058 69

DECEMBER 31, 1894.

^{*} Deceased.



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