

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

Public Documents of Maine:

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Departments  Institutions

FOR THE YEAR

1898.

VOLUME III.

AUGUSTA
KENNEBEC JOURNAL PRINT
1900

THIRTY-NINTH ANNUAL REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE

WITH STATISTICAL TABLES COMPILED FROM THE ANNUAL RETURNS
OF THE RAILROAD COMPANIES OPERATING RAILROADS
IN THE STATE FOR THE YEAR ENDING
JUNE 30, 1897, INCLUDING
PETITIONS,

DECISIONS AND RULES  BOARD

MADE DURING THE YEAR

1897.

AUGUSTA
KENNEBEC JOURNAL PRINT
1897

BOARD OF RAILROAD COMMISSIONERS.

JOSEPH B. PEAKS, Chairman, Dover.
BENJ. F. CHADBOURNE, Biddeford.
FREDERIC DANFORTH, Gardiner.

E. C. FARRINGTON, Clerk, Augusta.

CONTENTS.

	PAGE
General Index.....	398
Part I—Railroad mileage, physical condition, new railroads, etc.	
Part II—Petition, orders of notices and decisions by the Board, and comparative tabulations from returns of railroads.	
Appendix—Returns, organization, officers, etc., of all railroads.	
—————	
Part I—Railroad mileage, transportation, earnings, etc.....	5-8
Accidents, steam railroads.....	15-17
Accidents, street railroads.....	22
Accidents, special report of the Board. Part II.....	133-140
Street Railways—mileage, transportation, earnings, etc	18-20
Gross income, operating expenses, all steam railroads,	8
Gross earnings, steam railroads, 1892-1897.....	9
Passengers carried, steam railroads, 1893-1897.....	10
Tons of freight carried, steam railroads, 1893-1897...	11
Assets and liabilities, steam railroads, etc., 1895-1897,	12
Narrow gauge railroads, construction, etc., per mile,	13-14
Passengers carried, street railways, 1893-1897.....	20
New railroads to November 30, 1897, physical condi- tion	23-26
Inspection and physical condition of railroads.....	27-49
Comparative statements: Steam railroads showing in detail, earnings, etc. Part II.....	142-167
Comparative statements, showing in detail the opera- tion of street railways. Part II.....	170-188

RULES OF THE BOARD OF COMMISSIONERS.

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

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

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

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

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

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

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

STATE OF MAINE.

To the Honorable Llewellyn Powers, Governor of Maine:

As provided by statute, the Board of Railroad Commissioners respectfully submits its thirty-ninth annual report.

RAILROAD CONSTRUCTION.

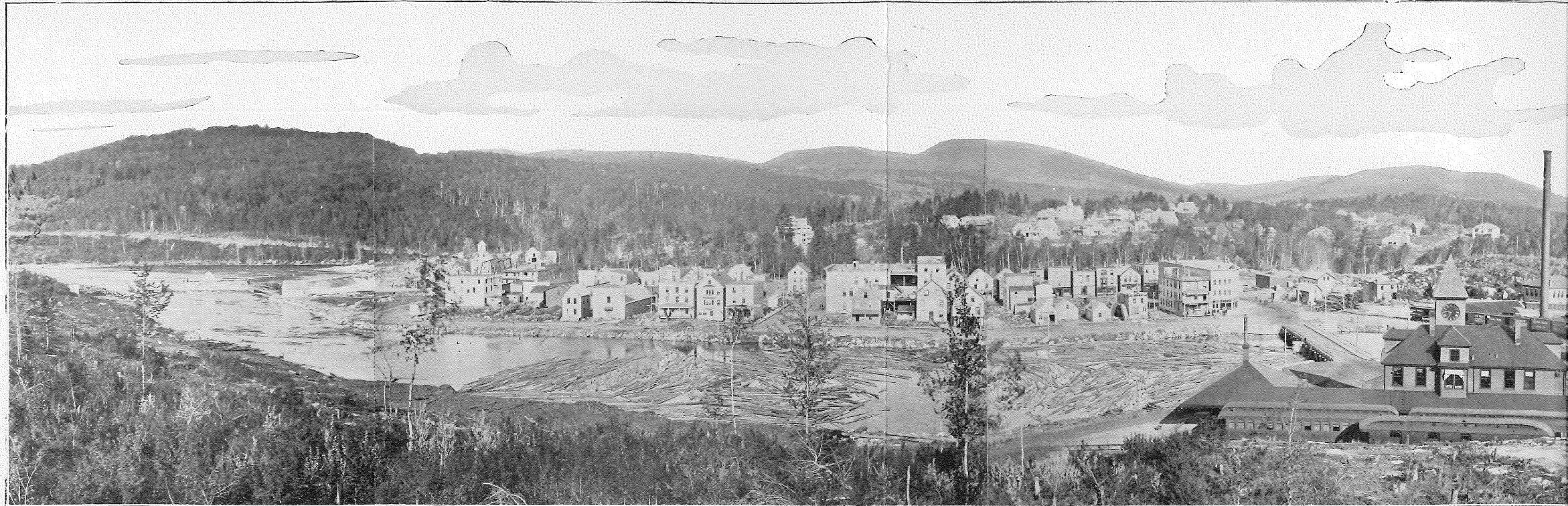
There was by construction and otherwise, during the year ending June 30, 1897, the following additional mileage of railroad operated by steam.

Patten & Sherman Railroad, Sherman Junction, on line of Bangor and Aroostook Railroad, to Patten	5.84
Orchard Beach Railroad, gain by remeasurement . . . . .	.27
Bangor & Aroostook Railroad, by classification of spurs, . . . . .	.68
Rumford Falls & Rangeley Lakes Railroad, remeasurement . . . . .	.12
Total	6.91
Less, Bangor & Aroostook Railroad, by classification of Spurs	2.52
Increase	4.39

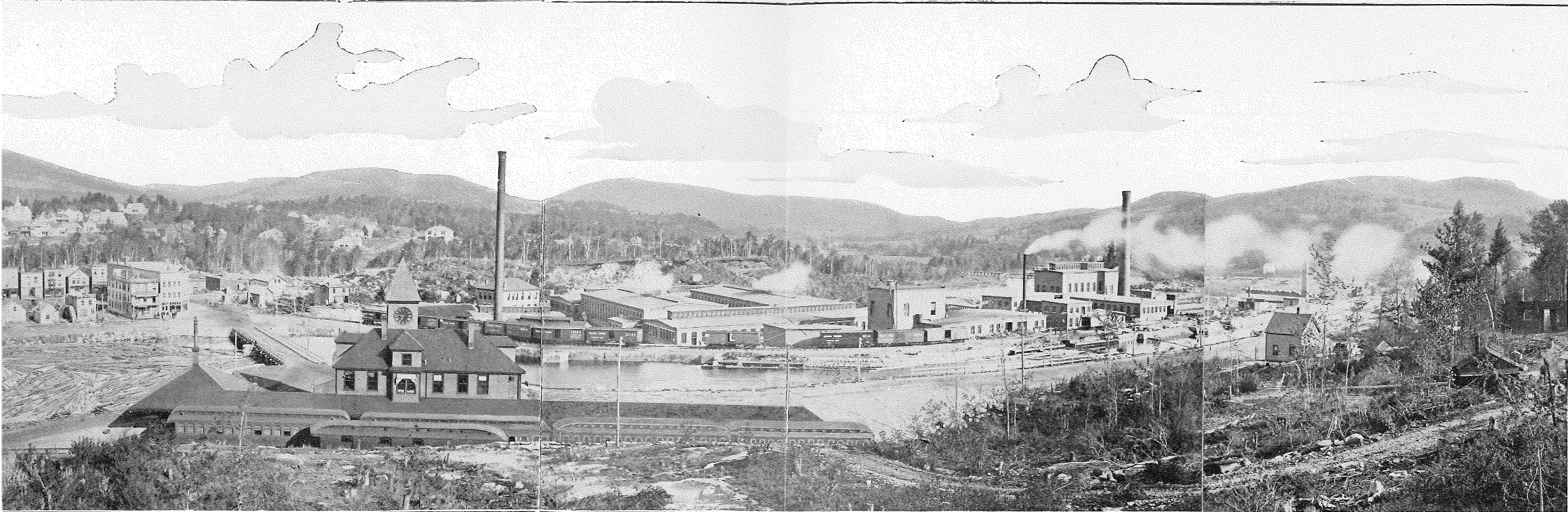
On June 30, 1896, there was 1,718.53 miles of railroad operated by steam, against 1,722.92 on June 30, 1897, computing only the main lines and branches, operated as a part of the main line.

Of the foregoing mileage, the narrow, or two feet gauge steam railroads are as follows:

Bridgton & Saco River Railroad	16.00
Franklin & Megantic Railroad	16.70
Kingfield & Dead River Railroad, operated by the Franklin & Megantic Railroad	10.00
Kennebec Central Railroad	5.00
Monson Railroad	8.16
Phillips & Rangeley Railroad	28.60



RUMFORD FALLS. PORTLAND AND RUMFORD FALLS RAILWAY



RUMFORD FALLS. PORTLAND AND RUMFORD FALLS RAILWAY.

*Rockport Railroad.....	3.00
Sandy River Railroad.....	18.00
Wiscasset & Quebec Railroad.....	43.46
	<hr/>
Total	148.92

It will be seen that the standard gauge steam railroads, have 1,574 miles, and the other steam roads 148.92 miles.

GROSS EARNINGS FROM OPERATION.

There was an increase of the gross earnings from operation by the roads operated by steam, in the State of Maine as will be seen by the following comparative statements. This gratifying condition as to the traffic in this State, is shown by a liberal increase in the transportation of freight. While there was a loss in passenger traffic, the increase in freight business give positive evidence of an improved condition of the general business of the State.

A careful estimate of the traffic of roads whose transportation extends into other states, together with the earnings of roads wholly in Maine, show an increase in gross transportation earnings for year ending June 30, 1897, over those of 1896, of \$126,463.89, being \$8,237,971.15, against \$8,111,507.26 in 1896. There was an increase in mileage of 5.84 miles, the earnings being \$4,225.14, and which would give an actual gain over that of 1896 of \$122,238.75.

The total number of passengers carried in Maine to June 30, 1897, was 4,821,569 against 5,706,615 in 1896, a loss of 885,046.

The number of tons of freight carried during the same period was 5,445,524, against 5,229,084 in 1896, an increase of 216,440 tons.

The total passenger train mileage in the State for year ending June 30, 1897, was 3,132,347 miles, against 3,497,707 in 1896, being a decrease of 365,362 miles.

The total freight train mileage for the same time was 2,971,316 against 2,989,320 in 1896, being a loss of 18,004 in mileage.

The number of passengers carried one mile, to June 30, 1897, was 123,376,463, against 136,435,202, being a decrease of 13,058,739.

The number of tons of freight carried one mile during the same period was 400,614,669, against 390,612,639 in 1896, a gain of 10,002,030 tons.

* Rockport Railroad, three miles is a three feet gauge.

Mileage of Steam Railroads for Year Ending June 30, 1897.

Name.	Miles in Maine.	Length of line operated.	Miles of second track operated.	Miles of yard track and sidings operated.	Miles of branch track operated.
Bangor and Aroostook Railroad:					
Old Town to Greenville	76.50	315.47	315.47	41.68	64.16
Katahdin Branch	18.90				
Brownville to Caribou	154.69				
Fort Fairfield Jc. to Fort Fairfield ..	13.31				
Ashland Branch	43.35				
Branch tracks	8.72				
Boston and Maine Railroad:					
Western Division	44.00	105.45	1,717.73	309.24	815.56
Eastern Division	50.76				
Northern Division	2.92				
Kennebunk and Kennebunkport	4.50				
Orchard Beach Railroad	3.27				
Bridgton and Saco River Railroad	16.00	16.00		1.00	
Canadian Pacific Railway	144.50	176.70	*232.70		27.00
Aroostook River Branch	29.20				
Houlton Branch	3.00				
Franklin and Megantic Railroad	16.70	26.70	26.70	.50	1.70
Kingfield and Dead River Railroad ..	10.00				
Georges Valley Railroad	8.50	8.50			.50
Grand Trunk Railway:					
Portland to boundary line	82.60	89.77	171.99	38.37	
Lewiston Branch	5.41				
Norway Branch	1.36				
Kennebec Central Railroad	5.00				
Lime Rock Railroad	11.09	†12.36			
Maine Central Railroad:					
Portland to Bangor	136.60	647.76	813.76	40.50	244.36
Brunswick to Bath	8.90				
Cumberland to Skowhegan	91.20				
Leeds Junction to Farmington	36.40				
Penobscot Jc. to Mt. Desert Ferry ..	41.13				
Crowley's to Lewiston	4.80				
Brunswick to Leeds Junction	26.20				
Newport Junction to Dexter	14.23				
Dexter to Dover and Foxcroft	16.54				
Burnham Junction to Belfast	33.13				
Bangor to Vanceboro	114.30				
Orono to Stillwater	3.01				
Enfield to Montague	3.03				
Bangor to Bucksport	18.80				
Portland to Lunenburg	109.10				
Quebec Junction to Beecher Falls ..	55.00				
Beecher Falls to Lime Ridge	53.00				
Knox and Lincoln Railway	48.39				
Monson Railroad	8.16	8.16		1.00	
Patten and Sherman Railroad	5.84	5.84		1.61	
Phillips and Rangeley Railroad	28.60	28.60		1.55	
Portland and Rochester Railroad	51.98	53.86		17.53	
Portland and Rumford Falls Railway ..	52.86	†57.06		8.75	
Rockport Railroad	3.00	3.00			
Rumford Falls and Rangeley Lakes R. R.	31.00	31.00		5.36	4.00
Sandy River Railroad	18.00	18.00			
Sebasticook and Moosehead Railroad ..	8.00	8.00		.25	
Somerset Railway	42.06	42.06		4.13	1.00
St. Croix and Penobscot Railroad	16.25	21.00		3.34	
Wiscasset and Quebec Railroad	43.46				
York Harbor and Beach Railroad	11.27	11.27		1.15	
Total	1,722.92				

*56 miles from Mattawamkeag to Vanceboro, operated on the Maine Central line.

†1.27, Maine Central Railroad trackage rights.

‡4.20, Maine Central Railroad trackage rights.

It will be seen by the following table that there was a falling off of gross income from operation of steam railroads doing business in Maine of \$637,974.65 in 1897, compared with that of 1896. The operating expenses, however, were reduced \$799,249.46, giving an increase of net income from operation of \$161,274.81.

Gross Income, Operating Expenses, Net Income and Percentages in 1896 and 1897, of all Steam Railroads doing Business in Maine.

	1896.	1897.	Decrease in income and expenses.	Increase in net income.
Gross income from operation	\$28,526,763 24	\$27,888,788 59	\$637,974 65	
Operating expenses.....	20,020,551 61	19,221,302 15	799,249 46	
Net income from operation	8,506,211 63	8,667,486 44	.....	\$161,274 81
Per cent of expenses to income ..	70.18	68.92		





BUNKER TRESTLE; PISCATAQUIS DIVISION, BANGOR & AROOSTOOK RAILROAD.

Table Showing the Gross Earnings from Operation of the Railroads Doing Business in Maine for the Years Ending June 30, 1892, 1893, 1894, 1895, 1896 and 1897.

Railroad.	1892.	1893.	1894.	1895.	1896.	1897.
Bangor and Aroostook Railroad.....	* \$172,470 67	\$184,580 68	\$245,902 53	\$582,832 12	\$699,661 50	\$754,780 66
Boston and Maine Railroad.....	†15,788,773 99	17,257,986 65	16,022,653 62	16,937,967 93	†20,499,768 27	19,640,846 30
Bridgton and Saco River Railroad.....	27,139 61	31,810 68	28,933 80	29,861 41	29,514 62	28,065 44
Canadian Pacific Railway.....	243,015 96	251,556 33	282,990 85	258,357 75	361,070 85	419,664 32
Franklin and Megantic Railroad.....	9,076 96	7,937 51	9,338 81	15,582 48	12,678 85	13,866 68
Georges Valley Railroad.....	-	-	4,945 51	10,893 12	11,537 73	10,642 87
Grand Trunk Railway.....	1,169,197 63	1,231,704 16	1,049,668 43	975,004 87	1,027,235 35	1,163,233 20
Kennebec Central Railroad.....	15,121 22	14,202 64	14,055 11	14,417 89	13,250 54	15,253 66
Lime Rock Railroad.....	74,167 31	77,607 70	59,706 17	64,723 68	71,947 76	71,386 50
Maine Central Railroad.....	4,632,031 78	5,059,234 59	4,655,585 36	4,839,761 38	5,010,618 55	4,923,335 91
Monson Railroad.....	11,588 37	10,838 79	9,413 21	6,446 26	7,257 88	6,807 72
Patten and Sherman Railroad.....	-	-	-	-	-	4,225 34
Phillips and Rangeley Railroad.....	20,770 35	37,956 75	39,275 28	34,301 42	32,500 51	29,933 80
Portland and Rochester Railroad.....	249,365 18	260,062 29	222,278 84	256,449 34	263,297 37	242,419 18
Portland and Rumford Falls Railway.....	54,890 40	123,339 16	111,431 16	173,349 89	208,182 29	252,825 35
Rockport Railroad.....	7,250 17	7,125 23	7,063 61	6,919 52	7,310 15	2,266 22
Rumford Falls and Rangeley Lakes Railroad.....	-	-	-	-	†48,000 74	96,449 84
Sandy River Railroad.....	44,996 59	51,879 62	51,279 53	44,667 95	47,653 99	43,996 05
Sebasticook and Moosehead Railroad.....	9,446 55	10,649 79	8,065 57	10,230 86	6,448 32	8,702 01
Somerset Railway.....	80,207 77	92,250 42	67,484 77	75,372 10	84,281 70	78,688 48
St. Croix and Penobscot Railroad.....	26,906 10	35,722 24	27,958 92	26,435 35	28,653 05	25,765 28
Wiscasset and Quebec Railroad §.....	-	-	-	2,845 55	18,715 13	19,177 28
York Harbor and Beach Railroad.....	34,789 76	40,410 59	32,448 16	35,180 47	37,178 09	36,456 70
	\$22,600,006 37	\$24,791,905 82	\$22,948,378 61	\$24,401,621 34	\$28,526,763 24	\$27,888,788 79

*Includes Bangor and Piscataquis Railroad.

†Orchard Beach Railroad included.

‡Increase of mileage over 1895, 423. 57.

††Commenced operation of 18 miles September 1, 1895.

§Commenced operation February 25, 1895.

RAILROAD COMMISSIONERS' REPORT.

Table Showing Number of Passengers Carried by the Steam Railroads Doing Business in Maine for Years Ending June 30, 1893, 1894, 1895, 1896 and 1897.

Railroads.	1893.	1894.	1895.	1896.	1897.
Bangor and Aroostook Railroad.....	90,299	109,162	194,574	229,940	220,213
Boston and Maine Railroad.....	36,247,601	33,384,862	32,380,241	\$35,132,992	32,658,341
Bridgton and Saco River Railroad.....	16,097	14,803	15,221	15,877	13,745
Canadian Pacific (International).....	101,008	89,860	81,490	70,245	66,356
*Franklin and Megantic Railroad.....	5,638	5,287	5,915	6,851	6,890
Georges Valley Railroad.....	.....	3,120	4,980	5,141	4,422
Grand Trunk Railway.....	418,644	413,980	384,329	408,053	358,846
Kennebec Central Railroad.....	35,302	32,717	37,391	35,845	38,121
Maine Central Railroad.....	2,317,689	2,167,063	2,033,807	2,110,734	2,005,172
Monson Railroad.....	5,040	4,628	4,206	4,190	3,565
Patten and Sherman Railroad.....	.....	.....	.....	.....	6,231
Phillips and Rangeley Railroad.....	12,123	13,252	11,562	10,409	9,867
Portland and Rochester Railroad.....	339,678	265,501	307,786	287,067	264,100
Portland and Rumford Falls Railway.....	61,157	60,923	93,241	99,136	95,862
Rumford Falls and Rangeley Lakes Railroad.....	.....	.....	.....	7,227	10,798
Sandy River Railroad.....	30,594	26,514	20,370	25,331	27,445
Sebasticook and Moosehead Railroad.....	11,716	9,198	9,461	6,867	7,561
Somerset Railway.....	35,769	28,477	27,131	29,861	25,457
St. Croix and Penobscot Railroad.....	13,264	10,969	8,022	8,165	6,245
†Wiscasset and Quebec Railroad.....	.....	.....	2,053	12,037	13,565
York Harbor and Beach Railroad.....	102,413	76,192	84,897	85,623	89,772
	39,844,032	36,716,508	35,674,604	38,591,591	35,932,574

* Operates the Kingfield and Dead River Railroad.

† Commenced operation February 25, 1895.

† Commenced operation September 1, 1895, on eighteen miles of its line.

‡ Increase of mileage of 423.57 by lease of the Concord and Montreal Railroad system.

It will be seen that there is a falling off in passengers carried in 1897 compared with 1896, of 2,474,651. All of this loss is accounted for by the decrease in the traffic of the Boston and Maine Railroad system except 184,366.

Table Showing the Number of Tons of Freight Carried by Steam Railroads Doing Business in Maine for the Years Ending June 30, 1893, 1894, 1895, 1896 and 1897.

Railroad.	1893.	1894.	1895.	1896.	1897.
Bangor and Aroostook Railroad....	80,305	127,967	257,609	295,401	341,725
Boston and Maine Railroad.	8,065,167	7,389,273	8,381,322	*10,247,029	9,892,705
Bridgton and Saco River Railroad .	14,140	15,864	15,449	13,898	14,303
Canadian Pacific (International)...	267,508	301,583	266,362	279,882	289,120
Franklin and Megantic Railroad†..	3,666	5,713	10,438	9,140	8,641
Georges Valley Railroad		7,836	12,767	12,803	15,558
Grand Trunk Railway	1,036,677	990,107	1,014,226	1,049,781	1,247,028
Kennebec Central Railroad	6,219	6,691	6,134	4,896	6,342
Lime Rock Railroad	269,320	202,402	215,809	238,052	236,122
Maine Central Railroad	2,238,851	2,170,538	2,476,337	2,678,203	2,687,603
Monson Railroad.....	7,205	6,474	4,758	6,548	7,897
Patten and Sherman Railroad					4,267
Phillips and Rangeley Railroad	23,871	25,328	21,973	12,464	19,359
Portland and Rochester Railroad ..	222,825	194,497	250,061	253,069	239,187
Portland and Rumford Falls Rail'y.	75,911	66,889	113,358	168,438	233,379
Rockport Railroad.....	12,000	12,000	11,750	12,183	3,777
Rumford Falls and Rangeley Lakes Railroad				177,078	142,142
Sandy River Railroad.....	36,026	36,322	31,038	34,192	29,607
Sebasticook and Moosehead R. R..	6,000	5,675	5,897	3,760	6,638
Somerset Railway.....	69,546	46,262	63,744	77,925	77,002
St. Croix and Penobscot Railroad..			54,739	60,815	53,399
Wiscasset and Quebec Railroad§...			1,390	9,671	8,329
York Harbor and Beach Railroad ..	8,551	6,859	6,797	9,873	10,992
	12,448,788	11,618,280	13,227,958	15,548,101	15,575,122

* Increase of mileage over 1895, 423.57.

† Operates the Kingfield and Dead River Railroad.

‡ Commenced operation of 18 miles September 1, 1895.

§ Commenced operation February 25, 1896.

ASSETS AND LIABILITIES.

The gross assets of steam railroads of the corporations doing business in Maine to June 30, 1895, 1896 and 1897, is given in the following table. The equipment account in several instances, is included in the construction account, as some companies return cost of construction and equipment as construction.

Gross Assets, June 30, 1895, 1896 and 1897.

Assets.	1895.	1896.	Increase.	1897.	Increase.
Construction	\$62,298,587 66	\$64,813,871 29	\$2,515,283 63	\$72,082,871 68	\$7,269,000 39
Equipment	7,530,636 09	7,691,756 95	161,120 86	7,778,853 87	87,096 92
Other permanent property	15,080,769 19	15,771,288 15	690,518 96	16,186,001 99	414,713 84
Cash and current assets	7,333,016 50	7,353,159 97	20,143 47	7,291,058 48	*62,101 49
Miscellaneous assets.	4,557,168 05	5,098,084 71	540,916 63	3,601,209 07	*1,496,875 64
Gross assets	\$96,800,177 52	\$100,728,161 07	\$3,927,983 55	\$106,939,995 09	\$6,211,834 02

Gross Liabilities June 30, 1895, 1896 and 1897.

Liabilities.	1895.	1896.	Increase.	1897.	Increase.
Capital stock	\$37,561,311 88	\$37,949,869 46	\$388,557 58	\$40,217,529 34	\$2,267,659 88
Funded debt	41,135,295 22	41,964,901 87	828,606 65	46,123,768 37	4,158,866 50
Real estate mortg's..	594,800 00	597,800 00	3,000 00	597,800 00	
Current liabilities ...	4,555,976 20	7,188,938 79	2,632,962 59	6,464,062 82	*724,875 97
Accrued liabilities ...	9,788,277 32	9,804,598 08	16,320 76	10,443,959 53	639,361 45
†Gross liabilities.	\$93,636,660 62	\$97,506,108 20	\$3,869,447 58	\$103,847,120 06	\$6,341,011 86
Surplus	3,163,516 90	3,222,052 87	58,535 97	3,092,875 03	‡129,177 84

* Decrease.

† Sinking funds and other special funds not included.

‡ Increase of liabilities over assets.

By the foregoing table, it will be seen that there was an increase of assets in 1897, over those of 1896, of \$6,211,834.02, and an increase of liabilities of \$6,341,011.86, an increase of liabilities over assets of \$129,177.84.



SHERMAN YARD, BANGOR & AROOSTOOK RAILROAD.

NARROW GAUGE RAILROADS.

The following table shows the mileage, cost of construction, and equipment per mile of road, gross earnings, and expenses of operation; income from operation, and per cent. of operation to gross income, of the narrow gauge railroads in Maine, for year ending June 30, 1897.

Railroad.	Miles.	Cost of Construc- tion per mile.	Cost of Equipment per mile.	Gross earnings from operation.	Expenses of opera- tion.	Income from operation.	Percentage of oper- ating expenses, to gross income.
Bridgton & Saco River Railroad	16	\$10,691 18	\$2,099 50	\$28,065 44	\$19,019 60	\$9,045 84	.67
Franklin and Megantic Railroad	*26.70	6,046 97	1,198 08	13,866 68	10,551 16	3,315 52	.76
Kennebec Central R. R.	5	12,303 46	4,012 26	15,253 66	9,991 26	5,262 40	.65
Monson Railroad	8.16	7,461 60	2,115 43	6,807 72	5,124 04	1,683 68	.75
Phillips and Rangeley Railroad	28.60	8,318 60	2,013 58	29,933 80	26,682 93	3,250 87	.89
Rockport Railroad	3	†7,323 33	2,666 66	2,266 22	2,131 40	134 82	.94
Sandy River Railroad..	18	11,519 42	2,308 10	43,996 05	22,490 89	21,505 16	.51
Wiscasset and Quebec Railroad	43.46	8,380 63	724 62	19,177 28	20,960 34	†1,783 06	1.08
	148.92						

*Operates Kingfield and Dead River Railroad.

†Construction and Equipment.

‡Deficit.

The following table gives the gross earnings, expenses, income from operation, and percentage of operating expenses to gross income, of the narrow or two feet gauge railroads, for years ending June 30, 1896 and 1897.

Company.	1896.				1897.			
	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expense to income.	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to income.
Bridgton & Saco River Railroad..	\$29,514 62	\$21,412 50	\$8,102 12	72	\$28,065 44	\$19,019 60	\$9,045 84	67
*Franklin and Megantic Railroad.	12,678 85	10,861 12	1,817 73	85	13,866 68	10,551 16	3,315 52	76
Kennebec Central Railroad	13,250 54	8,828 09	4,422 45	66	15,253 66	9,991 26	5,266 40	65
Monson Railroad.	7,257 88	4,537 92	2,719 96	62	6,807 72	5,124 04	1,683 68	75
Phillips & Rangeley Railroad....	32,500 51	26,596 20	5,904 31	81	29,933 80	26,682 93	3,250 87	89
Rockport R. R....	7,310 15	5,201 82	2,108 33	71	2,266 22	2,131 40	134 82	94
Sandy River R. R.	47,653 99	23,464 86	24,189 13	49	43,996 05	22,490 89	21,505 16	51
Wiscasset and Quebec Railroad	18,715 13	25,245 93	†6,530 80	1.34	19,177 28	20,960 34	†1,783 06	1.08

* Operates Kingfield and Dead River Railroad, 10 miles.

† Deficit.

ACCIDENTS UPON STEAM RAILROADS IN MAINE.

The accidents to passengers during the year ending June 30, 1897, were twenty-five injured, against four killed and eleven injured in 1896. Of the injured, ten were caused by derailments; twelve at stations and three from "other causes."

EMPLOYES.

Of employes, there were twenty killed and seventy injured, against six killed and sixty-one injured, in 1896.

Of the number killed, nineteen were trainmen; six being caused by coupling and uncoupling cars; five by falling from trains and engines; two from derailments; two from "other train accidents;" one at station, three from "other causes."

Of the injured, fifty were trainmen, and the injuries to twenty-seven, were caused by coupling and uncoupling cars; nine from falling from trains or engines; five from overhead obstructions; one at highway crossing; two at stations; six from "other causes."

Of the other twenty employes who were injured, six were switchmen, flagmen or watchmen who were injured by coupling or uncoupling cars.

Of the fatal accidents to employes, thirty per cent. was from coupling and uncoupling, and of those injured, forty-eight per cent was from the same cause.

TRESPASSERS AND THOSE NOT TRESPASSING.

There were thirteen of the above named class of persons killed, twelve of whom were trespassers. Fifty-three were injured, of whom twenty-two were trespassers.

The following table gives cause of accidents referred to:

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	6	27		5		2	6	34
Falling from trains and engines	5	9		1			5	10
Overhead obstructions.....		5						5
Derailments.....	2						2	3
Other train accidents	2				1	3	3	3
At highway crossings.....		1					1	11
At stations.....	1	2				9	1	11
Other causes.....	3	6					3	6
Total.....	19	50		6	1	14	20	70

Kind of Accident.	OTHERS.							
	*Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments.....		10						
At highway crossings.....			1	4	1	14	2	18
At stations.....		12		15		5	7	20
Other causes.....		3	4	3		12	4	15
Total.....		25	12	22	1	31	13	53

* Not included in total.

The report of the Interstate Commerce Commission upon the accidents and their causes, gives the following interesting statistics.

“The statistics submitted show that the number of railway employees killed during the year ending June 30, 1896, was 1,861, and the number injured was 29,969. These figures indicate an increase of 50 in the number killed, and of 4,273 in the number injured, as compared with the preceding year. The number of passengers killed was 181, and the number of passengers injured 2,873, being an increase of 11 in the number killed and of 498 in the number injured. The number of persons other than employees and passengers killed was 4,406, and

the number injured 5,845. These figures include casualties to persons reported as trespassers, of whom 3,811 were killed and 4,468 were injured. From summaries showing the ratio of casualties it is found that for every 444 men employed on rail-ways 1 was killed, and for every 28 men employed 1 was injured. A similar comparison as to trainmen shows that 1 trainman was killed for each 152 trainmen employed, and that 1 trainman was injured for each 10 trainmen employed. The number of passengers carried for 1 passenger killed was 2,827,474, and the number of passengers carried for 1 passenger injured was 178,-132. As showing in another way the immunity of passengers from accidents, the report gives ratios based upon the number of miles traveled, from which it appears that 72,093,963 pas-senger-miles were accomplished for every passenger killed, and 4,541,945 passenger-miles for every passenger injured."

A comparison of accidents and causes etc., in Maine shows that there was one employe killed to 304 employed, and one injured to every eighty-seven employed. Of "trainmen," there was one killed to every sixty-four employed, and one injured to every forty-five employed.

It is a matter of congratulation, that of the 4,821,569 passen-gers carried, none were killed, and only twenty-five injured, the larger number being but slight injuries, many resulting from their own carelessness. There were 192,864 passengers carried to one injured.

Special reports upon "serious" accidents, which occurred upon the Grand Trunk Railway near Danville Junction, the 21st day of December, 1896; upon the Portland and Rumford Falls Railway, in Canton, August 31st, and upon the Maine Central Railroad near Etna, September 5, 1897, are published, as required by law, on pages 133-140, Part II of this Report.

Passengers Killed and Injured in Maine, 1895, 1896, 1897.

	1895.	1896.	1897.
Total number of passengers carried in Maine	5,535,634	5,706,615	4,821,569
Total number of miles traveled	128,941,645	136,435,202	123,376,462
Passengers killed from causes beyond their control.....	1	3	0
Ratio to passengers carried.....	1, to 5,535,634	1, to 1,902,205	0, to 4,821,569
Ratio to total miles traveled.....	1, to 128,941,645	1, to 45,478,400	0, to 123,376,462
Passengers injured	-	-	25
Ratio to total number carried	-	-	1, to 192,862
Ratio to total miles traveled.	-	-	1, to 4,936,058

STREET RAILWAY MILEAGE.

For the year ending June 30, 1897, there was a gain over the previous year of 12.90 miles. This mileage has been increased by the following construction:

Bangor, Orono and Old Town Railway.....	1.30
Brunswick & Topsham Electric Railway (new).....	3.30
Portland & Cape Elizabeth Street Railway.....	1.43
Portland Railroad.....	1.17
Somerset Traction Company.....	5.50
	12.90

Mileage of Street Railways.

Name.	Length of line owned.	1896.			1897.			Increase.
		Miles in Maine.	Length of line operated.	Second track.	Miles in Maine.	Length of line operated.	Second track.	
Augusta, Hallowell and Gardiner R. R.	7.00	7.00	7.00	.....	7.00	7.00		
Bangor, Orono and Old Town Rail'y..	13.40	13.40	*14.60	.....	14.70	15.90	....	1.30
Bangor Street Railway.....	8.40	8.40	8.40	1.00	8.40	8.40	1.30	
Bath Street Railway.....	4.25	4.25	4.25	.....	4.25	4.25		
Biddeford and Saco Railroad.....	5.72	5.72	5.72	.....	5.72	5.72		
Brunswick and Topsham†.....					†3.50	3.50	.....	3.50
Calais Street Railway.....	7.00	4.00	7.00	...	4.00	7.00		
Fryeburg Horse Railroad	3.00	3.00	3.00	.....	3.00	3.00		
Lewiston and Auburn Horse Railroad	14.00	14.00	14.00	.....	14.00	14.00		
Mousam River Railroad.	2.94	2.94	2.94	.....	2.94	2.94		
Norway and Paris Railway.....	2.13	2.13	2.13	.....	2.13	2.13		
Portland and Cape Elizabeth St. R'y.	9.75	9.75	9.75	2.06	11.18	11.18	3.22	1.43
Portland Railroad.....	21.00	21.00	21.00	4.57	22.17	22.17	6.75	1.17
Rockland, Thomaston and Camden Street Railway.....	15.90	15.90	15.90	.....	15.90	15.90		
Skowhegan and Norridgewock Rail'y	5.75	5.75	5.75	.....	5.75	5.75		
Somerset Traction Company....	5.50	5.50	5.50	.....	11.00	11.00	.....	5.50
Waterville and Fairfield Railway....	4.36	4.36	4.36	.....	4.36	4.36		
	130.10	127.10	131.30	7.63	140.00	144.20	11.27	12.90

* Trackage rights over Bangor Street Railway, 1.20 Miles.

† Commenced operation October 14, 1896.

STREET RAILWAYS—EARNINGS AND PASSENGERS.

The following tables give the gross earnings from operation and number of passengers carried, for years ending June 30, 1893, 1894, 1895, 1896 and 1897.

The gross earnings and number of passengers carried during the last year differs very little from the gain in mileage, there being 12.90 additional mileage, or 9.75 per cent. and very nearly the same increase in business.

Table Showing the Gross Earnings from Operation of the Street Railroads in Maine for Years Ending June 30, 1893, 1894, 1895, 1896 and 1897.

Name.	1893.	1894.	1895.	1896.	1897.
Augusta, Hallowell and Gardiner Railroad (elec.)	\$40,848 76	\$37,931 50	\$40,270 38	\$41,117 26	\$40,840 17
Bangor, Orono and Old Town Street Ry. (elec.)*	.....	.....	.....	56,121 53	65,658 79
Bangor Street Railroad (electric).....	47,213 08	50,850 00	56,660 30	58,071 20	69,492 90
Bath Street R. R. (electric).....	.....	16,200 03	21,603 25	21,047 65	20,002 65
Biddeford and Saco Railroad (electric).....	28,210 05	24,097 15	24,229 05	25,460 95	26,383 40
Brunswick and Topsham Electric Railway.....	.....	.....	.....	.....	3,586 72
Calais Street Ry. (electric).....	.....	.....	25,055 56	25,706 70	23,982 35
Fryeburg Horse Railroad	533 55	692 49	708 79	717 64	691 86
Lewiston and Auburn Horse R. R. (electric) ...	28,199 00	22,477 03	30,911 41	55,641 55	56,770 73
Mousam River Railroad (electric).....	5,235 15	14,878 82	15,452 11	20,707 73	18,900 44
Norway and Paris Street Railway (electric)†.....	.....	.....	.....	8,108 93	7,648 48
Portland Railroad (horse and electric).....	204,788 56	199,634 62	212,060 42	247,565 98	276,857 53
Portland and Cape Elizabeth Railway (electric)‡	.....	.....	.....	25,145 23	59,015 60
Rockland, Thomaston and Camden St. Ry. (electric)	44,675 30	54,285 44	51,734 11	56,697 97	66,781 76
Skowhegan and Norridgewock Railway (electric)	.....	.....	4,557 54	6,195 67	4,882 54
Somerset Traction Company (electric)§.....	.....	.....	.....	758 76	9,997 02
Waterville and Fairfield Railway (electric).....	16,419 00	18,979 50	19,234 85	20,933 70	19,121 25
Total	\$416,222 45	\$440,026 58	\$502,477 80	\$669,998 45	\$770,614 19

*Commenced operation in part July 9, 1895.

†Commenced operation in part June 28, 1895.

‡Commenced operation in part August 26, 1895.

§Commenced operation in part June 5, 1896.

Table Showing Number of Passengers Carried for Year Ending June 30, 1893, 1894, 1895, 1896 and 1897, on the Street Railroads Doing Business in Maine.

Name.	1893.	1894.	1895.	1896.	1897.
Augusta, Hallowell & Gardiner Railroad (electric)	816,975	758,630	805,407	833,544	823,920
*Bangor, Orono and Old Town Railway (electric)	....	.....	.....	1,060,314	1,268,642
Bangor Street Railway (electric)	892,212	1,057,000	1,132,006	1,293,861	1,560,771
Bath Street Railroad (elec.)	.....	327,696	437,762	440,560	419,969
Biddeford and Saco Railroad (electric)	393,018	325,759	327,606	350,925	365,488
Brunswick and Topsham Railway (electric)	.....	.....	.....	.....	71,933
Calais Street Railway (electric)	.....	.....	501,105	548,343	513,649
Fryeburg Horse Railroad..	6,335	9,614	8,971	9,636	9,025
Lewiston & Auburn Horse Railroad (electric)	551,817	449,540	487,625	929,138	1,017,119
Mousam River Railroad (electric)	43,100	113,647	125,444	116,677	91,923
†Norway and Paris Street Railway (electric)	.....	.....	.....	177,102	185,531
Portland Railroad (horse and electric)	3,706,420	3,660,643	3,907,296	4,575,133	4,982,809
‡Portland and Cape Elizabeth Railway (electric)	.....	.....	.....	503,900	1,191,714
Rockland, Thomaston and Camden Street Railway (electric)	858,045	1,053,978	979,888	979,548	937,973
Skowhegan and Norridgewock Railway (electric)	.....	.....	45,575	59,836	48,836
§Somerset Traction Company (electric)	.....	.....	.....	7,134	90,253
Waterville and Fairfield Railway (electric)	332,140	384,877	384,697	416,675	382,425
Total	7,600,062	8,141,378	9,143,377	12,302,326	13,961,980

* Commenced operation in part July 9, 1895.

† Commenced operation in part June 28, 1895.

‡ Commenced operation in part August 26, 1895.

§ Commenced operation in part June 5, 1896.

The following table gives the mileage of street railways, commencing in 1880 when the (the only road,) Portland Railroad had 6.75. The Portland Railroad commenced operations October 13, 1863, with 1.37 miles of road. In 1864 it was increased to 6.65 miles, the only additional mileage thereafter until 1882, being .10 miles, in 1869.





SURF SCENES: CAPE ELIZABETH: PORTLAND & CAPE ELIZABETH RAILWAY.

STREET RAILWAY MILEAGE.

The Following Table Shows the Mileage of Each Street Railroad, the Year They were Put in Operation, and the Increase of Each Year, From 1880 to June 30, 1897.

Railroad.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	Increase over 1880.
Augusta, Hallowell and Gardiner Railroad											7.	7.	7.00	7.00	7.00	7.00	7.	7.00	
Bangor, Orono and Old Town R'y																	13.40	15.90	
Bangor Street Railway										3.18	7.13	7.25	7.25	8.25	8.25	8.25	8.40	8.40	
Bath Street Railway															4.25	4.25	4.25	4.25	
Biddeford and Saco Railroad								5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	
Brunswick and Topsham Railway																		3.50	
Calais Street Railway																7.00	7.00	7.00	
*Fryeburg Horse Railroad										3.	3.	3.	3.00	3.00	3.00	3.00	3.	3.00	
Lewiston and Auburn Horse R. R.		5.	5.	7.5	7.5	7.5	7.5	7.7	7.70	7.70	7.70	14.	14.00	14.00	14.00	14.00	14.00	14.00	
Mousam River Railroad															2.94	2.94	2.94	2.94	
Norway and Paris Street Railway																	2.13	2.13	
Portland and Cape Elizabeth Street Railway																	9.75	11.18	
†Portland Railroad	6.75	6.75	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$10.00	10.87	10.87	11.31	11.31	16.93	16.53	16.53	17.28	21.00	22.17	
Rockland, Thomaston and Camden Street Railway														14.34	14.34	14.34	15.90	15.90	
Skowhegan and Norridgewock Street Railway																5.75	5.75	5.75	
Somerset Traction Company										3.36	3.36	3.36	3.36	4.36	4.36	4.36	4.36	5.50	
Waterville and Fairfield St. R'y																	4.36	4.36	
	6.75	11.75	14.25	16.75	16.75	16.75	16.75	17.70	27.65	33.83	45.22	51.64	58.26	76.14	80.39	93.89	131.10	144.20	
Increase annually		5.00	2.50	2.50				9.5	9.95	6.18	11.39	6.42	6.62	10.88	4.25	13.50	37.21	13.10	137.45

* Only horse railroad in Maine.

† Commenced operation in 1863, with 1.37 miles.

‡ Horse Railroad.

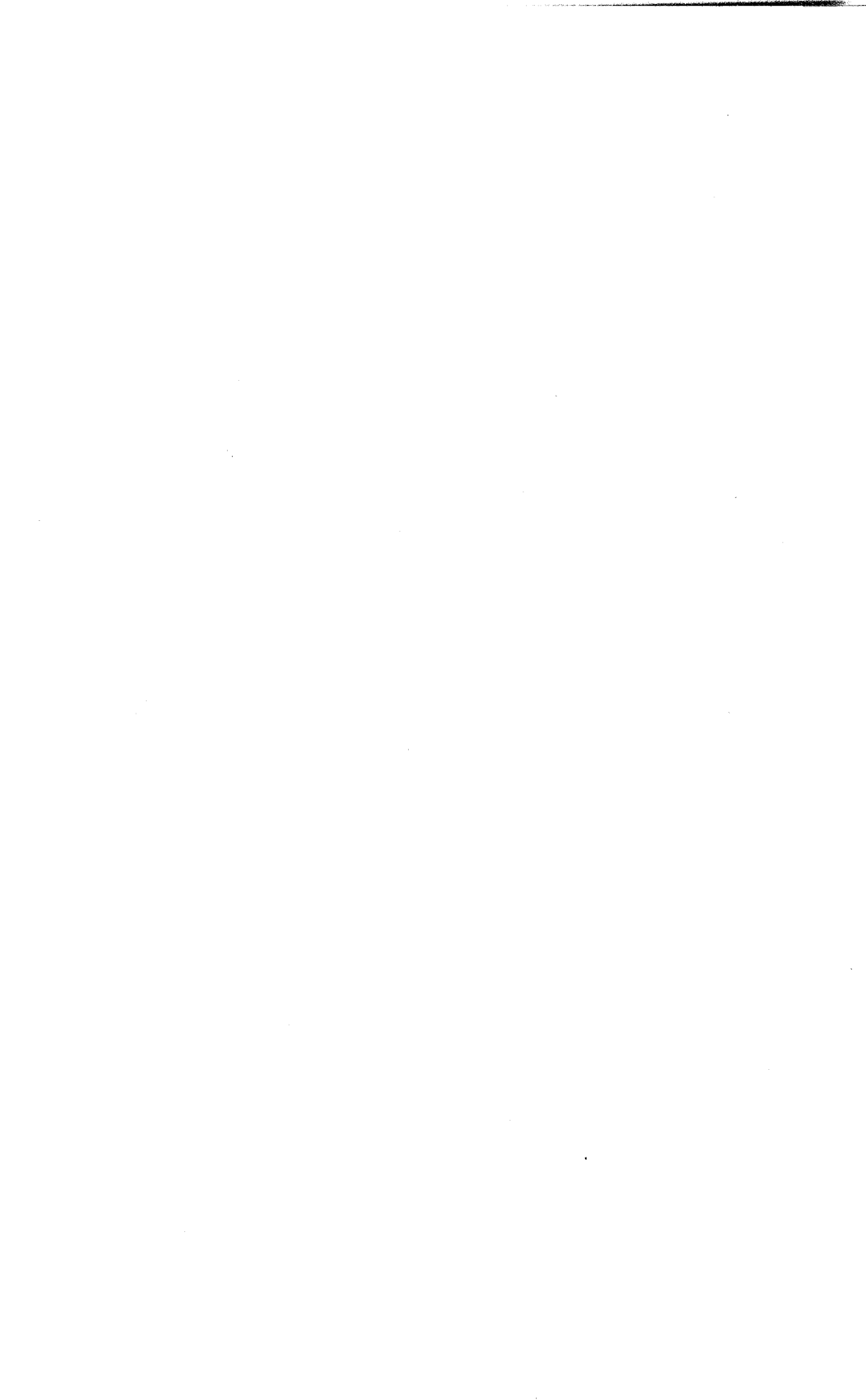
§ Ocean Street Horse Railroad, 1.5 included.

Accidents upon Street Railways for Year Ending June 30, 1897.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		4	1	1	1	5
Employees		3		1		4
Other persons			1		1	
Totals					2	9

The foregoing table gives the number of passengers, employes, and others, killed and injured upon the street railways during the year 1897. There were two killed and nine injured, against eighteen injured in 1896. Of these, there was one passenger killed, and one injured by their own carelessness, and four passengers injured by causes beyond their own control. Of employes, three were injured from causes beyond their own control, and one from carelessness. One other person was injured by acts of carelessness.

It will be seen by the foregoing statement that electric railroad riding is comparatively safe, and considering that the roads are operated through the principal business streets of our cities and large towns, one of the safest methods of travel. In other words, there was one passenger killed to every 6,980,990 persons carried, and one injured to every 3,490,495 carried. Of employes, there were four injured to one hundred and thirty-seven employed.





RIVERTON PARK: PORTLAND RAILROAD.

NEW RAILROADS AND EXTENSIONS.

Since June 30th, the Portland and Rumford Falls Railway has opened the Otis Falls branch, from Canton to Chisholm's Mills, 9.8 miles, and the Bangor and Aroostook Railroad has leased and is operating the Aroostook Northern Railroad from Caribou to Limestone, 15.5 miles, making the total mileage of steam railroads on November 30, 1897, 1,748.2 miles.

Within the same time the Bangor, Hampden and Winterport Railway, 4.65 miles; the Penobscot Central Railway, 0.40 miles, and the Portsmouth, Kittery and York Street Railway, 15.20 miles, have been opened for travel; the Somerset Traction Company has been extended 0.25 mile and the Rockland, Thomaston and Camden Street Railway has been extended 0.5 mile, in all 21 miles, making the total street railroad mileage on November 30, 1897, 161 miles.

STANDARD GAUGE STEAM RAILROADS.

AROOSTOOK NORTHERN.

The Aroostook Northern Railroad Company was organized under the general law during the year, and commenced its construction of lines some time in July. It has completed a little over fifteen miles of line running from the end of the Bangor and Aroostook track in their Caribou yard to the village of Limestone. The road-bed and tracks are in excellent condition, good rails with plenty of ties and well ballasted. It is in good line and surface.

The bridges are steel, the largest being that across the Madawaska stream, one hundred and five foot span, a substantial plate girder on good masonry. The other openings are comparatively small and are spanned with steel "I" beams.

The culverts are largely of wood but well built with a view of ultimately using iron or steel pipe.

The station buildings are neat in design and well built in all respects, commodious and convenient for the probable traffic over the line. This road runs through a very fertile region, perhaps as fertile as can be found anywhere in the State of

Maine. It will be operated by the Bangor & Aroostook Railroad under lease and is practically an extension of their line.

PORTLAND AND RUMFORD FALLS RAILWAY.

The branch of the Portland and Rumford Falls Railway, referred to in our last report as being in process of construction, has been finished in a very substantial manner and trains are now running regularly over that part of the line from the park near Canton village to Otis Falls, or what is now known as Chisholm's Mills. It is well built in every respect, laid with good steel on an abundance of ties and is well ballasted.

The bridge across the Androscoggin river is a modern structure with a high safety factor, being composed of three two hundred foot spans. The road was built primarily for the purpose of taking the product of the large pulp mills in process of construction at Peterson's Rips, now known as Riley, to the paper mills at Chisholm's Mills.

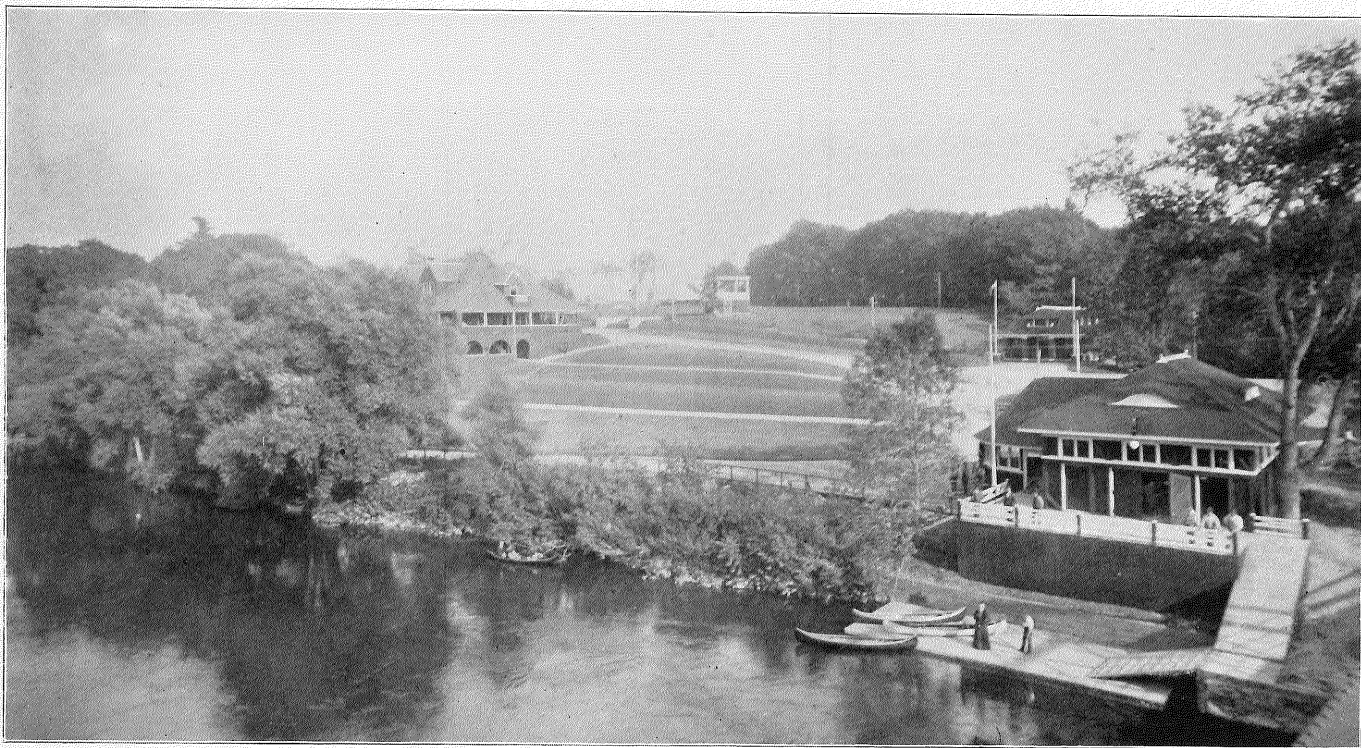
WASHINGTON COUNTY RAILROAD.

This line so much desired by the people of Washington county now seems to be assured. Contracts have been made for the building and equipment of the line and work is now progressing with considerable energy. The promise is that the lines will be completed to Calais and Eastport, from Ellsworth, by the winter of 1899.

STREET RAILROADS.

BANGOR, HAMPDEN AND WINTERPORT RAILWAY.

This is a new street railroad, extending from the south line of Bangor, through Hampden to Winterport. The railroad is now constructed from Bangor to Hampden Corner, a distance of 4.65 miles and is at present operated by the Bangor Street Railway Company. The line is well built and the equipment is good. The track is laid with 62 1-2 pound rails, good ties, and a good supply of ballast. The bridge over the Souadabscook stream is a substantial wooden, Howe truss bridge. The other bridges are small and in good condition.



RIVERTON PLEASURE GROUNDS, PORTLAND RAILROAD.

OXFORD CENTRAL ELECTRIC RAILROAD.

This company was organized under the general law for the purpose of constructing an electric railroad from Norway through Waterford, Albany and Stoneham. The location of the line from Norway to Stoneham (16.64 miles) with a branch from East Waterford to South Waterford (4.74 miles), a total distance of 21.38 miles, was approved on August 4th, and the work of grading the road was immediately commenced but was soon suspended owing to financial difficulties and has not yet been resumed.

PENOBSCOT CENTRAL RAILWAY.

This line organized partly under the general law and partly by an act of the legislature, extends from Charlestown through the towns of Charlestown, Corinth, Kenduskeag and Glenburn, and the city of Bangor to the wharf of the Boston and Bangor Steamship Company and to the land of the Maine Central Railroad Company, both in said city. The location of the whole line has been approved, and four-tenths (4-10) of a mile, extending from West Market square in said city of Bangor, through Broad and Front streets, to said wharf, has been constructed and is now being operated by the Bangor, Orono and Old Town Railway. The track is thoroughly constructed with a nine inch girder rail, good ties and is well ballasted. There are no bridges on this part of the line.

PORTSMOUTH, KITTERY AND YORK STREET RAILWAY.

This is the longest electric railroad constructed during the year. Beginning at York Beach in the town of York, it extends through the towns of York and Kittery to Badger's Island in said Kittery, thence connecting with the city of Portsmouth in the state of New Hampshire by a steam ferry.

The track is laid with sixty pound rails, sixty feet long, with good ties, twenty-eight inches from center to center, is fairly well ballasted and rides well, although owing largely to the nature of the streets in which it is located the line is very crooked both horizontally and vertically.

Following as it does near the sea coast, there are many pile and trestle bridges, these being thirteen in number with a total length of nearly one and three-tenths miles.

These are largely built of hemlock with a fair margin of safety and while safe for the present, will need careful watching.

The rolling stock is new and of the best. The waiting rooms are neat and convenient. The power station and car-houses seem well adapted for the use of the railroad.

PORTLAND AND YARMOUTH ELECTRIC RAILWAY.

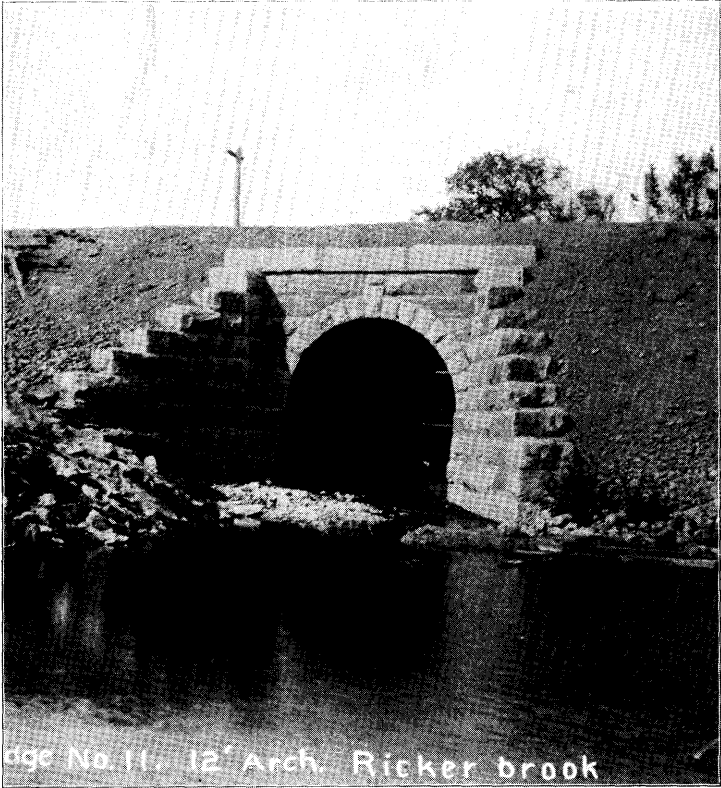
This company was chartered by the legislature to construct a street railroad from Portland through Deering, Falmouth and Cumberland to Yarmouth. Some work has been done the past summer and it is stated that the road will be completed next spring.

SACO RIVER ELECTRIC RAILROAD.

This company was organized under the general law to build a street railroad from Bonny Eagle in the town of Standish through the town of Buxton and city of Saco, to a point in Biddeford, and on November 23, 1897, the location was approved from said Bonny Eagle to the corner of Elm and Water streets in said city of Saco a distance of 17.9 miles. No work has yet been done on the construction of said railroad.

SANFORD AND CAPE PORPOISE RAILWAY.

This company was organized under the general law to construct an electric railroad from Sanford, through the towns of Sanford, Alfred, Lyman, Kennebunk and Kennebunkport to the village of Cape Porpoise in said Kennebunkport, a distance of 20.3 miles and the location of said railroad was approved on November 30th. No work on construction of said railroad has been done. But a dam is being constructed at Old Falls, so called, on the Mousam river to furnish power for the proposed railroad.



RICKER BRIDGE REBUILT, BANGOR & AROOSTOOK RAILROAD.

INSPECTION, PHYSICAL CONDITIONS.

Section 114, chapter 51, of the Revised Statutes, directs that the Board, "annually, between the first of April and October, and at any other time on application or whenever they think necessary, shall carefully examine the tracks, rolling stock, bridges, viaducts and culverts of all railroads."

Having made the necessary examinations, the Board find, as will be seen more fully by the following statements of the condition of each railroad, that all are safe for their traffic, and that very general improvements have been made.

STANDARD GAUGE STEAM RAILROADS.

THE BANGOR AND AROOSTOOK RAILROAD.

The Bangor and Aroostook Railroad extends from Old Town to Limestone with branches from their main line, from Milo Junction to Greenville; Aroostook Junction to Katahdin Iron Works; Ashland Junction to Ashland and Fort Fairfield Junction to Fort Fairfield. Their trains are now running under an arrangement with the Maine Central Railroad between Old Town and Bangor into the Maine Central stations at Bangor.

The road-bed from Aroostook Junction to Caribou has now become well settled, and as it has been well cared for, the track is in good line and surface, well ballasted and rides well. The trains are enabled to make as fast time over it as over any other track in the State.

The Ashland branch is in excellent condition and doing a heavy freight business with quite as large passenger business, as was anticipated by the promoters of the line. On this branch a lighter rail was used than that on the main line, but it is kept

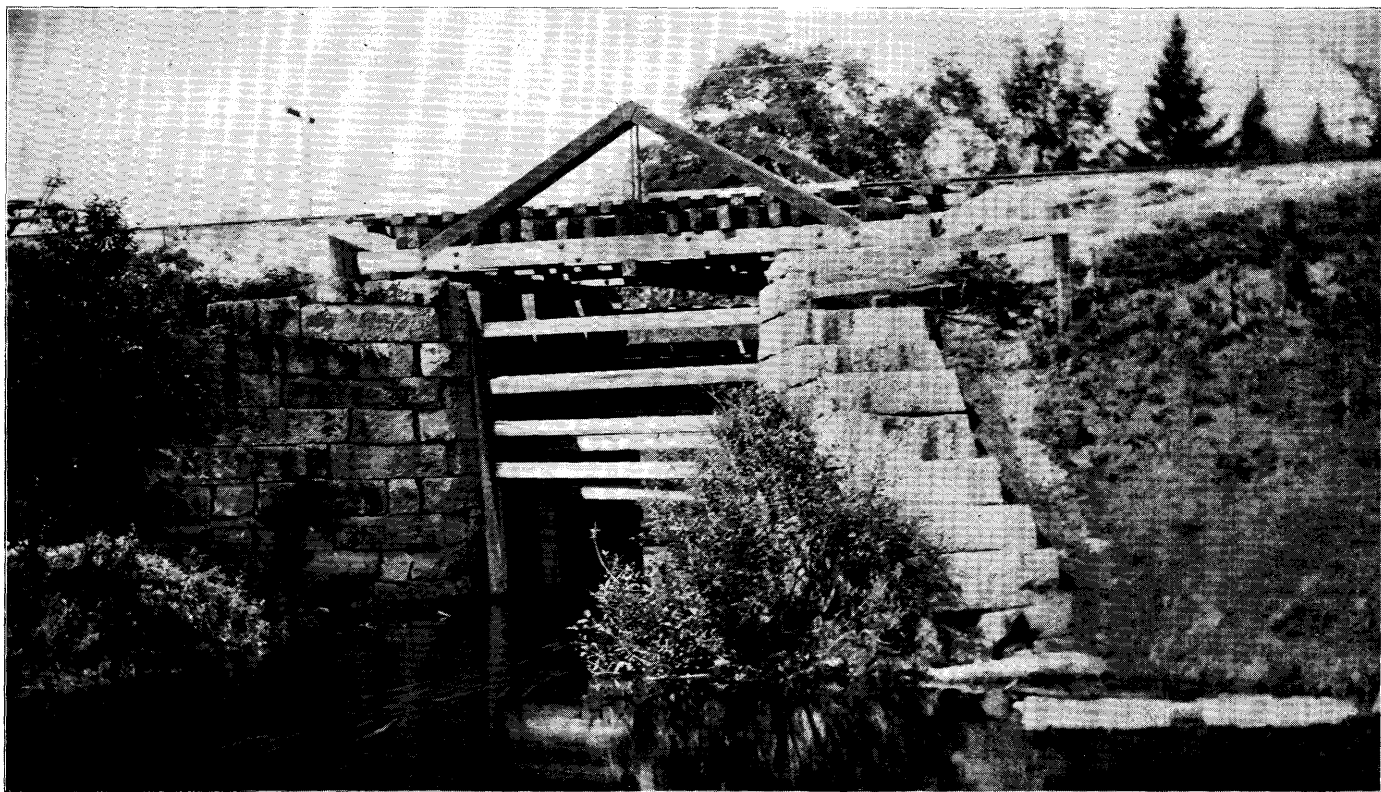
well ballasted and in good alignment and surface. The Fort Fairfield branch is in like good condition.

The bridges on this part of the line are comparatively new and were built by some of the best builders in the country and have been well maintained; a very large proportion of them being steel structures.

On the line from Old Town to Greenville, which is the old Bangor and Piscataquis line, great improvements have been made in road-bed and track, especially above Blanchard. New seventy pound steel, in quantity about twelve hundred tons and about thirty thousand ties, with twenty-five thousand yards of ballast have been re-laid during the year. It is now in good line and surface and rides well.

Bridges have been renewed in such numbers as to make their enumeration in this report out of the question. Something of an idea of the change that has been going on is demonstrated by the photographs re-produced in this report. In every instance where improvements in bridges has been undertaken it has been carried out in a very substantial manner. Four stone arches from eight to twelve foot span have replaced as many bridges that were not of the very best. A large quantity of steel pipe has been used in replacing culverts, something over twenty in number. The wooden bridges all along the line have been repaired more or less, and in some cases quite extensively; so that to-day they are very substantial structures and fully equal to carrying any of the traffic over these lines. On the whole Bangor and Aroostook system the station buildings, taken as a whole, are modern structures and well maintained in all respects. On the Bangor and Piscataquis division, nearly all the stations have been put in thorough repair and are now as good as those of any road.

The rolling stock of the Bangor and Aroostook Road is first-class in all respects and is well maintained. The company purchased their freight equipment within a few years and took the precaution to have it equipped with the automatic coupler, as required by the United States law, and most of it with the air brakes. So that out of twelve hundred and eighty-one freight cars operated by the Bangor and Aroostook Railroad, twelve hundred and ten have automatic couplers and six hundred and



RICKER BROOK BRIDGE, BANGOR & AROOSTOOK, BEFORE REBUILDING.

thirty-three Westinghouse air brake equipments. All of their thirty engines in service are also equipped with the Westinghouse brake. Their motive power is from some of the best shops in the country and is well maintained. The engine houses and shops lately built by the company at Hartwell, about one mile from Old Town, are well equipped for shops of their size and are a great convenience to the company in the repairs of their motive power and rolling stock.

BOSTON AND MAINE RAILROAD.

Of this now great system there are only about one hundred and five miles in the State of Maine; the Eastern division from Kittery to Portland, the Western division from Salmon Falls to Portland, the Northern division from Conway Junction to Salmon Falls, the Kennebunk and Kennebunkport branch and the Old Orchard Beach branch. The Eastern division has been greatly improved during the year in its road-bed and track. A great deal of attention has been given it by the management of the system and much work has been done. It has all been put in good line and surface and between Wells and Day's siding it looks as if those in charge had tried to see how nice a piece of track they could make. They have certainly succeeded in putting up ten miles of track that will compare favorably with any ten miles in the country. It is at a point where it is required to make good time with trains and with the track in its present condition they will be enabled to make as good time as can be made anywhere on any road. The whole division in this State is in excellent condition.

The Western division has been kept up to its usual good condition. Some new rails have been laid, ties and ballast put under wherever needed. The traffic over the line is quite heavy requiring a first-class road-bed and track and the demand has always been fully met as well this year as any year before.

The road-bed and track on the Northern division are in good line and surface, well ballasted, with good ditches.

The Kennebunk and Kennebunkport branch is in good condition. While the rails are somewhat older than those in some

other parts of the system it is well tied and ballasted and kept in good condition.

The Old Orchard Beach branch is only a summer road and is put in good condition every spring to meet the requirements of its traffic.

The bridges on the Boston & Maine system in the State of Maine are in a very large proportion modern iron or steel structures and well maintained. Some renewals have been made during the year, especially on the Eastern division, the pile bridge near North Berwick being renewed in a very substantial manner.

On the Western division the replacing of the Common Street bridge in Saco is contemplated. Some objections have been raised by the city government of Saco to the plan proposed by the Boston and Maine Railroad, but it is hoped that an understanding will be arrived at and this improvement so much desired will soon be made.

The bridge at Salmon Falls, partly in this State and partly in New Hampshire, formerly a wooden deck truss, has been replaced by a substantial plate girder bridge in two spans on first-class masonry, and the pile bridge over the highway near this point has been taken out and the opening filled. These improvements have been contemplated for a year or two and have been carried out in a very satisfactory manner.

There is only one opening of any size on the Kennebunk and Kennebunkport branch and that is spanned by a first-class plate girder set on good masonry.

On the Old Orchard Beach branch the bridges are of wood, but within a comparatively short time have been thoroughly repaired and in some instances practically renewed.

The rolling stock of the Boston and Maine Railroad is first-class and is kept in excellent condition comparing favorably with that of any road in the country. When the great "vacation ground" of Maine is being used, the demands of the tourist are not only large but very exacting, and this line has met them in a very generous and satisfactory manner. Some of the heaviest passenger trains in New England are run over this line at a very good rate of speed. Considerable additions have been made during the year to the motive power in the purchase





ARCH CULVERT. SLATE ROCK WITH GRANITE END COURSES;
C. P. RAILWAY NEAR LOWELLTOWN.

of heavy locomotives required in moving the heavy trains spoken of.

The station buildings over the whole system in Maine have been carefully looked after during the year and some notable improvements made. Quite a number have been painted, general repairs have been made in quite a number and the sanitary of those requiring it brought up to modern standard. Trains have been run with most wonderful regularity and commendably free from accident.

CANADIAN PACIFIC RAILWAY.

The main line from Montreal to St. John of this great system, crosses the State from boundary to Mattawamkeag thence over the track of the Maine Central Railroad to Vanceboro.

The Houlton branch and the Aroostook River Line are also parts of the system.

The improvements on the main line mentioned in our last report have been continued. Four hundred tons of seventy-three pound rails, three hundred and twenty thousand cubic yards of ballast and over one hundred and thirty thousand ties have been used in the track, which is in excellent line and surface. New side tracks, amounting in all to a mile and a half, have been constructed.

One wooden bridge has been renewed and forty-one have been repaired; eight trestle bridges have been replaced with earth embankments and two are now being filled. The iron and steel bridges are well built structures, and are in good condition. Two culverts have been rebuilt.

The rolling stock is of modern construction and in good order. Some compound locomotives have been purchased and are now in use.

The stations and other buildings are kept in good repair and sufficient for the needs of the railroad.

The road-bed and track of the Houlton and Aroostook River branches are maintained in good condition.

The bridges and culverts of these branches are of wood and are well cared for.

The rolling stock is in good condition.

GEORGES VALLEY RAILROAD.

This is a short line leading from Warren on the Knox and Lincoln branch of the Maine Central to the town of Union. Its traffic is comparatively light though increasing by reason of the growing demand for the lime rock in the quarries in the town of Warren coming in to use in the pulp mills in the country, and their lime products, which are becoming widely known and largely used. The road-bed and track are kept in good condition, and the bridges being of wood except one first-class plate girder, are carefully maintained. The rolling stock was second hand when the road commenced business but it is kept in very good condition. Their station buildings are well kept and satisfactory to the patrons of the road.

GRAND TRUNK RAILWAY.

The part of this extensive system within the State, extends from Portland to Gilead, being part of the line to Montreal and Quebec, with short branches to Lewiston and Norway.

The road-bed and track are in excellent condition; well ditched and in good line and surface. About thirty-seven and a half miles of track have been relaid with eighty (80) pound steel rails and nearly fifty-three thousand new ties have been used. Nearly seven miles of new side tracks have been constructed, and extensive alterations and improvements have been made in the Portland yard.

The pile bridges at Portland and Norway are strong wooden structures and in good condition. The other large bridges are of iron, in good condition and although light, are safe for the rolling stock used on this railroad. Two of the bridges over the Royal river have had new plate girders with standard floors. The abutments of two bridges have been rebuilt, and the floors of six bridges have been replaced with new standard floors. Two arch culverts and two box culverts have been built this year.

The rolling stock is in good condition. The stations are in good repair. At Portland a fine new elevator has been built; the steamship wharf and sheds have been extended, and

improvements made in the Deering stock yard. So the railway is better fitted than ever before to handle its large and increasing foreign freight business.

LIME ROCK RAILROAD.

This is a road used entirely in the transportation of lime rock from the quarries in the city of Rockland and town of Thomaston to the kilns located on the harbor front of the city of Rockland. Peculiar construction is required in order that the rock may be delivered at the top of the kiln, necessitating long and in some instances quite high trestles. The road-bed and track are kept in excellent condition for the service required of them and the trestles named are carefully and cautiously looked after and kept in first-class repair. The rolling stock consists entirely of four wheel dump cars and the motive power tank engines; all are in good condition. No passengers are carried over any part of the line.

MAINE CENTRAL RAILROAD.

This as is well known, is the principal railroad system in the State, embracing 647 3-4 miles out of the 1,599 3-10 miles of the standard gauge steam railroads. While, owing to the general depression of business, as much new work has not been undertaken as in some years, the general condition of the road has been well maintained and considerable improvements made.

The road-bed and track of the main lines are in excellent condition. The various branch lines are maintained in good condition. Over seven thousand tons of seventy-five pound, five inch rails, nearly four hundred and fifty-one thousand ties and more than fifty-eight thousand cubic yards of ballast have been used in repairing and improving the track during the year. The double track now extends from Portland to Cumberland Mills, Portland to Freeport, Gardiner to Augusta, Detroit to Eastville and from Webster to Old Town, forty and one-half miles in all.

The bridges and culverts are in good condition. The wooden bridges at Bucksport, Costigan, Meadow Brook, Finn Brook, Wytovitlock, Burnham and West Farmington have been replaced with modern steel bridges. Other bridges and culverts have been repaired and renewed where needed.

The rolling stock has been maintained in its usual excellent condition. The station buildings are kept in good condition, neat, convenient and comfortable. A new passenger and freight station has been erected at Eaton, and new freight stations at south Brewer, Waukeag, and Westbrook Junction. New coal sheds with stages have been built at Woolwich and Newport, steam heating stations at Bangor and Skowhegan, employee's buildings at Waterville and Mt. Desert Ferry, and a car inspectors' shop at Westbrook Junction. Many other buildings have had extensive repairs. A new wharf 600 feet long has been constructed at Bangor and other wharfs at Bangor with the Belfast and Sebago lake wharfs have been extensively repaired.

PATTEN AND SHERMAN RAILROAD.

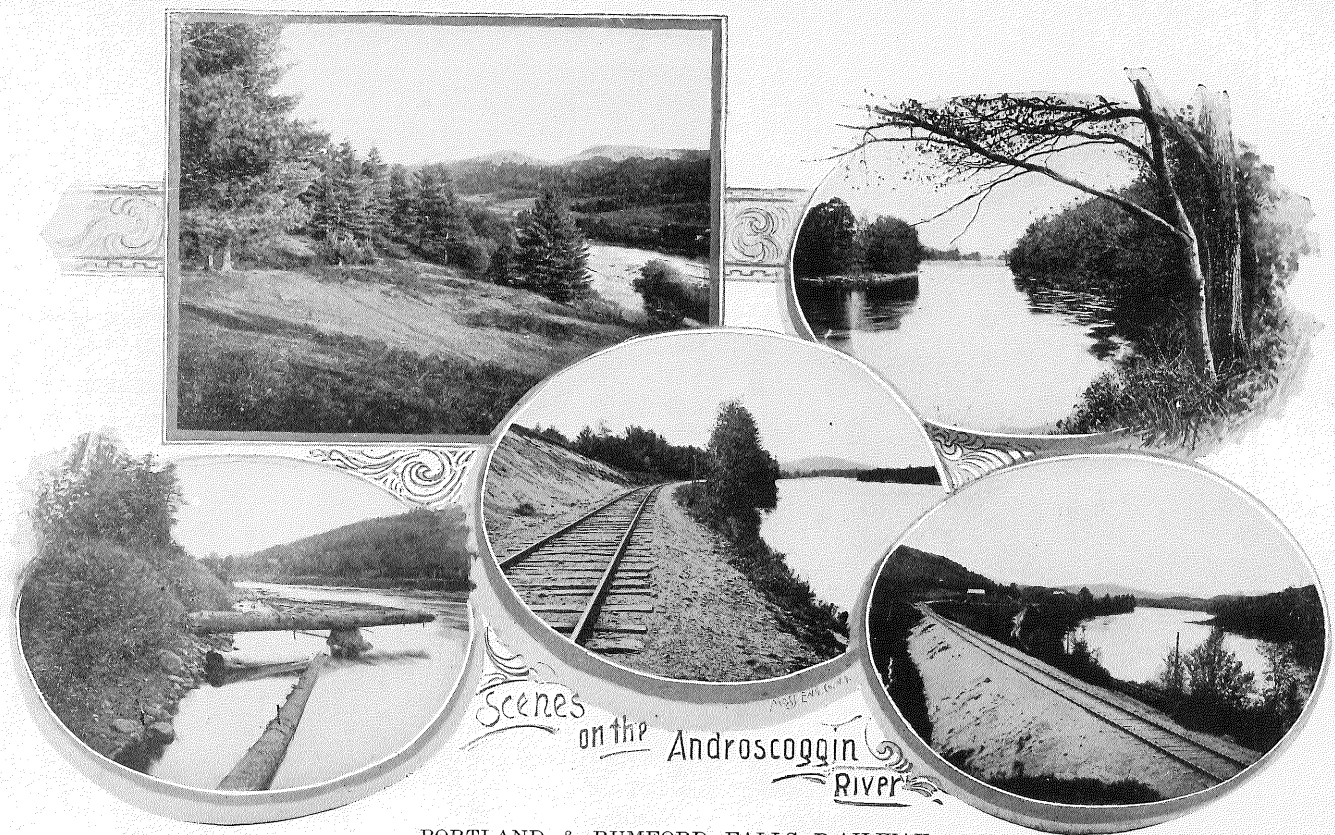
This is a short line extending from Patten Junction on the line of the Bangor and Aroostook Railroad to the thriving village of Patten in the county of Penobscot. Its road-bed and track are in good condition. There are no bridges on the line. Its rolling stock is well cared for. Its station buildings are well designed, thoroughly built, commodious and comfortable in every respect.

PORTLAND AND ROCHESTER RAILROAD.

The road-bed and track on this line from Portland to East Rochester are in good condition. Something over five hundred tons of seventy-five pound, five inch steel rails, and over fifteen thousand ties have been laid, with about four thousand yards of ballast. The company inaugurated some years since a system of improvements that have gone on year after year in all departments.

The new steel bridge across the Salmon Falls river is a very substantial modern steel structure completed during the year, as has also been the stone arch over the Mousam river at Springvale. It is an excellent piece of masonry. The span is forty feet. It has been built long enough to permit the laying of an extra track, which is a great convenience in handling the large volume of freight which comes to this station. All the bridges on the line have been kept in good condition during the year and repairs





Scenes
on the Androscoggin
River

PORTLAND & RUMFORD FALLS RAILWAY.

made wherever needed to keep it up to a high standard. The rolling stock is well cared for and is in all respects in good condition. The station buildings are well kept in all respects, more or less improvements made in many of them. This company has done considerable in the way of separating the grades at highway crossings and more work in that direction is contemplated.

PORTLAND AND RUMFORD FALLS RAILWAY.

This line extends from Rumford Falls to Lewiston, connecting at Mechanic Falls with the Grand Trunk Railway and at Rumford Junction, (formerly Poland Springs Junction) in the city of Auburn, with the Maine Central Railroad over whose track its trains run to Lewiston, with a branch line from Canton to Chisholm's Mills, over which regular trains begun running on October 4th.

The road-bed has been thoroughly ditched the entire length of the line, and the track is in excellent line and surface. Three miles of track has been relaid with seventy pound, four and three-quarter inch rails, thirty-four feet long, and continuous joints. Twenty-six thousand cubic yards of ballast and over twenty-one thousand ties have been used in the track during the year. At Canton seven-eighths of a mile of track has been rebuilt, greatly improving the alignment and reducing the grades. One and one-half miles of additional side tracks have been built.

The bridges generally are in excellent condition. Two small ones have been rebuilt with substantial stone abutments and the openings covered with rails and ballast; and four have been filled with earth, the streams being diverted to other channels. Seven culverts have been built and the ends of eight rebuilt.

The rolling stock is in excellent condition. Three Mogul freight locomotives, 19x26 cylinders, twenty-five box cars of 60,000 pounds capacity, equipped with automatic couplers and air brakes, and two freight saloon cars have been added to the equipment.

The buildings are in the best of repair. A new freight station has been erected at Poland, a dwelling house for agent at Poland Springs, and a coal shed at Canton.

RUMFORD FALLS AND RANGELEY LAKES RAILROAD.

This railroad runs from Rumford Falls to Bemis on Lake Mooselucmaguntic, one of the Rangeley lakes, with a branch, used only for hauling logs, extending four miles northeasterly from Houghton's.

The road-bed and track are in good condition. The alignment north of the summit has been greatly improved; two ten (10) degree curves having been eliminated and the curvature of ten others reduced. Much ballasting has been done, six and four-tenths miles of track have been lifted and over thirteen miles shouldered, using thirty-four thousand five hundred and seventy-three cubic yards of gravel. One and one-seventh (1 1-7) miles of new side tracks have been constructed, and six thousand ties have been used.

The bridges have been thoroughly overhauled and repaired. Three culverts have been extended, and one partly rebuilt.

The rolling stock is mostly in good condition. The passenger cars for the through business are furnished by the connecting railroads. A fine new compound Mogul locomotive, (the first compound locomotive to be used in the State,) has been added to the equipment, and two locomotives have been thoroughly repaired; six box cars, thirteen flat cars, and one Russell snow plow have also been purchased.

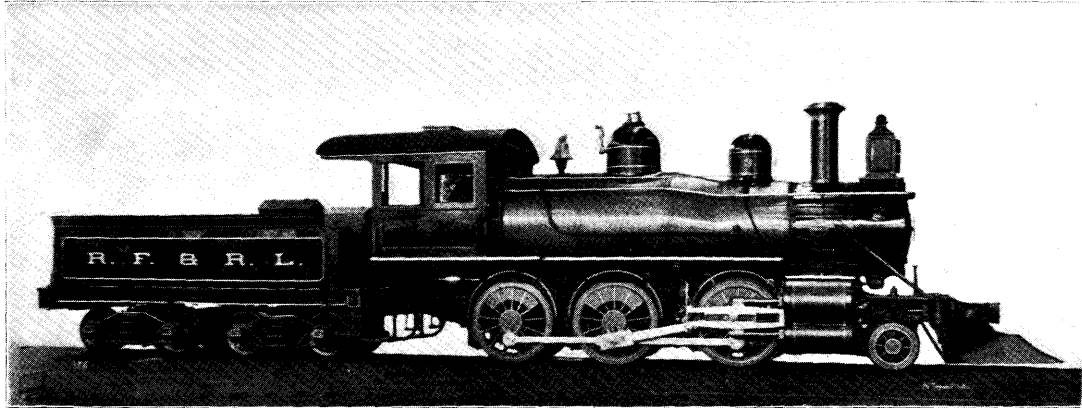
The stations and other buildings are well cared for and adapted to the needs of the railroad, the station at Bemis being an attractive log building.

ST. CROIX AND PENOBSCOT RAILROAD.

This railroad, 21 miles long, was opened from Calais to Princeton in 1856. Sixteen and one-fourth miles of this are in Maine, the remainder being in New Brunswick.

The road-bed and track are in fair condition, some ballasting has been done; one hundred and fifty tons of fifty-six pound rails and five thousand seven hundred and forty-six ties have been used in repairing and improving the track.

The bridges and culverts are carefully looked after and safe for the rolling stock used on this railroad. At Salmon Falls a new steel plate girder has been erected and the trestle portion



BALDWIN COMPOUND MOGUL LOCOMOTIVE. RUMFORD FALLS AND RANGELEY
LAKES RAILROAD.

repaired, hard pine stringers being used. The Baring bridge has been recovered and general repairs made on the Union bridge.

The rolling stock is maintained in good condition, and the buildings are in good repair.

SEBASTICOOK AND MOOSEHEAD RAILROAD.

This road extends northerly from Pittsfield on the line of the Maine Central Railroad and is operated as far as Hartland with the extension partly finished to Harmony. Nothing has been done during the year on the extension and the road-bed between Pittsfield and Hartland has been kept in good condition for the traffic over the line.

The bridges are wooden structures and kept in safe condition.

The rolling stock though somewhat worn, is kept in fairly good repair and cleanly.

The station buildings are in good condition and well maintained in all respects.

SOMERSET RAILWAY.

Running from Oakland on the line of the Maine Central to the village of Bingham. About eleven hundred tons of new sixty pound steel has been laid and three hundred tons of selected iron re-laid. Considerable ballasting and filling has been done, approximately thirty thousand yards. Eight thousand ties have been laid so that the road-bed and track are in good condition and are carefully looked after by the management of the road. Much damage has been done to the road-bed and track by freshets on the Kennebec river between Solon and Bingham involving considerable expense in repairs, but this will soon be obviated by a contemplated change in the line to be made as soon as the management feel that the business conditions warrant the outlay of the amount of money required.

Two bridges have been renewed in a very substantial manner and others have been repaired.

Three culverts have been rebuilt so that the culverts and bridges on this line are now in first-class condition.

The rolling stock and motive power are kept in excellent repair.

All of the station buildings have been repaired more or less so that they are in excellent condition.

YORK HARBOR AND BEACH RAILROAD.

This line extends from Kittery to York Beach running its trains from the Portsmouth station on the Eastern division of the Boston and Maine Railroad; it is operated by the last named road. Its road-bed and track are in good line and surface and well ditched and improved considerably during the year. Quite an amount of work has been done during the year on their bridges, which are mostly pile structures.

The rolling stock is furnished by the Boston and Maine Railroad and is up to the standard of that company.

The station buildings are modern structures, well designed and well maintained in all respects.

NARROW GAUGE RAILROADS.

The so called narrow gauge railroads of the State of Maine are two feet in gauge.

BRIDGTON AND SACO RIVER RAILROAD.

This road runs from Bridgton Junction on the line of the Mountain division of the Maine Central Railroad about sixteen miles to the thriving village of Bridgton in the county of Cumberland. Its road-bed and track are in excellent condition in all respects.

Its bridges are carefully looked after and have been reduced in number by filling until there are only a few of them and all maintained in a very substantial manner. Considerable has been done during the year in re-building, both superstructure and masonry.

The rolling stock is in first-class condition in all respects and the station buildings are maintained in good repair, cleanly and convenient. Taken as a whole this is one of the model narrow gauge railroads of the State, and the management are contemplating an extension of the line from Bridgton to Harrison through the village of North Bridgton which promises quite an addition to **their traffic.**

FRANKLIN AND MEGANTIC AND KINGFIELD AND DEAD RIVER
RAILWAYS.

These two narrow gauge railroads form one line, connecting with the Sandy River Railroad at Strong and extending to Kingfield and Carrabasset; both roads being operated by the Franklin and Megantic Railway.

In August the bond holders organized new companies and are now running the railroads. Since they took possession they have done much in the way of repairs and improvements on the Franklin and Megantic division, some needed ditching has been done, three-fourths of a mile of additional side tracks has been constructed, in one place the line has been straightened, about a mile of snow fence has been built, and two thousand cubic yards of ballast and four thousand ties have been used in the track.

The trestle bridges have all been thoroughly repaired and strengthened. The Brackley trestle has been replaced with a stone culvert and earth embankment.

On the Kingfield and Dead River Railway the road-bed, track, bridges and culverts are in good condition.

The rolling stock is maintained in good condition and the buildings are in good repair.

KENNEBEC CENTRAL RAILROAD.

This two-foot gauge railroad extends from Randolph to the National Home at Togus, a distance of five miles.

The road-bed is well ditched and the track is in good line and surface. Ballast is hard to obtain, there being none on the line of the railroad, but they make the most of what they have; three hundred and twenty cubic yards of ballast and seventeen hundred ties have been used in the track.

Three bridges have been rebuilt this year, hard pine being used in making the renewals. One culvert has been rebuilt.

The rolling stock is maintained in good condition. The station buildings are attractive in design and in excellent repair.

MONSON RAILROAD.

This is a narrow gauge line six miles in length from Monson Junction, on the line of the Bangor and Piscataquis division of the Bangor and Aroostook Railroad, to the village of Monson. Their traffic is largely the transportation of slate products in quite large variety from the quarries at Monson.

The road-bed, track and bridges are all carefully looked after and kept in very good condition.

The rolling stock is good and well maintained.

The station buildings are well kept. Improvements have been made during the year in painting and general repairs.

PHILLIPS AND RANGELEY.

This is a part of what is known as the narrow gauge system in Franklin county, and extends from Phillips to the Rangeley Lakes. Its freight traffic is largely timber from mills along its line, and its passenger traffic that of tourists, especially sportsmen going to the Rangeley lakes during the fishing season.

Its road-bed and track are in good line and surface, well ditched and considerably improved during the year.

Its bridges though not all that could be desired at the time of their construction, have been carefully looked after and are maintained in a perfectly safe condition. All have been more or less strengthened and repaired during the year, and the additional arches put into the bridge spanning the Sandy river near Phillips with a covering put over the whole structure last year has proven very satisfactory to all concerned.

The rolling stock is good of its class and well maintained.

The station buildings are all that could be required by the patrons of the road.

SANDY RIVER RAILROAD.

This is another part of the Franklin county narrow gauge system and is the outlet to all other lines. It is a model narrow gauge railroad. Its road-bed and track are well maintained in all respects and during the year considerable has been done in correcting mistakes in alignment and gradients made when the line was constructed. A few years ago there were a large num-



LAST BLOCKS: WESTFIELD SIDING: BANGOR & AROOSTOOK RAILROAD.

ber of trestles but these have nearly all been replaced with filling and substantial structures of steel set on good masonry, in some instances, and in others by the building of culverts and filling, so that to-day there are only six of any size on the line and they are first-class structures.

The rolling stock is first-class in all respects and well maintained.

The station buildings are kept in good repair, are convenient and cleanly.

During the year the grades at the highway crossing near Strong station have been separated so that the railroad now goes over the highway on a very substantial bridge set on good masonry.

WISCASSET AND QUEBEC RAILROAD.

This is the longest narrow gauge railroad in the State. Trains are running from Wiscasset to Albion, 43.46 miles. The road-bed is graded to Burnham, eleven miles further, and the track is being laid. The management state that trains will soon be running to Burnham and that the extension of the railroad to Pittsfield, where a connection will be made with the Sebasticook and Moosehead Railroad, is to be pushed.

The road-bed has been improved by ditching and widening cuts and the track is in fairly good line and surface. Twenty-five hundred cubic yards of ballast have been used in the track.

The bridge south of Weck's Mills has been renewed, and other bridges have been repaired and are in good condition.

The rolling stock is maintained in good condition. The buildings are convenient for the business of the railroad and are kept in good repair.

ROCKPORT RAILROAD.

This railroad has not been operated during the year.

STREET RAILROADS.

AUGUSTA, HALLOWELL AND GARDINER RAILROAD.

This railroad beginning at Depot Square in the city of Gardiner, runs in the streets of Gardiner, Farmingdale, Hallowell and Augusta, to Edward's mills in the city of Augusta, with a branch extending up State street in said Augusta.

The road-bed and track are in good condition; considerable work has been done during the year, twenty-four hundred new ties and six hundred cubic yards of ballast having been used. A new siding has been put in at Farmingdale, which is proving very convenient. The trolley line has also been improved by the use of new overhead material and fifty new poles. The bad curve near the head of Causeway street, Gardiner, has been greatly improved by the purchase of land enough to place the track outside of the limits of the street. At Loudon Hill the track has been moved to the earth road-bed and the trestle removed. Another curve near the north line of Hallowell has been improved by widening the road and moving the track over about five feet.

The bridges and culverts are in fair condition and safe for the business of this railroad.

The rolling stock is in good condition, two new trucks and equipments have been purchased. The power station and car house are in good repair, and the waiting rooms are neatly kept.

BANGOR, ORONO AND OLD TOWN RAILWAY.

This street railroad has been extended in Bangor from State street through Otis, Garland, Essex, Cumberland, Harlow and Central streets to West Market Square, making the total length of the line, from West Market Square to Great Works, fourteen and seven-tenths miles. The new part is thoroughly constructed with 60 pound T rails and 90 pound girder rails, the latter being used where the streets are paved.

The track is maintained in good alignment and surface.

The repairs on the Orono bridge have been completed and both sides are now in good condition. The trestle bridges though of light construction, are safe for the cars of the railroad.

The cars are of modern construction and in excellent condition. Two closed cars with cross seats, and four Westinghouse motors have been added to the equipment.

The car houses and waiting rooms are convenient and well kept.

BANGOR STREET RAILWAY.

The lines of this company consist of tracks laid in the streets of the city of Bangor and in the city of Brewer. The road-bed and track in the city of Bangor is on the whole in good condition. Considerable improvement has been made during the year by double tracking so that a double track now extends from Market Square to the car house on the Hampden road, making it much easier for the company to handle the large traffic, especially during the fair which is held at Maplewood park on this part of the line. The traffic over the Brewer line is comparatively small and the road-bed and track are kept in good condition for such traffic.

The bridges are those of the cities of Bangor and Brewer and are kept in good repair by those cities, except the trestle of the company located in Brewer which is well maintained.

The rolling stock is fairly good and kept in good condition of repair and cleanliness.

BATH STREET RAILWAY.

This electric railroad extends from Winnegance stream north-erly through the city of Bath to the north high school building, a distance of four and a quarter miles.

The track is maintained in good line and surface. Three hundred cubic yards of ballast and one hundred ties have been used in repairing the track during the year.

The bridges have all been thoroughly repaired and the timber renewed where needed.

The rolling stock is of the best construction and is kept in good order.

BIDDEFORD AND SACO RAILROAD.

The road-bed and track have been kept in good condition in the cities, where within a comparatively short time the company has re-laid with ninety pound nine inch girder rails in sixty foot lengths. The rails outside of the cities of Biddeford and Saco were laid for use as a horse railroad, they are rather light for an electric road, but by the use of considerably increased number of ties, and watchfulness on the part of those in charge they are kept in such condition that the road rides very well.

The bridges and culverts are those of the cities and town through which the line runs and are kept in good repair.

The rolling stock is good, some of it comparatively new and all kept in good condition. Traffic during the summer months is quite heavy but its requirements are well met by the company.

The company has no buildings used exclusively as station buildings.

Its power house is first-class of its size.

BRUNSWICK ELECTRIC RAILWAY.

This street railway, three and one-half miles in length, extends through the villages of Topsham and Brunswick, with a loop around the college grounds.

The track is well constructed and in good condition.

The bridges are poorly adapted for the business of the railway, and should be strengthened, although safe with careful usage.

The cars are first-class and kept in good order.

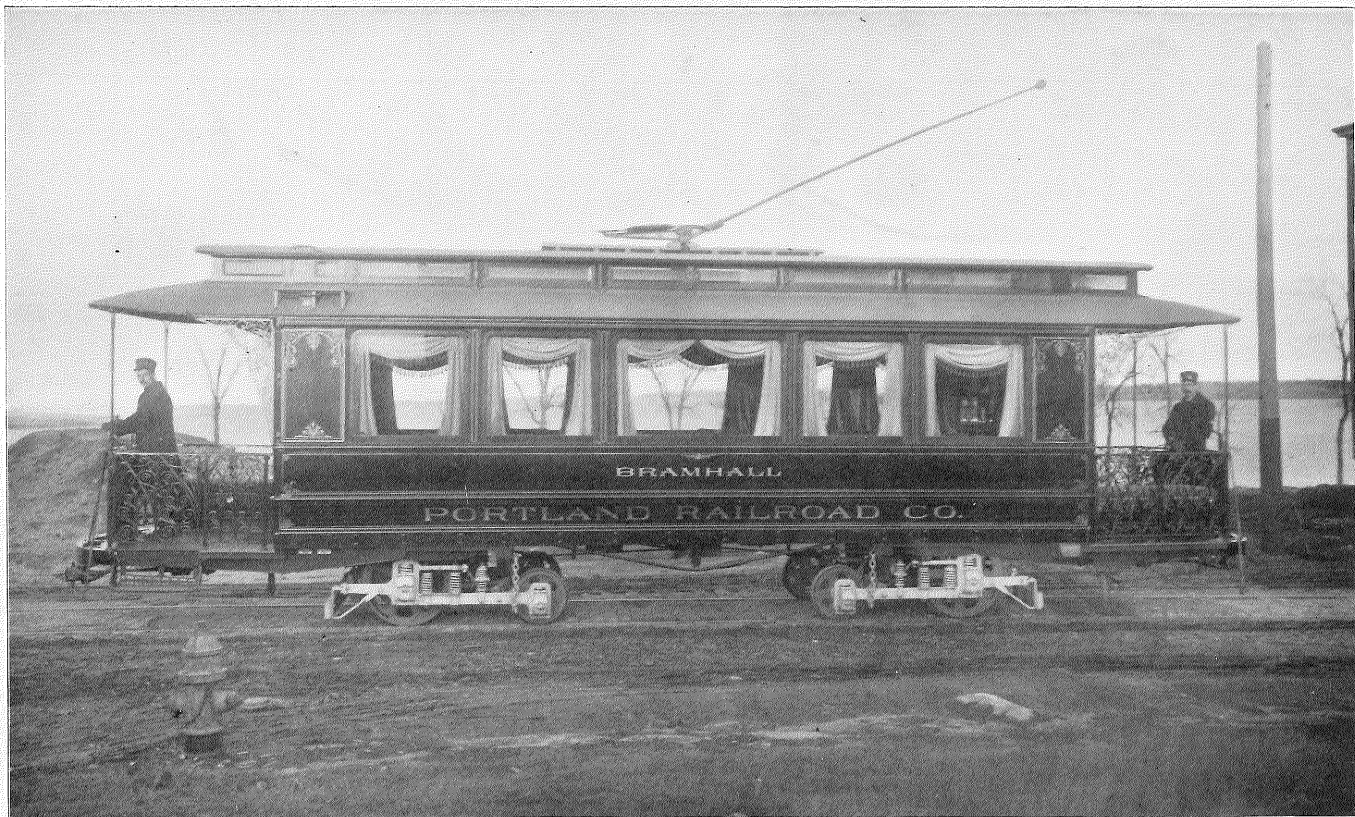
CALAIS STREET RAILWAY.

This line occupies the streets of the cities of Calais, in this State, and St. Stephen in New Brunswick.

The road-bed and track are in good line and surface. The improvements made within a year or two by putting considerable quantities of crushed stone under the track have proven a very profitable work on the part of the company.

The bridges in Maine used by this line are owned by the city of Calais and are kept in good repair.





PRIVATE CAR; PORTLAND RAILROAD.

The rolling stock is of modern design and well kept in all respects.

FRYEBURG HORSE RAILROAD.

This, which is the only horse railroad in the State, extends from the Maine Central passenger station through the village of Fryeburg to the grounds of the Chautauqua Association, a distance of three miles; no cars are run during the winter months.

The road-bed and track are in fairly good condition.

There are no bridges on the line. The culverts are few and small, but sufficient for good drainage.

The rolling stock is in good condition.

LEWISTON AND AUBURN HORSE RAILROAD.

This line formerly a horse railroad is now operated by electricity. Its road-bed and track were practically re-built only a year or two since and are in good condition in line and surface.

The bridges are those of the cities of Lewiston and Auburn and are first-class structures. The North bridge between the cities of Lewiston and Auburn is now completed, made up of a system of very heavy plate girders set on first-class masonry and is a model structure; it is one of the best highway bridges in the State.

The rolling stock is good, modern in design and maintained in a good state of repair.

During the year the line has changed in ownership and management. The company are contemplating considerable extension of their lines.

MOUSAM RIVER RAILROAD.

This electric railroad extends from the village of Sanford to the village of Springvale, both in the town of Sanford, connecting with the Portland and Rochester Railroad at Springvale station. This is at present the only street railroad in the State making a regular business of hauling loaded standard freight cars.

The track is well built and maintained in good line and surface. A quarter of a mile of new side track has been laid during the year.

The bridges are strong plate girders, upon fair masonry, and are in good condition.

The rolling stock is of good construction and kept in good repair. The power station is well designed and well equipped for the business of the railroad.

NORWAY AND PARIS STREET RAILWAY.

This is a short line between the two thriving villages of Norway and South Paris in the county of Oxford. It is fortunately located as to soil, being sandy, nearly the whole length of the line. The track is kept in good line and surface comparatively at slight expense and it rides well.

There is only one bridge on the line and that is owned by the town of Norway and is kept in a safe condition and good repair.

The rolling stock is first-class and well maintained. The company has done considerable during the year in rebuilding some of their culverts.

PORTLAND RAILROAD.

This line traverses the streets of the cities of Portland, Deering and Westbrook. Its road-bed and track are first-class in all respects. In its transformation from a horse railroad to an electric road the work was done in a very substantial manner and nothing but the best of material used.

The bridges and culverts are few in number owned by the several cities named and are kept in a first-class condition.

The rolling stock is of modern design from some of the best builders in the country and is maintained in first-class condition. During the year extensions have been made from what is known as the Westbrook line, from a point in the city of Deering to connect with the line through Steven's Plains, and another extension from Steven's Plains, or Westbrook Junction to Allen's Corner, so called, all constructed in accordance with the high standard of this company.



INSIDE PRIVATE CAR: PORTLAND RAILROAD.

Under the head of station buildings it seems proper to refer to the pleasure grounds at Riverton, built and operated by this company. In the carrying out of this scheme the company spared neither pains nor expense and in its maintenance it gives to its patrons first-class entertainments. Every thing in and about this resort is of the very best and its patronage comes from among the best people, not only of the vicinity, but those who are going through the city of Portland remaining a sufficient length of time to allow them to enjoy the amusements afforded here. Nothing seems to have been left out in either the construction or maintenance that would be conducive to the pleasure of those who frequent it.

PORTLAND AND CAPE ELIZABETH RAILWAY.

This electric railway has been extended from the corner of Shore road and Angel avenue, via said avenue, Cottage road and Shore road to Cape Cottage a distance of about one mile, making the total length about eleven and two-tenths miles.

The road-bed and tracks are in good condition, being originally constructed with heavy rails and good ties.

The bridges, which are few in number, are safe for the loads required.

The cars are comparatively new and in excellent condition. The power station and car house are well constructed and in good condition. A new waiting station has been built at Cape Cottage. A new boiler house, with boiler, engine, fan and heater has been constructed for heating the Casino at Willard Beach.

ROCKLAND, THOMASTON AND CAMDEN RAILWAY.

This line is constructed through the streets of the city of Rockland and the towns of Thomaston and Camden. Its road-bed and track are kept in good line and surface. Improved during the year considerably by the use of cinder and gravel ballast.

The bridges are those of the municipalities through which the line runs and are all kept in good repair.

The rolling stock is of modern build and kept in the best condition. During the year considerable additions have been made in four and eight wheel truck frames and new motors of modern design. This is one of the few electric lines that do a considerable freight and express business and carrying mails, and this business is very satisfactory to the owners of the road, as well as to the people along its line whom they serve.

SKOWHEGAN AND NORRIDGEWOCK RAILWAY.

This electric railway connects the villages of Skowhegan and Norridgewock, being five and three-fourths miles long.

The road-bed and track have been much improved; about two thousand cubic yards of ballast and three hundred ties have been used in repairing and improving the track.

The trestle bridge has been repaired and strengthened, and this, and the other bridges and culverts are in good condition.

The rolling stock is good and well cared for. A new waiting station has been erected at the Pines, a pleasure resort about half way between the two villages, which has lately been purchased by the company and considerable work done in developing the same.

SOMERSET TRACTION.

This electric railway has been extended in Madison from the Congregational church to the post office, a distance of one-fourth of a mile, making the total length of the line, eleven and one-fourth miles.

The road-bed and track were exceedingly well constructed and are maintained in good condition.

The trestle bridges are strongly built and in excellent order.

The rolling stock is new and in excellent condition, being intended both for passenger and freight traffic. The power station and car house are well adapted to the needs of the railroad.

WATERVILLE AND FAIRFIELD RAILWAY.

This electric railway runs through the streets of Waterville and Fairfield a distance of 4.36 miles.

The road-bed and track are in poor condition. New rails are needed, especially through Main street, Waterville, and the track needs to be ballasted, aligned and surfaced.

The trestle bridge is in good condition, having been rebuilt a short time ago. The rolling stock is in fair condition.

This company has lately been reorganized, and we understand that it is the intention of the new management to make the needed improvements at an early date.

Respectfully submitted,

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

December 31, 1897.

CONTENTS TO PART II.

	PAGE
Aroostook Northern Railroad:	
Articles of association approved.....	64-67
Location approved.....	92
Crossing of highways.....	104-109
Certificate for operation.....	132
Bangor and Aroostook Railroad:	
Branch track, Sheridan Plantation.....	9-11
Taking land, Ashland branch.....	17-19
Branch track, Sheridan Plantation.....	22-23
Branch track, Sheridan Plantation.....	24-25
Branch, log and spur, Sheridan Plantation.....	34-35
Taking land, Ashland branch.....	36-38
Bangor, Hampden and Winterport Railway:	
Certificate, Bangor to Stearn's Mills.....	8
Certificate, Stearn's Mills to Hampden Corner.....	115
Bangor, Orono and Old Town Street Railway:	
Crossing, Bangor Street Railway, Bangor.....	45-46
Extension, West Market Square.....	64
Bangor Street Railway:	
Extension in Bangor.....	8
Boston and Maine Railroad:	
Highway crossing, Old Orchard.....	30-34
Bridgton and Saco River Railroad:	
Extension approved.....	19-21
Cape Elizabeth Street Railway:	
Extension double track.....	5
Franklin, Somerset and Kennebec Railroad:	
Crossing highways.....	121-125
Grand Trunk Railway:	
Highway crossing, Paris.....	61-63
Crossing by Portland and Yarmouth Electric Railway..	82-86
Accident, investigation of, Danville.....	133-135
Lime Rock Railroad:	
Crossing streets, Rockland.....	67-70

	PAGE
Maine Central Railroad:	
Highway crossing, Danforth.....	3-4
Crossing by Portland Railroad, Deering.....	6-7
Highway crossing, Jay.....	11-13
Highway crossings, Waldo.....	50-53
Accident, investigation, Newport.....	139-140
Oxford Central Electric Railroad:	
Articles of association approved.....	25-29
Location approved.....	87
Oxford County Railroad:	
Articles of association dismissed.....	54-56
Articles of association approved.....	57-60
Location, action of the Board.....	109-114
Penobscot Central Railroad:	
Articles of association approved.....	13-16
Location approved.....	39-45
Crossing Maine Central Railroad in Bangor.....	47-49
Extension to steamboat wharf.....	87
Portland and Cape Elizabeth Railway:	
Extension of line to Cottage road.....	60
Portland Railroad:	
Crossing Maine Central Railroad, Deering.....	6-7
Extension to Allen's Corner.....	61
Portland and Rochester Railroad:	
Crossing Washington street, Portland.....	74-79
Portsmouth, Kittery and York Street Railway:	
Crossing of bridges on line.....	93-95
Certificate for operation.....	96
Crossing York Harbor and Beach Railroad.....	97-99
Portland and Yarmouth Electric Railway:	
Crossing Grand Trunk Railway, Deering.....	79-81
Portland and Rumford Falls Railway:	
Certificate, extension to Peterson's Rips.....	5
Certificate, extension Peterson's Rips to Otis Falls.....	88
Accident, investigation of.....	136-138
Rockland, Thomaston and Camden Street Railway:	
Crossing Lime Rock Railroad, Rockland.....	89-90
Extension in Rockland.....	91
Rumford Falls and Rangeley Lakes Railroad:	
Certificate, extension to Bemis.....	3
Saco River Electric Railroad:	
Articles of association approved.....	70-73
Location approved.....	118-120
Sandy River Railroad:	
Grade raised in Strong.....	96
Sanford and Cape Porpoise Railway:	
Articles of association approved.....	99-103
Location approved.....	131-132
Wiscasset and Quebec Railroad:	
Crossing Maine Central Railroad, Burnham Junction....	125-130

PART II

PETITIONS, ORDERS OF NOTICE, DECISIONS AND
CERTIFICATES OF THE BOARD OF RAIL-
ROAD COMMISSIONERS FOR YEAR
ENDING NOVEMBER 30, 1897.

PETITIONS AND DECISIONS OF THE BOARD.

RUMFORD FALLS AND RANGELEY LAKES R. R.
EXTENSION.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners having made a careful inspection of the extension of the Rumford Falls and Rangeley Lakes Railroad, from Houghton's to Bemis, 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.

Dated at Augusta, this seventh day of July, A. D. 1896.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

*Petition, Order of Notice and Action of the Board relating to a
Highway Crossing Maine Central Railroad in Danforth.*

To the Honorable Railroad Commissioners of the State of
Maine:

The undersigned, selectmen of the town of Danforth, in the county of Washington, respectfully represent that a town way has been laid out and accepted by due course of law in said town as follows:

Beginning at a "x" on the railroad fence at a point twenty feet south of Emeline McGrogois south line, thence east, across the track of the Maine Central Railroad two hundred and twenty-six feet to a stake in land of Bennett & Son, thence north about two degrees east about two hundred and twenty-eight feet to the terminus of Central street, in said town, which said way runs across the land and location and right of way of the Maine Central Railroad Company.

We therefore request you to give notice and hearing and adjudge whether public convenience and necessity requires the laying out of said way, and to determine further whether said way shall be permitted to cross the track of the Maine Central Railroad Company at grade therewith or not and the manner and condition of crossing the same and how the expense of building so much of said way as is within the limits of said railroad shall be borne.

Geo. Carleton,
J. J. Butterfield,
Geo. S. P. Brannen,
Selectmen of Danforth.

Danforth, Me., October 19, 1896.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order on notice thereon, three days successively in the Bangor Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least six days before the sixth day of November, A. D. 1896, on which day the Board of Railroad Commissioners will be in session at the Maine Central Railroad Company's station in Danforth at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Danforth and to the Maine Central Railroad Company.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of October, A. D. 1896.

December 2nd, 1896. The foregoing petition was dismissed, by order of the board.

CAPE ELIZABETH STREET RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners having made a careful inspection of the double track of the Cape Elizabeth Street Railway Company, from Broadway to Sawyers' street, in the town of South Portland, a track nearly two-thirds of a mile in length, 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.

Dated at Augusta, this first day of December, A. D. 1896.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

PORTLAND & RUMFORD FALLS EXTENSION.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the branch of the Portland and Rumford Falls Railway, a new road extending from the junction at Canton in Oxford county, to Peterson's Rips, so called, a distance of about five and one-half miles, 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.

Dated at Augusta, this first day of December, A. D. 1896.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board, relating to Crossing Maine Central Railroad in Deering. Decision December 2, 1896.

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

Respectfully represents the Portland Railroad Company, a corporation established under the laws of the State of Maine, and having its principal office at Portland in the county of Cumberland, in said State, that it has been granted, by the municipal officers of the city of Deering, in said county, location of its railroad extending from its present track near Morrill's Corner, over and through Stevens Plains avenue, so called, to Allen's Corner. That said location crosses the track of the Maine Central Railroad Company, at said Morrill's Corner, making an angle with the tracks of said Maine Central Railroad Company of about $30^{\circ} 52'$, as shown upon the plan of said crossing filed herewith.

Wherefore said Portland Railroad Company applies to your Honorable Board for authority to construct and maintain such crossing, in such manner and under such conditions as to your Honorable Board may seem meet.

Dated this eleventh day of November, A. D. 1896.

Portland Railroad Company,
By WILLIAM R. WOOD, President.

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 six days before Tuesday the first day of December, A. D., 1896, on which day the Board of Railroad Commissioners will be in session at the West End Hotel in Portland at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall serve a copy of the foregoing petition and order upon the general manager of the Maine Central Railroad five days before said hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 17th day of November, A. D. 1896.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice was given as ordered, and a hearing was had at the West End Hotel in Portland on the first day of December, A. D. 1896, at two o'clock in the afternoon. The petitioner was represented by Hon. F. W. Robinson. No one appeared in opposition.

We determine that the manner and condition of said crossing shall be as follows:

The Portland Railroad Company shall furnish suitable crossing frogs made of rails conforming in weight, pattern and material to those in use by the Maine Central Railroad Company. The same to be laid on good sound ties in a workmanlike manner. The work of construction to be promptly done by the Maine Central Railroad Company and maintained by said Maine Central Railroad Company; the whole expense of said crossing frogs and of laying and maintaining the same to be borne by the said Portland Railroad Company.

Dated at Augusta, this second day of December, A. D. 1896.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

BANGOR STREET RAILWAY EXTENSION.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made an inspection of the extension of the Bangor Street Railway on Main street from the Maine Central Railroad bridge to the north line of the town of Hampden, a distance of nineteen one-hundredths of a mile, also a branch on Railroad street from Main street to the Maine Central Railroad passenger station, a distance of fifteen one-hundredths of a mile, hereby certify that we have found the same so constructed as to be safe for the passage of passenger cars thereon.

Dated this 11th day of December, A. D. 1896.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

BANGOR, HAMPDEN & WINTERPORT RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Bangor, Hampden and Winterport Railway, a new road extending from the south line of Bangor to Stearn's Mills in Hampden, a distance of one and fifteen one-hundredths miles, connecting at Bangor with the Bangor Street Railway, hereby certify that we have found the same so constructed as to be safe for the passage of passenger cars thereon.

Dated this 11th day of December, A. D. 1896.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Construction of a Branch track by Bangor & Aroostook Railroad in Sheridan Plantation. Decision December 2, 1896.

To the Honorable Railroad Commissioners of the State of Maine:

The Bangor & Aroostook Railroad Company, a railroad corporation established under the laws of Maine, respectfully represents that it is desirous of locating, constructing and maintaining a branch railroad track extending from its present main line in the town of Ashland in Aroostook county to a mill and manufacturing establishment erected in Sheridan Plantation in said county, owned by the Ashland Manufacturing Company.

That it has made the location of said branch track and has acquired title to the strip of land covered by said location, which said location and strip of land is four rods wide, being two rods on each side of the center line thereof, which center line is described as follows:

Beginning at a point on the center line of the Ashland Branch of the Bangor and Aroostook Railroad (as per revised location approved by the Railroad Commissioners, October 19, 1895,) in lot numbered nine in the town of Ashland in the county of Aroostook, said point being at station 317+32 on said center line of railroad; thence running in a northerly direction on a curve to the left with a radius of 2083.7 feet, 445.4 feet to station 321+77.4 E. C.; thence on a tangent to said curve bearing N. 25°-17' E. 963.6 feet more or less to the north line of lot numbered seven in said Ashland, at station 331+41, 1275 feet more or less in a westerly direction along said line from the northeast corner of said lot in the center of the Old State Road; thence same course, 1618 feet more or less to the center of the Old State Road, at station 347-59, 558 feet more or less in a southerly direction along said road from the northwest corner of lot numbered six in said town; thence same course 1724.7 feet more or less to station 364+83.7 B. C.; thence on a curve to the right with a radius of 1910.1 feet, 1083.3 feet to station 375+67 E. C.; thence on a tangent to said curve bearing N. 57-47 E., 1500 feet more or less to the south line of Sheridan Plantation, at station 390x67, 570 feet more or less in an easterly direction along said

line from a cedar tree standing on said town line and near the east bank of the Aroostook river, said tree being marked "T" 12, R. 5, Town line;" thence same course in said Sheridan Plantation 213 feet more or less to station 392x85 B. C.; thence on a curve to the left with a radius of 955.4 feet, 329.2 feet to station 396x14.2 E. C.; thence on a tangent to said curve bearing N. 38-02-E, 718.3 feet more or less to station 403x32.5 B. C.; thence on a curve to the right with a radius of 955.4 feet, 1138.3 feet to station 414x70.8 E. C.; thence on a tangent to said curve bearing S. 73-40 E. 397.2 feet more or less to station 418x68, end of branch track.

That said location crosses a way in Ashland known as "The Old State Road" near the residence of Nathaniel S. Coffin, all of which is shown on plan and profile which accompany this petition. That it is impossible for said branch track to pass either over or under said way, therefore your petitioner prays your Honorable Board to approve said location and that it may under your direction locate, construct and maintain such branch railroad track as is by law provided, and that your honors will authorize a crossing of said way at grade and will determine the manner and condition of crossing such way, and how the expenses of building and maintaining so much thereof as is within the limits of said location shall be borne between said town of Ashland and your petitioner.

Bangor & Aroostook Railroad Co.,
By APPLETON & CHAPLIN, its Attorneys.

Dated at Bangor, September 11, 1896.

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 Bangor Whig and Courier, a newspaper published at Bangor, in the county of Penobscot, the first publication in said paper to be at least seven days before Wednesday the seventh day of October, A. D. 1896, 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. Said petitioners shall send copies of the foregoing petition and order to the county commissioners of

Aroostook county, and also to the municipal officers of the town of Ashland.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 12th day of September, A. D. 1896.

December 2, 1896. The foregoing petition was dismissed by order of the board.

E. C. Farrington, Clerk.

Petition, Order of Notice and Decision of the Board relating to crossing of certain Highways over Maine Central Railroad in Jay. Decision December 2, 1896.

To the Honorable Railroad Commissioners of the State of Maine:

The municipal officers of the town of Jay, in the county of Franklin respectfully inform your Honorable Board that the county commissioners of the county of Franklin, on petition of the undersigned on the thirteenth day of October, A. D. 1896, located a certain highway in said town of Jay as follows: commencing near the town line between Jay and East Livermore at a point near the Catholic church, on the easterly side of the Maine Central Railroad, thence through the farms of Walton and Eustis, and crossing the track of the Maine Central Railroad at grade at a point near French's Falls, so called, in Jay, about one hundred and twenty-four (124) rods southerly from the Stone Corner road crossing of the Maine Central Railroad; thence to a point in the highway near by leading from Jay Bridge to Livermore Falls. All of which appears by the records of the county of Franklin.

Wherefore your petitioners, before the construction of said highway, make application to your Honorable Board that after due notice and hearing you will determine whether the afore-said highway shall be permitted to cross the track of said Maine Central Railroad at grade therewith or not, and the manner and condition of crossing the same, and also determine whether the expense of building and maintaining so much thereof as is with-

in the limits of the Maine Central Railroad, shall be borne by such railroad company or by the town of Jay, or shall be apportioned between said railroad company and said town.

Dated at Jay this 22nd day of October, A. D. 1896.

Geo. Q. Gammon,
S. R. Leland,
S. I. Bean,

Municipal Officers of the Town of Jay.

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 six days before Wednesday, the second day of December, A. D. 1896, 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. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Franklin county, also to the municipal officers of the town of Jay, and to the Maine Central Railroad Company, three days before said hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of November, A. D. 1896

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Farmington in the county of Franklin, on the first Tuesday of February, A. D. 1897.

Notice having been given as ordered upon the foregoing petition, the matter came before the board for a hearing on the second day of December, A. D. 1896. At a former hearing upon this same petition, it was found that notice had not been given as ordered, though the petitioners appeared by George D. Bisbee their attorney and the Maine Central Railroad Company appeared by Seth M. Carter, Esq.

It was then made to appear that no objection would be raised by any one to said crossing. In fact the proposed crossing will do away with several other grade crossings on said Maine Central Railroad so that no one appeared at this hearing, it being understood that a new notice should be given only because of the defect in the first one.

We therefore allow the said proposed crossing at grade, upon the following conditions.

On each side of the railroad track, within the location of said railroad, the approaches shall be made and maintained by said 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. Suitable provision shall be made for surface drainage.

Dated this second day of December, A. D. 1896.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Petition, Order of Notice and Approval of Articles of Association of the Penobscot Central Railway. December 31, 1896.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad in and through the city of Bangor and the towns of Glenburn, Kenduskeag, Levant, Corinth, Exeter, Charleston and Garland, to be known by the name of the Penobscot Central Railway, hereby respectfully request that your Honorable Board will approve the articles of association of said railway company hereto annexed, and that you will endorse said approval in writing upon said articles.

Bangor, Maine, December 9, 1896.

Flavius O. Beal,
 I. C. Libby,
 Amos F. Gerald,
 Directors named in Articles of Association.

Upon presentation of 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 Bangor News, a newspaper published at Bangor in the county of Penobscot, the first publication to be at least seven days before Tuesday, the 29th day of December, A. D. 1896, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, at three o'clock in the afternoon, for the purposes indicated in said petition.

Said petitioner shall send a copy of said petition and order of notice to the municipal officers of the city of Bangor, and the municipal officers of the towns of Glenburn, Kenduskeag, Levant, Corinth, Exeter, Charleston and Garland, at least six days before said hearing.

Dated this 9th day of December, A. D. 1896.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

ARTICLES OF ASSOCIATION.

We, the undersigned, Flavius O. Beal of Bangor in the county of Penobscot, Isaac C. Libby of Waterville in the county of Kennebec, Amos F. Gerald of Fairfield in the county of Somerset, Harrison F. Gould of Kenduskeag in the county of Penobscot, and C. E. Edmonds of Corinth in the county of Penobscot, all of whom are citizens of the State of Maine, hereby sign the following Articles of Association to form a company for the purpose of constructing, maintaining and operating by electricity a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Penobscot Central Railway.

The gauge of the road, four feet, eight inches and one-half.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are from Bangor, through Glenburn, Kenduskeag, and Corinth, to and into Charleston and from Kenduskeag through Exeter to and into Garland.

The length of such road, as nearly as may be, will be thirty-five miles.

The amount of capital stock is two hundred and fifty thousand dollars.

The number of shares of which said stock shall consist shall be two thousand, five hundred.

Flavius O. Beal, Isaac C. Libby and Amos F. Gerald, all of whom are citizens of this state, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names, and in token of our assent to the foregoing provisions have hereunto subscribed our names, on this second day of November, in the year of our Lord, one thousand, eight hundred and ninety-six.

Flavius O. Beal, Bangor, Maine, 820 shares; Isaac C. Libby, Waterville, Maine, 820 shares; Amos F. Gerald, Fairfield, Maine, 820 shares; Harrison F. Gould, Kenduskeag, Maine, 20 shares; C. E. Edmonds, Corinth, Maine, 20 shares.

We, the undersigned, Flavius O. Beal, Isaac C. Libby and Amos F. Gerald, named as directors in the articles of association of the foregoing Penobscot Central Railway, on oath depose and say that two thousand, five hundred shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed, and that five per cent has been paid thereon in cash to them as the directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in such articles of association, and this affidavit they make by endorsing on said articles, as required by the general laws of the State of Maine.

Flavius O. Beal,
I. C. Libby,
A. F. Gerald.

STATE OF MAINE.

Penobscot ss.

December 3, A. D. 1896.

Personally appeared the above named Flavius O. Beal, Isaac C. Libby and Amos F. Gerald and severally made oath that the foregoing affidavit by them subscribed is true in substance and in fact.

Before me,

E. C. Ryder, Justice of the Peace.

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 the Public Laws of 1893, as amended by chapter eighty-four of the Public Laws of 1895, have been complied with, hereby approve and endorse the same.

Dated at Augusta, this December 31, 1896.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Action of the Board relating to the taking of certain land on line of Ashland Branch, Bangor & Aroostook Railroad. January 19, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represents the Bangor & Aroostook Railroad Company a railroad corporation duly established and existing under the laws of said state, that by the location of the Ashland Branch of its railroad, to wit, that part of its railroad extending from the junction in Oakfield Plantation to the village of Ashland in Aroostook county in said state, which was approved by your Honorable Board the 19th day of October, A. D. 1895 it failed to acquire the land actually embraced in its roadway across lots numbered 15 and 13 in said Ashland which are owned by D. O. Orcutt and that the aforesaid location across said lots is defective, in that said location approved as aforesaid covers only a width of four rods, to wit, thirty-three feet on each side of the center line thereof across said lots; whereas a greater width across lot 15 and partly across lot 13 was necessary for excavation and embankment all of which is shown on plan accompanying this petition and filed herewith.

Your petitioner now files a description of the land which is necessary to take for excavation and embankment and which it actually has taken across said lots (including the four rods taken by the location of October 19, 1895) which description is as follows:

ACROSS SAID LOT 15.

Beginning at a point on the south line of said lot numbered 15, two feet in a westerly direction along said line from the northeast corner of the land deeded to the Bangor & Aroostook Railroad Company by Mary L. and J. B. Bartlett, by deed dated November 27, 1895, and recorded in Aroostook Registry of Deeds, Vol. 134, Page 58, reference to said deed and record thereof being had, said point being 4352 feet more or less in a westerly direction along said south line from the southeast corner of said lot in the center of the Old State Road; thence run-

ning N-37-46-E., 885 feet; thence N-44-E., 280 feet more or less to a point that is 33 feet distant in a southeasterly direction from and at right angles to station 273-00 on the center line of the said Bangor & Aroostook Railroad (as per location approved by railroad commissioners October 19, 1895;) thence in a northerly direction parallel to and 33 feet distant from said center line of railroad, 190 feet more or less to the north line of said lot; thence westerly along said north line, crossing the said center line of railroad at station 274-71, to low water mark of the Aroostook river; thence in a southerly direction up the Aroostook river at low water mark, to the south line of said lot; thence easterly along said south line, crossing the said center line of railroad at station 261-02, to the point of beginning. Containing four and thirty-five one-hundredths (4 35-100) acres more or less.

ACROSS SAID LOT 13.

Beginning at a point on the south line of said lot 3,625 feet more or less in a westerly direction along said line from the southeast corner of said lot in the center of the Old State Road so-called, said point being marked on a stake on the said center line of railroad as located, as 274-71; thence running in a northerly direction on a four rod strip, on a curve to the left with a radius of 1,910.1 feet, 280.5 feet more or less to station 277-51.5 E. C.; thence on a tangent to said curve bearing N-37-32-E 948.5 feet more or less to station 287-00, the beginning of a six rod strip; thence on the same course, on the six rod strip, 250 feet to station 289-50, the beginning of a four rod strip; thence on the same course, on the four rod strip 93 feet more or less to the north line of said lot numbered 13, at station 290-43, 3,021 feet more or less in a westerly direction along said line from the northeast corner of said lot in the center of the Old State Road.

Containing two and fifty-seven one-hundredths (2 57-100) acres more or less.

Wherefore your petitioner prays your honors to approve said corrected and perfected location across said lots as by statute in such case is made and provided.

Bangor & Aroostook Railroad Company,
By APPLETON & CHAPLIN, Its Attorneys.

December 29, 1896.

On the foregoing petition,

Ordered, That the petitioner cause to be served a certified copy of the foregoing petition and this order of notice upon D. O. Orcutt, of Ashland at least fourteen days before Tuesday the nineteenth day of January, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at D. O. Orcutt's Hotel, in Ashland, at half past one o'clock in the afternoon for the purposes indicated in said petition.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 31st day of December, A. D. 1896.

January 19, 1897. The foregoing petition was dismissed by order of the Board.

E. C. Farrington, Clerk.

Petition, Order of Notice and Decision of the Board relating to the Extension of the Bridgton & Saco River Railroad. Decision February 3, 1897.

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

Respectfully represents the Bridgton & Saco River Railroad Company, a corporation duly organized on the nineteenth day of July A. D. 1881 under chapter 120 of the Public Laws of said state A. D. 1876 and acts amendatory thereof and additional thereto, by Augustus H. Walker of Bridgton in the county of Cumberland in said state duly authorized and directed by said corporation and the board of directors thereof to make this application and execute all other necessary measures in the premises, that said company has constructed and is now maintaining and operating a railroad for public use in the conveyance of persons and property within said state from the line of the Maine Central Railroad at Bridgton Junction in Hiram in the county of Oxford in said state to Bridgton Center Village, its northerly terminus in said Bridgton, a distance not exceeding sixteen miles and with a gauge less than four feet eight and one-

half inches to wit, two feet, that the capital stock of said company is ninety thousand dollars taken, filed and paid for, that the stockholders and owners of said stock on the twelfth day of January A. D. 1897 and the directors of said company on the twenty-sixth day of December A. D. 1896 duly voted for the extension of said road at its present gauge from said northerly terminus at Bridgton Center Village to Harrison Village in Harrison in said Cumberland county and wholly within said Bridgton and said Harrison, a distance not exceeding six miles whereby the entire length of said road and its mileage will not exceed twenty-two miles and the said amount of capital stock will exceed three thousand dollars for every mile including said extension.

Wherefore said company prays your approval of said action of said company, its stockholders and directors and for the right and authority to construct, maintain and operate said extension in addition to its present line and mileage aforesaid.

Said corporation by said Augustus A. Walker acting therefor and for said stockholders and directors as aforesaid herewith presents this petition for your approval of the location of said extension, accompanied with a map of the proposed route thereof, on an appropriate scale, and with a profile of the line thereof of the relative scales of profile paper in common use and with a report and estimate thereof all prepared by Fred J. Illsley, of Portland, Maine, a skillful engineer, from actual survey.

Dated at Bridgton this twelfth day of January, A. D. 1897.

Bridgton & Saco River Railroad Co.,

By AUGUSTUS H. WALKER.

On presentation of 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 Press, a newspaper published in Portland in the county of Cumberland, the first publication to be at least six days before Tuesday the second day of February, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the Cumberland House, a hotel in Bridgton, at ten o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send a copy of the foregoing

petition and order to the municipal officers of the towns of Bridgton and Harrison, by registered mail, six days before said time of hearing.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this January 16, 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing application and order of notice thereon the Board of Railroad Commissioners met at the time and place mentioned in said order and it then and there appearing that notice of the hearing had been given as ordered, gave a hearing on said application, and it being shown to the satisfaction of the Board of Railroad Commissioners that the provisions of chapter 96 of the Public Laws of 1887 and of the general railroad laws of the state, so far as applicable have been complied with, we hereby endorse our approval on said application.

We further find that public convenience requires the building of the extension of said Bridgton and Saco River Railroad as prayed for and we hereby approve the location as set forth in the foregoing petition and on the accompanying plan.

Dated at Augusta this third day of February, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to a Branch track in Sheridan Plantation on line Bangor & Aroostook Railroad. Decision March 3, 1897.

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

Pursuant to an act entitled "An Act relating to a branch railroad track in Ashland and Sheridan Plantation," approved February 8, 1897, the Bangor & Aroostook Railroad Company hereby presents to your Honorable Board, the location of the branch railroad track, mentioned in said act, as now constructed from the main line of the railroad of said company in Ashland in Aroostook county to the mill of Ashland Manufacturing Company in Sheridan Plantation in said county. Said location is four rods wide, two rods on each side of the center line, which center line is described as follows:

Beginning at a point on the center line of the Ashland branch of the Bangor & Aroostook Railroad (as per revised location approved by the railroad commissioners, October 19, 1895,) in lot numbered 9 in the town of Ashland in the county of Aroostook, said point being at station 317-32 on said center line of railroad; thence running in a northerly direction on a curve to the left with a radius of 2,083.7 feet, 445.4 feet to station 321+77.4 E. C.; thence on a tangent to said curve bearing N. 25° 17' E. 963.6 feet more or less to the north line of lot numbered 7 in said Ashland, at station 331+41, 1275 feet more or less in a westerly direction along said line from the northeast corner of said lot in the center of the Old State Road; thence same course, 1618 feet more or less to the center of the Old State Road, at station 347+59, 558 feet more or less in a southerly direction along said road from the northwest corner of lot numbered 6 in said town; thence same course 1,724.7 feet more or less to station 364+83.7 B. C.; thence on a curve to the right with a radius of 1,910.1 feet, 1,083.3 feet to station 375+67 E. C.; thence on a tangent to said curve bearing N-57°-47' E, 1,500 feet more or less to the south line of Sheridan Plantation, at station 390+67, 570 feet more or less in an easterly direction along said line from a cedar tree standing on said town line and near the east bank of the Aroostook river, said tree being marked "T. 12. R. 5,

Town Line;" thence same course in said Sheridan Plantation 213 feet more or less to station 392+85 B. C.; thence on a curve to the left with a radius of 955.4 feet, 329.2 feet to station 396+14.2 E. C.; thence on a tangent to said curve bearing N. 38-02-E, 718.3 feet more or less to station 403+32.5 B. C.; thence on a curve to the right with a radius of 955.4 feet, 1,138.3 feet to station 414+70.8 E. C.; thence on a tangent to said curve bearing S-73°-40'-E, 397.2 feet more or less to station 418+68, end of branch track.

Said Bangor and Aroostook Railroad Company petitions your Honorable Board, if such location is satisfactory to you, to approve the location of said branch track as by said act provided.

Bangor & Aroostook Railroad Co.,
By APPLETON & CHAPLIN, Its Attorneys.

March 3, 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to an act entitled "An Act relating to a branch railroad track in Ashland and Sheridan Plantation," approved February 8, 1897, the Bangor and Aroostook Railroad Company presented to the Board of Railroad Commissioners, the foregoing petition for the approval of the location of said branch track, mentioned in said act, as now constructed from the main line of the railroad of said company in Ashland in Aroostook county to the mill of Ashland Manufacturing Company in Sheridan Plantation in said county.

Said location as set forth in said petition, being satisfactory to the Board of Railroad Commissioners, is hereby approved.

Dated at Augusta, this third day of March, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to a Branch track in Sheridan Plantation, on line of Bangor & Aroostook Railroad. March 4, 1897.

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

The location of the branch railroad track, mentioned in section one of an act entitled "An Act relating to a branch railroad track in Ashland and Sheridan Plantation," approved February 8, 1897, having been approved by your Honorable Board as provided in said section one of said act; the Bangor & Aroostook Railroad Company in accordance with the provisions of section two of said act, hereby petitions your Honorable Board to approve the present crossing of the Old State Road by said branch railroad track if it is built to your satisfaction, and to prescribe the manner and conditions under which it shall be hereafter maintained and if said crossing is not now built to your satisfaction, that your honors will state in writing what changes shall be made in said crossing so that when such changes, if any, are made, said crossing may become a legal and sufficient crossing, all as provided in said section two of said act.

Bangor & Aroostook Railroad Co.,

By APPLETON & CHAPLIN, Its Attorneys.

March 4, 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

This Board, having approved the location of the branch railroad track mentioned in an act entitled "An Act relating to a branch railroad track in Ashland and Sheridan Plantation" approved February 8, 1897, pursuant to section one of said act, the Bangor & Aroostook Railroad Company, presented the foregoing petition for the approval of the crossing of the Old State Road, by said branch track, as provided in section two of said act.

Said crossing being built to our satisfaction the same is hereby approved. We prescribe that so much of the Old State Road as is within the limits of said location of said branch track

shall be maintained by said Bangor & Aroostook Railroad Company, at its own expense. The crossing shall be maintained exactly at grade with said railroad track. The approaches on said way shall be as wide as said way may be elsewhere constructed for travel thereon and said approaches shall not be steeper than one foot elevation to every twenty feet out from said track. Suitable provisions shall be made for surface drainage.

Dated at Augusta, this fourth day of March, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Petition, Order of Notice and Approval of Articles of Association of Oxford Central Electric Railroad. April 7, 1897.

Norway, March 11, 1897.

To the Honorable Board of 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 Oxford Central Electric Railroad, for the purpose of constructing, maintaining and operating a street railway of standard gauge, from Norway in the county of Oxford through Norway, Waterford, Albany and Stoneham in the county of Oxford and State of Maine, respectfully asks that the annexed articles of association be approved.

Dated at Norway in the county of Oxford and State of Maine, this 11th day of March, A. D. 1897.

Fred C. Wilson,
 L. H. Burnham,
 A. S. Hapgood,
 Freeland Howe,
 Jonathan Bartlett,
 B. S. McIntire,
 E. W. Eastman.

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 Wednesday, the seventh day of April, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at one o'clock in the afternoon, for the purposes indicated in said petition. Said petitioner shall send a copy of said petition and order to the selectmen of Norway, Waterford, Albany and Stoneham, two days before the day of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this first day of April, A. D. 1897.

ARTICLES OF ASSOCIATION.

Know all men by these presents: That we, the undersigned, being not less than five persons, a majority of whom are residents of the State of Maine, under and in pursuance of an act of the legislature of the State of Maine, entitled "An Act to regulate the organization and control of street railroads, approved March 28th, 1893, (it being chapter 268 of the Public Laws of 1893), and the acts amendatory thereof and supplementary thereof, have associated ourselves together for the purpose of constructing, maintaining and operating by electricity, a street railroad for the public use and for street traffic, for the conveyance of persons and property, and for that purpose have made, signed and executed these articles of association.

Article 1. The corporation name of said company shall be the Oxford Central Electric Railroad.

Article 2. The gauge of the road of said company shall be four feet eight and one-half inches.

Article 3. The places, cities and towns from which, in which and to which the road of said company is to be constructed, maintained and operated are, from a point in the town of Norway, in Norway village, thence running in and through said town of Norway, and Waterford, to Rice's Junction, so called

in Waterford, thence through Albany and Stoneham to a point at East Stoneham, also from said Rice's Junction through said Waterford to a point at South Waterford, all in the county of Oxford.

Article 4. The length of the road of said company, as nearly as may be, is to be twenty-one miles.

Article 5. The amount of the capital stock of said company shall be one hundred thousand dollars.

Article 6. The number of shares of which said capital stock shall consist, shall be one thousand shares of a par value of one hundred dollars each.

Article 7. The names and places of residence of the persons who shall act as directors of said company and manage its affairs until others are chosen in their places are as follows: Fred C. Wilson, Boston, Mass.; L. H. Burnham, Albany, Maine; A. S. Hapgood, Waterford, Maine; B. G. McIntire, Waterford, Maine; Jonathan Bartlett, Stoneham, Maine; Freeland Howe, Norway, Maine; E. W. Eastman, Auburn, Maine.

In witness whereof, we have hereunto respectively subscribed our names and places of residence, and we do hereby severally agree to take in good faith the number of shares of the capital stock of said company set opposite our respective names.

Names.	Residences.	No. Shares.
E. W. Eastman,	Auburn, Me.,	11
L. H. Burnham,	Albany, Me.,	20
J. E. McIntier,	Waterford, Me.,	3
A. S. Hapgood,	Waterford, Me.,	5
Haskell Brothers,	East Waterford, Me.,	1
Eugene M. Dudley,	Waterford, Me.,	1
Mrs. Thomas Swan,	Waterford, Me.,	1
Wm. W. Watson,	South Waterford, Me.,	2
James Brown,	Waterford, Me.,	5
H. C. Elliott,	Waterford, Me.,	10
Jonathan Bartlett,	Stoneham, Me.,	10
Joseph B. Haskell,	Waterford, Me.,	1
Fred C. Wilson,	Boston, Mass.,	350
Freeland Howe,	Norway, Me.,	1
A. S. Kimball,	Norway, Me.,	1
L. E. McIntire,	East Waterford, Me.,	1
W. H. Kilgore,	North Waterford, Me.,	1
E. F. Kneeland,	North Waterford, Me.,	1

Names.	Residences.	No. Shares.
A. J. Haskell,	East Waterford, Me.,	1
Town of Waterford by:		
A. S. Hapgood,	} Selectmen,	100
Joshua Saunders,		
F. H. Morse,		
Town of Stoneham by:		
D. O. Brown,	} Selectmen,	35
V. H. Littlefield,		
Chas. C. Flaunders,		
Town of Albany by:		
F. H. Bennett,	} Selectmen,	20
Harry B. McKeen,		
John K. Wheeler,		
Town of Norway by:		
George S. Marr,		1
G. H. Billings,		1
P. N. Haskell,		2
B. G. McIntire,		1
S. S. Stearns,	Norway, Me.,	6
F. H. Noyes,	Norway, Me.,	1
C. L. Tucker,	Norway, Me.,	1
F. W. Sanborn,	Norway, Me.,	1
S. S. Stearns, trustee,	Norway, Me.,	100
W. T. Abbott per F. C. W.	Boston, Mass.,	10
Louis B. Wilson,	Boston, Mass.,	135
C. N. Tubbs,	Norway, Me.,	1

We, Fred C. Wilson, L. H. Burnham, A. S. Hapgood, B. G. McIntire, Jonathan Bartlett, Freeland Howe and E. W. Eastman, being the directors named in the foregoing articles of association, all of whom, (except Fred C. Wilson who is a citizen of Boston, Mass.,) are citizens of the State of Maine, being duly sworn, depose and say, that the amount of the capital stock, required by Sect. 1, Ch. 268, Public Laws, 1893, has been in good faith subscribed, that 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.

Fred C. Wilson,
L. H. Burnham,
A. S. Hapgood,
Freeland Howe,
Jonathan Bartlett,
B. G. McIntire,
E. W. Eastman.

STATE OF MAINE.

Oxford ss.

Then personally appeared the above named, Fred C. Wilson, L. H. Burnham, A. S. Hapgood, Freeland Howe, Jonathan Bartlett, B. G. McIntire, E. W. Eastman, and made oath to the truth of the foregoing statement by them severally subscribed this 11th day of March, 1897.

Before me,

J. S. Stearns, Justice of the Peace.

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 the Public Laws of 1893, as amended by chapter eight-four of the Public Laws of 1895, have been complied with, hereby approve and endorse the same.

Dated at Augusta, this April 7th, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board, relating to a Highway Crossing over Boston & Maine Railroad in Old Orchard. Decision April 7, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, selectmen of the town of Old Orchard in the county of York, and State of Maine, respectfully represent that a county way has been laid out and accepted by due course of law in said county as follows:

Beginning at a point on the northwest side of the Old Orchard road, leading from Saco to said Old Orchard, at the intersection of the new road, so-called, with said Old Orchard road, thence running south 63 3-4 east 4 rods across said Old Orchard road, thence same course 105 rods and 7 links to land of Joshua Patterson, thence same course 25 rods and 22 links to land of Cyrus Cleaves, thence same course 17 rods and 8 links on land of A. G. Prentiss, thence same course 43 rods on land of John A. Guilford to fence on line of Boston and Maine Railroad, thence south 36 3-4 east 7 rods across said railroad to Temple avenue, thence south 44 east 227 rods and 18 links over said Temple avenue, to or near highwater mark.

We therefore request you to give notice and hearing and adjudge whether public convenience and necessity require the laying out of said way, and to determine whether said way shall be permitted to cross the track of the Boston & Maine Railroad Company at grade therewith or not, and the manner and condition of crossing the same, and how the expense of building so much of said way as is within the limits of said railroad shall be borne.

Dated at Old Orchard, this twenty-eighth day of January, A. D. 1897.

C. F. Staples,
D. S. Bickford,
B. F. Milliken.

Selectmen of Old Orchard.

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 Biddeford Journal, a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least five days before Wednesday, the third day of March, A. D. 1897, 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 purpose indicated in said petition. Said petitioner shall send a copy of the foregoing petition and order to the county commissioners of York county, and to the Boston & Maine Railroad Corporation, five days before the date of said hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 11th day of February, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Alfred, in and for the county of York, on the third Tuesday of May, A. D. 1897.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place stated in said order.

The petitioners were represented by George F. Haley, Esq., of Biddeford.

The Boston & Maine Railroad Company was represented by Symonds, Snow & Cook, their attorneys.

Certain other parties opposing the crossing were represented by H. Fairfield, Esq., of Saco.

The matter was then continued to the 17th day of March, A. D. 1897, and then was continued to be heard at the West End Hotel in the city of Portland, on the 25th day of March, A. D. 1897, at two o'clock P. M., when and where the parties appeared and were heard.

The highway named in said petition was laid out by the county commissioners in 1891, for the purpose of making a change in the then existing highway which crossed the track of the Boston & Maine Railroad, fourteen hundred and sixty-four feet westerly. Upon appeal the way named in the petition was

finally approved at the April term of the Supreme Judicial Court, A. D. 1894, for the county of York.

About fourteen hundred and sixty-five feet westerly from the proposed crossing there was formerly another crossing which the petitioners claim has been discontinued by action of the county commissioners, at the same time that the way named in the petition was located.

But the Boston & Maine Railroad Company say that it is claimed by certain parties owning land along the Old Salt Road that there was originally a way established by adverse use across said railroad at that point, and which the parties still claim the right to use, and will claim the right to use, after this one is allowed.

The history of this old way is as follows: Whether a public or private way, it had existed ever since the memory of the oldest inhabitant, up to the time the Boston & Maine Railroad was constructed across it in 1872, and was known as the Old Salt Road. From the evidence in the case it appears that when the Boston & Maine Railroad was constructed there was a crossing put in to accommodate travel, which crossing has remained until the present time. At that time, A. D. 1872, the manner and condition by which a railroad might cross a highway was determined by the county commissioners, but whether this way was then recognized as a public way, and the manner and condition of crossing it by the railroad was fixed by the county commissioners, does not appear by any evidence in the case, and we are unable to determine whether or not said crossing was then made a legal crossing.

In 1883 the county commissioners of York county laid out a highway along the line of this way, known as the Old Salt Road, across the Boston and Maine Railroad. Whether or not this crossing was then or afterwards made a legal crossing by action of the county commissioners, is not certain, and the parties have not presented to us evidence by which we can determine.

In 1891 the county commissioners of York county changed the location of this way, across the Boston and Maine Railroad as before stated, and located the highway fourteen hundred and sixty-five feet easterly, which is the present proposed crossing, and discontinued that portion which had been located along the

Old Salt Road. It seems, however, that the fact of a public highway by adverse use at this Old Salt Road crossing was established by the verdict of a jury.

When the county commissioners laid the highway in 1883, the Boston & Maine Railroad Company appealed from the estimate of damages, and the appeal was tried at the May term of the Supreme Judicial Court, A. D. 1886, for York county.

The county commissioners claimed that as there was a public highway at that point by adverse use when the road was laid out in 1883, the railroad company could claim no damages for so much of the land as was embraced in said old highway, and by order of the court the jury found specially that at the time of the location of the way across the Boston & Maine Railroad by the county commissioners in 1883 there was at that place a public way twenty-five feet wide, established by adverse use for more than twenty years.

The only object of that special verdict, however, was to affect the question of damages.

If there is now a legal crossing of what was known as the Old Salt Road, we should hesitate long before we allowed another crossing so near it. But if we assume there was a legal crossing when the way was laid out by the county commissioners in 1883 we must also assume that when it was discontinued in 1891 the crossing was also discontinued. What the rights of these parties are in a way established by prescription remains to be decided. The parties have seen fit to present the matter to us upon evidence entirely insufficient by which to make a clear determination.

If there is no legal crossing of the Boston & Maine Railroad by the highway at what is known as the Old Salt Road, we feel very certain that there ought to be one at or near this point, and we have decided to grant the prayer of this petition and report the matter to the court, where the parties can have opportunity to present evidence by which the question which they have raised can be determined. We therefore permit said crossing at grade, and the manner and conditions of constructing and maintaining the same shall be as follows:

The approaches on said way on each side of the railroad track within the location of said railroad shall be constructed

by said railroad company at the expense of the town of Old Orchard, and shall be as wide as said way is otherwise constructed, and not steeper than one foot elevation to every twenty feet out from said track.

Said crossing shall thereafter be maintained by said railroad company, so as to be safe and convenient for travelers on said way with horses, teams and carriages. At said crossing provision shall be made for surface drainage.

Dated this 7th day of April, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Decision of the Board relating to Crossing Highways by Branch and Log Spur Track in Ashland and Sheridan Plantation, Bangor and Aroostook Railroad. Decision April 20, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

Pursuant to an act entitled "An Act relating to the crossings of the new highway in Ashland and Sheridan Plantation by the branch track and log spur of the Bangor and Aroostook Railroad," approved March 25, A. D. 1897, the Bangor and Aroostook Railroad Company hereby petitions your honors to approve the present crossings of the new highway leading to the mill of the Ashland Manufacturing Company in Sheridan Plantation in Aroostook county by the branch railroad track leading to said mill, and the log spur, if said crossings are built to your satisfaction and to prescribe the manner and conditions under which they shall be hereafter maintained, and if said crossings or either of them are not now built to your satisfaction that your honors will state in writing what changes shall be made in said crossings so that when such changes shall be made said crossings may become legal and sufficient crossings as provided in said act.

Bangor and Aroostook Railroad Company,

By APPLETON & CHAPLIN, its Attorneys.

April 2, 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

This Board, having approved the location of a branch railroad track mentioned in an act entitled "An Act relating to a branch railroad track in Ashland and Sheridan Plantation" said act being approved February 8, 1897, are now asked by the Bangor & Aroostook Railroad Company to approve the crossings of a highway over said branch railroad and log spur track as set forth in the foregoing petition, by authority of an act approved March 25, 1897.

Therefore pursuant to an act entitled "An Act relating to the crossing in the new highway in Ashland and Sheridan Plantation by the branch track and log spur of the Bangor & Aroostook Railroad" we hereby approve the crossings of said highway, the same being built to our satisfaction.

The crossings shall be maintained exactly at grade with said railroad track. The approaches on said way shall be as wide as said way may be elsewhere constructed for travel thereon and said approaches shall not be steeper than one foot elevation to every twenty feet out from said track.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 20th day of April, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to taking Land on the Ashland Branch of the Bangor and Aroostook Railroad. Decision April 26, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represents the Bangor and Aroostook Railroad Company a railroad corporation duly established and existing under the laws of said State, that by the location of the Ashland branch of its railroad, to wit, that part of its railroad extending from the junction in Oakfield Plantation to the village of Ashland in Aroostook county in said State, which was approved by your Honorable Board the 19th day of October, A. D. 1895, it failed to acquire the land actually embraced in its roadway across lots numbered 15 and 13 in said Ashland which are owned by D. O. Orcutt and George S. Orcutt, Fred O. Orcutt and Clara J. Orcutt; and that the aforesaid location across said lots is defective, in that said location approved as aforesaid covers only a width of four rods, to wit, thirty-three feet on each side of the center line thereof across said lots; whereas a greater width across lot 15 and partly across lot 13 was necessary for excavation and embankment all of which is shown on plan accompanying this petition and filed herewith.

Your petitioner now files a description of the land which is necessary to take for excavation and embankment and which it actually has taken across said lots (including the four rods taken by the location of October 19, 1895,) which description is as follows:

ACROSS SAID LOT 15.

Beginning at a point on the south line of said lot numbered 15, two feet in a westerly direction along said line from the northeast corner of the land deeded to the Bangor & Aroostook Railroad Company by Mary L. and J. B. Bartlett, by deed dated November 27, 1895, and recorded in Aroostook Registry of Deeds, Vol. 134, page 58, reference to said deed and record thereof being had, said point being 4,352 feet more or less in a westerly direction along said south line from the south-east corner of said lot in the center of the old State road; thence running N-37-46-E, 885 feet; thence N-44-E, 280 feet more or

less to a point that is 33 feet distant in a southeasterly direction from and at right angles to station 273+00 on the center line of the said Bangor and Aroostook Railroad (as per location approved by railroad commissioners October 19, 1895); thence in a northerly direction parallel to and 33 feet distant from said center line of railroad, 190 feet more or less to the north line of said lot; thence westerly along said north line, crossing the said center line of railroad at station 274+71, to low water mark of the Aroostook river; thence in a southerly direction up the Aroostook river at low water mark, to the south line of said lot; thence easterly along said south line, crossing the said center line of railroad at station 261+02, to the point of beginning. Containing four and thirty-five one-hundredths (4 35-100) acres more or less.

ACROSS SAID LOT 13.

Beginning at a point on the south line of said lot, 3,625 feet more or less in a westerly direction along said line from the southeast corner of said lot in the center of the old State road so called, said point being marked on a stake on the said center line of railroad as located, as 274+71; thence running in a northerly direction, on a four rod strip, on a curve to the left with a radius of 1,910.1 feet, 280.5 feet more or less to station 277+51.5 E. C.; thence on a tangent to said curve bearing N-37-32-E 948.5 feet more or less to station 287+00, the beginning of a six rod strip; thence on the same course, on the six rod strip, 250 feet to station 289+50, the beginning of a four rod strip; thence on the same course, on the four rod strip 93 feet more or less to the north line of said lot numbered 13, at station 290+43, 3,021 feet more or less in a westerly direction along said line from the northeast corner of said lot in the center of the old State road.

Containing two and fifty-seven one-hundredths (2 57-100) acres more or less.

Wherefore your petitioner prays your honors to approve said corrected and perfected location across said lots as by statute in such case is made and provided.

Bangor and Aroostook Railroad Company,

By APPLETON & CHAPLIN, its Attorneys.

January 26, 1897.

On the foregoing petition,

Ordered, That the petitioner caused to be served a certified copy of the foregoing petition and this order of notice upon D. O. Orcutt, George S. Orcutt, Fred O. Orcutt and Clara J. Orcutt of Ashland, at least fourteen days before Tuesday the sixteenth day of February, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at D. O. Orcutt's hotel in Ashland at half past one o'clock in the afternoon for the purposes indicated in said petition.

Dated this twenty-seventh day of January, A. D. 1897.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition and order of notice, the Board met at the time and place designated in said order, and it then and there appearing that notice had been given as ordered, viewed the location and heard the parties interested.

The Bangor and Aroostook Railroad Company were represented by Messrs. Appleton & Chaplin, its attorneys.

D. O. Orcutt, Geo. S. Orcutt, Fred O. Orcutt and Clara J. Orcutt were represented by counsel.

The petitioner asks the Board to approve the "corrected and perfected location across said lots" after setting out in said petition that the Railroad Company "failed to acquire the land actually embraced in its roadway across said lots," and that "the aforesaid location across said lots is defective in that said location as approved, as aforesaid, covers only a width of four rods."

The description in the petition is of two lots of land by metes and bounds, that in lot numbered fifteen, containing four and thirty-five one-hundredths acres (including the four rods strip embraced in first location), and that in lot numbered thirteen containing two and fifty-seven one-hundredths acres (including the four rods strip embraced in first location) all of which outside of the original four rods strip, the petitioner alleges it was and is necessary to take for excavation and embankment.

No change in the location of the original four rods strip is desired, but we do find that it was necessary to take all the land described in the petition outside of or in addition to the four rods strip for excavation and embankment, and that the petitioner has taken same for those purposes only.

We find also that by the first location the petitioner failed to acquire the land now actually embraced in its roadway across said lots fifteen and thirteen, and therefore that the location now on file is defective.

For these reasons, so far as approval by the railroad commissioners is contemplated by statute, we approve the corrected and perfected location across said lots thirteen and fifteen as prayed for in said petition.

Dated at Augusta this twenty-sixth day of April, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Decision of the Board Approving the location of the Penobscot Central Railroad from Charleston, through Corinth, Kenduskeag, Glenburn to Bangor. Decision May 17, 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice was given as ordered, and a hearing was held on the same at the common council room in the city of Bangor on the 7th day of May, A. D. 1897, at ten o'clock in the forenoon.

The petitioners were represented by Mr. Herbert M. Heath of Augusta, as counsel.

The following named person, to wit: Wood, Bishop & Co., Charles H. Wood, trustee of Hersey estate, William P. Dickey & Co., Abner Taylor, C. S. Cayting & Co., Patterson and Porter, John G. Molesworth, Geo. I. Westcott, Gallagher & Garland,

Staples & Griffin, John B. Foster, Geo. G. Easterbrook, N. H. Bragg & Sons, F. H. Noble, Avel Thompson, Benj. F. Cobb, James A. Greenacre, citizens of Bangor, appeared and claimed to be interested parties, and were represented by Mr. Charles H. Bartlett of Bangor, and Mr. Charles P. Stetson of Bangor, as counsel.

The parties who appeared of record opposed the proposed location in the city of Bangor, because they say that the location of a street railway through the streets as approved by the municipal officers would be a great injury to private interests, and a great hindrance to public travel in said streets, and for this reason they object to the proposed location, and ask the Board of Railroad Commissioners to reject it.

The Penobscot Central Railway was organized as a corporation under the general laws of the State of Maine, by filing articles of association with the railroad commissioners on the 9th day of December, A. D. 1896, which articles of association were approved on the 31st day of December, A. D. 1896, by virtue of chapter 268, of the Public Laws of 1893, as amended by chapter 84 of the Public Laws of 1895. By these articles of association as approved the Penobscot Central Railway was organized to build an electric railroad from some point in Charleston village through the towns of Charleston, Corinth, Kenduskeag and Glenburn to the boundary line between Glenburn and Bangor, and from Kenduskeag through Exeter and Garland. It was not organized to construct any railway within the limits of the city of Bangor because by Public Laws of 1895, chapter 84, it was expressly provided that the act should not apply to any city of more than fifteen thousand inhabitants.

In consideration of this anomalous provision of the general law in the matter of street railways, the legislature by chapter 558 of the Private and Special Laws of 1897, authorized the Penobscot Central Railway "to construct, maintain and operate by electricity, compressed air, or animal power, a street railroad with convenient single or double tracks, side tracks, switches or turnouts, with all necessary or convenient lines or poles, wires, appliances, appurtenances and conduits from the boundary line between Glenburn and Bangor on the new road, so called, leading from Kenduskeag to Bangor, where the

present location of said railway now terminates, to the steamboat landing and to the land of the Maine Central Railroad Company, over such streets, roads and ways as may be fixed and determined by the municipal officers of said Bangor, and under such restrictions as said municipal officers may impose, under the general laws of the state, relative to said railroads, as the same may be amended from time to time. All such tracks shall be laid at such distances from the street lines in said city as the municipal officers thereof may determine."

It will be observed that this act, in addition to giving authority to construct a street railroad in the city of Bangor, enlarged the powers which the corporation before had under the general law, because by the general law it had no authority to operate its cars by any power except electricity, while by this statute it was authorized to use compressed air, or animal power.

By this act the route as to streets, roads and ways is fixed and determined by the municipal officers of said Bangor, without any appeal, whereas by the general law there is an appeal to the supreme judicial court. There is the further distinction that under this statute such tracks shall be laid at such distances from the street lines in said city as the municipal officers shall determine; while under the general law the location within the streets is determined by the railroad commissioners, so that the powers of the corporation under this act seem to be cumulative and additional to the general laws, and in fact are so declared by section 3 of the act.

Section 2 of the act provides that, "Before commencing the construction of its road, the said corporation shall present to the railroad commissioners a petition for approval of location, defining its courses, distances and boundaries, accompanied with a map of the proposed route on an appropriate scale, with the written approval of the proposed route and location as to streets, roads or ways, of the municipal officers of the towns in which said railway is to be constructed in whole or in part, *and having also thereon the route and location in the city of Bangor authorized by section one of this act*, and with a report and estimate prepared by a skillful engineer. Said commissioners shall upon presentation of such petition, appoint a day for hearing thereon, and the petitioners shall give such notice thereof

as said commissioners deem reasonable and proper, in order that all persons interested may have an opportunity to appear and object thereto. If the board of railroad commissioners, after hearing the petition, shall, subject to the provisions of section nine of chapter two hundred and sixty-eight of the Public Laws of eighteen hundred and ninety-five, (1893), approve the proposed location and find that public convenience requires the construction of such road, it shall endorse its approval on the petition, and the corporation may then proceed with the construction of such road, provided, that it first files with the clerk of the county commissioners of Penobscot county a copy of the location and plan aforesaid and another copy of the same with the board of railroad commissioners."

This section seems to have been copied almost verbatim from section 6 of the Public Laws of 1893, chapter 268, as amended by chapter 84 of the Public Laws of 1895, and neither adds anything to nor takes anything from the powers of the railroad commissioners, in the towns of Charleston, Corinth, Kenduskeag and Glenburn. But it will be noticed that the words in italics, "and having also thereon the route and location in the city of Bangor authorized by section 1 of this act," seem distinctly to recognize the enlarged powers given in section one, and that the route and location in the city of Bangor shall be controlled absolutely by the municipal officers. For certainly the railroad commissioners had no authority over the location in the city of Bangor under any other statute either public or private, until the 26th day of April, A. D. 1897, when the amended general law took effect.

There are, therefore, two important reasons why we think the railroad commissioners have no authority over the location in the city of Bangor, because,

First, by the articles of association, and the general law under which the corporation was organized, it had no authority to construct any railway or lay any tracks in the city of Bangor.

Second, Whatever rights the corporation has to build a railway in the city of Bangor, is derived from chapter 558, of the Public Laws of 1897, and we are unable to find in the act any language which will authorize the railroad commissioners to select either the streets or the location in the streets, in said city.

There is a general authority by which we are to determine whether we approve the location selected by the municipal officers, and whether we find that public convenience requires the construction of the road as a whole.

The meaning of the language, "Approve the proposed location," is not to our minds very clear; but it certainly cannot control the other provisions of the act which authorize the municipal officers of Bangor to fix the location, except, if we should find that the proposed location was subversive of private interests and public rights in the city of Bangor, we might come to the conclusion that public convenience did not require the construction of the road in the proposed location.

It will not be denied that the legislature has authority to grant the right to construct said railway through any of the streets of the city of Bangor without the consent of the municipal officers, or of any other board of public officers. But the legislature in granting this franchise seems to have recognized that the municipal officers of Bangor are the proper tribunal to determine in which streets this railroad shall be constructed, the distance that the tracks shall be laid from the street line, and what other conditions shall be imposed; and has left the Board of Railroad Commissioners only the power of finally determining whether they approve the said location, and whether public convenience requires the construction of the road as a whole.

It must be noticed that if the road is built at all, the corporation has a right to construct its tracks from the town of Glenburn through the city of Bangor to the land of the Maine Central Railroad Company, and to the steamboat landing; so that the Board of Railroad Commissioners has no authority to order its terminus at East Market Square or any other place other than that mentioned in the act.

We can only say that we approve, or disapprove, the proposed location as a whole, and that we find, or do not find, that public convenience requires the construction of such railroad.

We are satisfied that an electric railroad from the town of Charleston to the city of Bangor, through the several towns named in this proposed location would be a great public convenience. It would pass through one of the most flourishing portions of Penobscot county, which is now absolutely without

any railroad facilities whatever, and it is a matter of common knowledge that the people of that locality have made repeated efforts during the past decade to obtain such facilities. The legislature has granted several charters for railroads through that territory, recognizing the fact that public convenience does require a railroad through that portion of the State, and we have no hesitation in saying that we believe public convenience requires the construction of this Penobscot Central Railway.

The only question about which we feel uncertain is whether we shall approve the proposed location. If the matter was originally before us, and if we had to decide the matter without any aid from other sources, the testimony presented at the hearing might not be sufficient to satisfy us that the proposed location in Bangor is the best one. But this act of 1897 passed the legislature without any objection from anybody, so far as we know, and Bangor was ably represented in the legislature by three members in the House, and one member in the Senate.

The act seems to give the municipal officers of Bangor full authority to approve, not only the route as to streets, roads and ways, but the location in the streets and ways, and that too without the appeal provided in the general law of the State.

The municipal officers of Bangor have approved the proposed location. We have a certificate presented to us of the action of the municipal officers of the city of Bangor on the 4th day of May, A. D. 1897, attested by Victor Brett, city clerk, with the seal of the city of Bangor. The action of the city government seems to have been regular and in due form. Very strong reasons can be suggested why the matter of location of an electric railroad in the streets of a city should be left to the municipal officers. They ought to be peculiarly fitted to best judge where such location will be of least inconvenience to the public, and where it will work the least injury to private interests. They are citizens, and are usually selected from among the business men of the city. They are familiar with all surrounding circumstances; and in this matter we feel compelled to allow their judgment to control.

There have been suggestions of selfish motives underlying the action of the city government in this matter, or of some of its members; but there is no proof of any, and the suggestions have

not come from counsel; and we do not feel called upon to sit in judgment upon the motives of another board of public officers, charged with important duties, which we think they are peculiarly fitted to perform. We can see no reason why we should stop the progress of a great public enterprise, by mere suggestion from interested citizens, that the city government of Bangor has erred in a matter specially delegated to its discretion.

We therefore consider it our duty to approve the proposed location with the amendments which have been allowed, and made, and such location as amended we do hereby approve, and find that public convenience requires the construction of this railroad, according to the location embraced in the amended petition.

Dated at Augusta, this 17th day of May, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing of the Bangor, Orono and Old Town Railway over the Bangor Street Railway, in Bangor. Decision June 3, 1897.

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

The Bangor, Orono and Old Town Railway Company respectfully represents that in constructing its railroad in the city of Bangor as authorized by its charter its tracks will be constructed across the tracks already built of the Bangor Street Railway Company, now operated by the Public Works Company, as follows:

First: At the intersection of the center lines of Cumberland and Center streets in said Bangor.

Second: At the foot of Main street in said city by a line crossing from Hammond street to West Market square, in accordance with plan herewith filed and made a part hereof.

Your petitioner prays that your Honorable Board will after due notice and hearing determine the manner and conditions of construction and maintenance of such crossings and how the expense thereof shall be borne.

Dated May 17, 1897.

Bangor, Orono & Old Town Railway Company,

By HEATH & ANDREWS, Attorneys.

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 Bangor Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least four days before Tuesday the 25 day of May, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the common council rooms in Bangor at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the Bangor Street Railway Company and to the Public Works Company, three days at least before the date of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of May, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board of Railroad Commissioners met at the time and place named in said order, at which hearing Mr. Herbert M. Heath of Augusta, appeared for the petitioner. Mr. Charles F. Woodard of Bangor appeared for the Bangor Street Railway Company and the Public Works Company of Bangor.

No objection was raised by the latter company to the crossings named in said petition. The board of mayor and alderman of the city of Bangor had given permission for the location of said tracks, and no one appeared to oppose the crossings.

We therefore allow the Bangor, Orono and Old Town Railway Company to construct and maintain its street railway tracks

across the tracks of the Bangor Street Railway Company at grade as follows:

First; crossing at the intersection of the center lines of Cumberland and Center streets, in said Bangor.

Second; at the foot of Main street in said city of Bangor, in West Market Square.

The expense of making and maintaining both of said crossings is to be borne by the Bangor, Orono and Old Town Railway Company, and are to be constructed so as to be satisfactory to the Bangor Street Railway Company, and to the Public Works Company. If any controversy arises between the said companies in relation to the construction of said crossings, either company may call upon the Board of Railroad Commissioners to adjust and determine the same.

Dated at Augusta this 3d day of June, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing of the Penobscot Central Railway over the Maine Central Railroad in Bangor. Decision June 3, 1897.

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

The Penobscot Central Railway respectfully represents that in constructing its railroad in the city of Bangor as authorized by its location its tracks will be constructed across the tracks already built of the Maine Central Railroad Company as follows:

On Front street in said Bangor about forty-four (44) feet from the southwest corner of Union and Front streets.

Your petitioner prays that your Honorable Board will after due notice and hearing determine the manner and conditions of construction and maintenance of said crossing and how the expense thereof shall be borne.

Dated May 17, A. D. 1897.

Penobscot Central Railway,
 By HEATH & ANDREWS, Attorneys.

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 Bangor Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication to be at least four days before Tuesday the 25th day of May, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the common council rooms in Bangor at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to Henry F. Dowst, division superintendent of the Maine Central Railroad, three days at least before the date of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of May, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice was given as ordered, and the Board gave a hearing to the parties interested at the time and place mentioned in the above order, and subsequently viewed the location of the crossing.

Mr. Herbert M. Heath of Augusta appeared for the petitioner, and Mr. Charles F. Woodward of Bangor appeared for the Maine Central Railroad.

The proposed crossing of the Maine Central by the electric road is at the foot of Union street near the Ferry in the city of Bangor. We regard it as a somewhat dangerous crossing, but with proper care on the part of both companies, the danger will be reduced to a minimum, and we therefore impose such conditions upon the crossing as will, we think, protect the public from accidents. The Penobscot Central Railway Company shall cross the Maine Central Railroad track as nearly at right angles as practicable, by making such necessary curves in said Penobscot Central Railway track near the crossing as will accomplish this object. The angle of the crossing frogs shall conform to the angle of the crossing, and the rails therein shall

conform in all respects to the rails used by the Maine Central Railroad Company.

Said crossing shall be constructed and maintained by said Maine Central Railroad Company, or under its direction, but the whole expense of construction and maintenance shall be borne by said Penobscot Central Railway Company.

Before entering upon said crossing every car upon the Penobscot Central Railway track shall stop within one hundred feet of the rails, of the Maine Central Railroad, and shall not cross said Maine Central Railroad until the motorman and conductor of said car are satisfied that the crossing is clear.

At said crossing there shall be a signal mast with a red ball to be used by day and a red light to be used by night. Said mast shall be high enough so that the signal can be readily seen by the locomotive engineers of the Maine Central Railroad when approaching said crossing. Said mast and signal shall be in charge of a signal tender employed by and under the direction of the Maine Central Railroad Company. Said signal tender shall invariably put up the red ball or red light before any electric car crosses, whether a train is due or not, and shall keep it up until the crossing is clear, and no electric car shall cross the track of said Maine Central Railroad unless such ball or light is displayed at mast-head.

The whole expense of erecting and maintaining said mast and signal shall be borne by said Penobscot Central Railway Company, and the said Penobscot Central Railway Company shall pay one-half the expense of employing said signal tender.

Dated at Augusta, this 3rd day of June, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to Highway Crossings on Line of Belfast Branch, Maine Central Railroad, in Waldo. Decision June 3, 1897.

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

The undersigned municipal officers of the town of Waldo in the county of Waldo, respectfully represent that the county commissioners of said county at a term of their court held on the third Tuesday of December, A. D. 1896, laid out and located a county road in said town of Waldo which crosses the railway of the Maine Central Railroad Company at grade; said county road having been located and established by metes and bounds as follows, viz: Beginning at a white birch tree marked "R." standing on the westerly side of the county road leading from Nickerson's Mills, so called, in Swanville to City Point, in Belfast, said tree standing about seventeen rods southerly of the lower end of the railroad side track thence north six degrees west 17 1-2 rods to a birch tree marked "R." near a large boulder, thence north 3 1-4 degrees west, 11 rods, 5 links, to a stake marked "R." standing in the angle of a big rock, thence north 3 1-4 degrees east, 12 rods, 15 links to a hemlock tree marked R. Thence north 6 degrees W. 4 R. 5 L. to stake marked R. thence N. 8 3-4 degrees west 5 R. 8 L. to stake marked R. thence N. 6 degrees E. 11 R. to stake marked R. thence N. 11 degrees E. 18 R. 17 L. thence to a maple tree marked R. near a large rock, thence N. 9 degrees W. 8 1-2 R. to a stake marked R., thence N. 16 3-4 degrees W. 11 R. 3 L. to stake marked R. thence N. 8 degrees E. 13 1-2 R. to stake marked R., thence N. 12 1-4 degrees E. 20 rods to a stake marked R. standing on the westerly side of the county road leading from Waldo station to City Point all on land of Georgia A. Carter, thence N. 32 1-2 degrees W. 20 R. to stake R., thence N. 27 1-2 degrees W. 22 R. to stake marked R. on the west side of county road all on land of county road as now traveled. Thence N. 37 3-4 E. 4 rods across said county road thence the same course 4 rods across the land of William P. Smith, thence the same course 4 rods across land of Maine Central Railroad, thence the same course 28 rods to pine stump

marked R. standing in the line fence all on land of William P. Smith, thence N. 85 1-2 degrees E. 36 rods to a stake marked R. standing on the northerly side of county road leading from Swanville to City Point and easterly of the crossing of said road over the spur railroad track to Oak Hill Granite Quarry all on land of Georgia A. Carter.

Wherefore, your petitioners make application and request your Honorable Board upon notice and hearing to determine whether said county road shall be permitted to cross said track at grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne by such railroad company or by said town of Waldo in which said way is located or shall be apportioned between such company and said town.

Dated at Waldo this fifth day of April, A. D. 1897.

O. G. Hussey,

C. W. Shorey,

Municipal Officers of the Town of Waldo.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, two weeks successively in the Belfast Age, a weekly newspaper published at Belfast, in the county of Waldo, and in the Republican Journal, a weekly newspaper published at Belfast, in the county of Waldo, the publication in each paper to be before the 27th day of April, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the station of the Maine Central Railroad in Waldo at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the station agent of the Maine Central Railroad Company in Waldo, two weeks before said day of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 7th day of April, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the supreme judicial court next to be holden at Belfast within and for the county of Waldo on the 3d Tuesday of September, A. D. 1897.

Upon the foregoing petition, notice having been given as ordered, the Board met at the station of the Maine Central Railroad in the town of Waldo, on the 27th day of April, A. D. 1897, at ten o'clock in the forenoon, and then proceeded to view the location of the proposed crossing asked for by the municipal officers of the town of Waldo. The hearing was then adjourned to the railroad commissioner's office in Augusta on May 5th and then continued to the 2nd day of June, A. D. 1897, at which time the municipal officers of Waldo appeared for the town of Waldo, and Mr. Seth M. Carter of Lewiston appeared for the Maine Central Railroad Company.

This proceeding is under chapter 282 of the Public Laws of 1889, which provides that "town ways and highways may be laid out across, over or under any railroad track in the same manner as other town ways and highways, except that before such way shall be constructed the railroad commissioners, on application of the municipal officers of the city or town wherein such way is located, or of the parties owning or operating the railroad, shall upon notice and hearing determine whether the way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining so much thereof as is within the limits of said railroad, shall be borne by such city or town." So that the only duty we have to perform in this matter is, first, to determine whether such way shall cross the track at grade. We find that it would be impracticable to cross the track of the Maine Central Railroad at this point at grade. And so we determine that it shall cross under the track of the Maine Central Railroad.

The statute does not authorize us to say that the way shall not be constructed across said railroad, because the statute gives authority to lay out town ways or highways over or under any railroad track, and we have no power to prevent it.

This same matter was once before us on a former petition, and was dismissed by the Board for want of jurisdiction, as the highway had not been legally laid. At that time, however, we understood that the Maine Central Railroad Company would not object to the crossing when the way was legally laid, and we think that the selectmen of Waldo have largely proceeded upon that understanding.

This proposed crossing will do away with four grade crossings, near this point, and must certainly be of benefit to the railroad company, as well as to the public generally. We have therefore only to apportion the expense of building the same between the railroad company and the town of Waldo. The town of Waldo must first construct nearly one mile of road, for the purpose of doing away with these several grade crossings. And as the town has a valuation of only about one hundred and seventy-five thousand dollars, we do not feel that we ought to impose any further burden upon it in relation to this matter.

We therefore decide, first, that the grade of the Maine Central Railroad at this point shall be raised at least two feet.

The bridge to be constructed over said way shall be a plate girder, with stone abutments, the distance between the abutments to be thirty feet in the clear. The clear head-room from the lowest point of the bridge to the highway to be not less than 12 feet. The bridge, abutments and highway within the railroad location to be constructed and maintained by the railroad company, and satisfactory to the Board of Railroad Commissioners.

Suitable provision shall be made for surface drainage, by the railroad company within its limits, and the town of Waldo shall make such provision for surface drainage, outside of the limits of the railroad as shall be necessary to carry the water from said bridge location.

Dated at Augusta this 3d day of June, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

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

We the undersigned directors of the Oxford County Railway, a corporation formed for the purpose of constructing and maintaining and operating a railroad of standard gauge from a point in the town of Woodstock to a point in the town of Mexico, and a point in the town of Andover, all in the State of Maine, respectfully ask that the annexed articles of association may be approved.

Dated at Portland, county of Cumberland, State of Maine, this twelfth day of May, 1897.

James Mitchell,
Daniel F. Emery, Jr.,
W. Chamberlain,
Fred A. Libby,
John T. Eustis,
Directors.

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 Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least five days before Wednesday the second day of June, A. D. 1897, 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.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of May, A. D. 1897.

OXFORD COUNTY RAILWAY.

Articles of Association under General Law.

The undersigned, the majority of whom are citizens in the State of Maine as appears by the places of residence set against their respective names, hereby join themselves into a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and prop-

erty within the State of Maine, and for that purpose do make and sign these articles of association. The name of such company shall be "Oxford County Railway." The gauge of the road shall be four feet and eight and one-half inches. The places from which and to which the road of said company is to be constructed, maintained and operated shall be, from an intersection at grade with the Grand Trunk Railway, in the town of Woodstock in Oxford county, northerly through the town of Woodstock, Milton Plantation, the town of Rumford, thence northeasterly through the town of Rumford or the town of Peru, intersecting, connecting with and crossing at grade, the Portland and Rumford Falls Railway, at some point near the line between said Rumford and Peru, and in either said Rumford or Peru, thence crossing the Androscoggin river into the town of Mexico; thence to an intersection and connection with at grade the Rumford Falls and Rangeley Lake Railroad, also a branch of said road leading from a point on its main line above described about two miles westerly from Rumford Center, thence northerly across the Androscoggin river through said Rumford; and northwesterly into the town of Andover for a terminus, all in Oxford county.

The length of said road as near as may be, is twenty-five miles. The road is to be wholly made into and through the towns of Woodstock, Milton Plantation, Rumford, Mexico, and Andover in Oxford county, Maine.

The amount of capital stock shall be one hundred and fifty thousand dollars. The number of shares of which said stock shall consist shall be fifteen hundred.

The names and places of residence of five persons, a majority of whom are residents and citizens of the State of Maine, who shall act as directors for the proposed company and manage its affairs until others are chosen in their places, are as follows: James Mitchell, Calais, Me.; Daniel F. Emery, Jr., Portland, Me.; John T. Eustis, Portland, Me.; William Chamberlain, Portland, Me., and Fred A. Libby, Portland, Me.

And the undersigned, whose residences are set against their respective names, hereby agree to take and pay for the number of shares specified below in said Oxford County Railway.

Dated at Portland, county of Cumberland, this 11th day of May, 1897.

James Mitchell, Calais, Me., 500 shares; Dan'l F. Emery, Jr., Portland, Me., 440 shares; Garrett Schenck, Rumford Falls, Me., by Daniel F. Emery, Jr., attorney, 500 shares; Albert S. Eustis, Cambridge, Mass., by Daniel F. Emery, Jr., attorney, 50 shares; C. E. Littlefield, Rockland, Me., 1 share; John T. Eustis, Portland, Me., 5 shares; W. Chamberlain, Portland, Me., 1 share; J. H. Day, Portland, Me., 1 share; Fred A. Libby, Portland, Me., 1 share; E. Dudley Freeman, Yarmouth, Me., 1 share.

The undersigned being a majority of the directors named in the foregoing articles of association hereby on oath declare and say that the amount of capital stock named in the foregoing articles of the association of the Oxford County Railway, to wit: one hundred and fifty thousand dollars (\$150,000) has been in good faith subscribed by the persons who subscribed said articles of association; that said subscribers are all responsible parties; that five per cent (5%) of said subscription has been paid in cash thereon to the directors of said Oxford County Railway, and that it is intended in good faith to construct, maintain and operate the road mentioned in the said articles of association.

James Mitchell,
Daniel F. Emery, Jr.,
W. Chamberlain,
Fred A. Libby,
John T. Eustis,

Directors.

State of Maine, Cumberland county, ss.

May 12, 1897.

Then personally appeared the above named James Mitchell, Daniel F. Emery, Jr., William Chamberlain, and made oath that the foregoing affidavit is true.

Before me,

E. Dudley Freeman, Justice of the Peace.

Petition dismissed, articles of association not being in compliance with the statutes.

Per order of the Board,

E. C. Farrington, Clerk.

June 3, 1897.

Petition, Order of Notice and Approval of Articles of Association of the Oxford County Railway. Approved June 10, 1897.

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

We the undersigned directors of the Oxford County Railway, a corporation formed for the purpose of constructing and maintaining and operating a railroad of standard gauge from a point in the town of Woodstock to a point in the town of Mexico, and a point in the town of Andover, all in the State of Maine, respectfully ask that the annexed articles of association may be approved.

Dated at Portland, county of Cumberland, State of Maine, this fourth day of June, 1897.

James Mitchell,
Daniel F. Emery, Jr.,
Fred'k A. Libby,
W. Chamberlain,
John T. Eustis.

OXFORD COUNTY RAILROAD.

Articles of Association under the General Law.

The undersigned, the majority of whom are citizens of the State of Maine, as appears by the places of residence set against their respective names, hereby join themselves into 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 for that purpose do make and sign these articles of association.

The name of such company shall be, Oxford County Railway.

The gauge of the road shall be four feet eight and one-half inches.

The place from which and to which the road of said company is to be constructed, maintained and operated shall be from Bryant's Pond village, on the Grand Trunk Railway, in the town of Woodstock in Oxford county; thence northerly through the towns of Woodstock, Bethel, Milton Plantation, and into the town of Rumford; thence northeasterly through the town of

Rumford and the town of Peru; thence crossing the Androscoggin river into the town of Mexico; thence in said Mexico to a point at or near the railroad bridge crossing the Androscoggin river near the village of Mexico in the town of Mexico and at the Rumford Falls and Rangeley Lakes Railroad, for a terminus.

Also a branch of said road leading from a point on the main line above described about two miles westerly from Rumford Center, in Rumford aforesaid; thence northerly across the Androscoggin river through said Rumford, and northwesterly in Andover to the village known as Andover Corner in the town of Andover, for a terminus; all in Oxford county.

The length of said road as near as may be is thirty miles.

The road is to be wholly made into and through the towns of Woodstock, Bethel, Milton Plantation, the towns of Rumford, Peru, Mexico and Andover in Oxford county, Maine.

The amount of capital stock shall be one hundred and eighty thousand dollars (\$180,000.)

The number of shares of which said stock shall consist shall be eighteen hundred.

The names and places of residence of five persons, a majority of whom are residents and citizens of the State of Maine, who shall act as directors for the proposed company and manage its affairs until others are chosen in their places are as follows: James Mitchell, Calais, Me.; Daniel F. Emery, Jr., Portland, Me.; John T. Eustis, Portland, Me.; William Chamberlain, Portland, Me.; Fred'k A. Libby, Portland, Me.

And the undersigned, whose residences are set against their respective names, hereby agree to take and pay for the number of shares specified below in said Oxford County Railway.

Dated at Portland, county of Cumberland, this 3rd day of June, A. D. 1897.

John T. Eustis, Portland, Me., 5 shares; Albert S. Eustis, Cambridge, Mass., 50 shares; Wm. H. Ames, North Easton, Mass., 50 shares; Joseph H. Day, Portland, Me., 1 share; C. E. Littlefield, Rockland, 1 share; Garrett Schenck, Rumford Falls, 600 shares; James Mitchell, Calais, 600 shares; Fred'k A. Libby, Portland, 1 share; W. Chamberlain, Portland, 2 shares; Daniel F. Emery, Jr., Portland, 490 shares.

The undersigned being a majority of the directors named in the foregoing articles of association hereby on oath declare and say that the amount of capital stock named in the foregoing articles of the association of the Oxford County Railway, to wit: One hundred and eighty thousand dollars (\$180,000), has been in good faith subscribed by the persons who subscribed said articles of association; that said subscribers are all responsible parties; that five per cent (5%) of said subscription has been paid in cash thereon to the directors of said Oxford County Railway, and that it is intended in good faith to construct, maintain and operate the road mentioned in the said articles of association.

James Mitchell,
Daniel F. Emery, Jr.,
W. Chamberlain.

State of Maine, Cumberland county, ss. June 5, 1897.

Then personally appeared the above named James Mitchell, Daniel F. Emery, Jr., William Chamberlain, and made oath that the foregoing affidavit is true.

Before me,

Solomon W. Bates, Notary Public.

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 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 Thursday the 10th day of June, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the aldermen's room in Portland at ten o'clock in the forenoon, for the purposes indicated in said petition.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 5th day of June, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

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 51, Revised Statutes, have been complied with, hereby approve and endorse the same.

Dated at Augusta, this 10th day of June, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

PORTLAND AND CAPE ELIZABETH STREET RAILWAY EXTENSION.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new railroad extension, of the Portland & Cape Elizabeth Street Railway, from the junction of Shore road and Angel avenue, through Angel avenue, Cottage road and Shore road to Cottage road, a distance of about one mile, 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.

Dated at Augusta, this tenth day of June, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

PORTLAND RAILROAD EXTENSION.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new railroad extensions, of the Portland Railroad in the city of Deering, starting from the junction of Spring street and Stevens Plains avenue, through Stevens Plains avenue to Pleasant street, a distance of fifteen hundred feet; also from the junction of Forest avenue and Stevens Plains avenue, through Stevens Plains avenue to Allen's Corner, a distance of four thousand feet, 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.

Dated at Augusta, this tenth day of June, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

*Petition, Order of Notice and Decision of the Board relating to
 a Highway Crossing over Grand Trunk Railway in Paris.
 Decision July 12, 1897.*

To the Honorable Railroad Commissioners of the State of
 Maine:

The undersigned, municipal officers of the town of Paris, in the county of Oxford, respectfully represent that a town way has been legally laid out in said town as follows: Beginning at the highway in Market Square, between the store of W. A. Frothingham and the dwelling house of Mrs. George Ham in South Paris village, thence south twenty-four degrees west, one hundred and nineteen rods; thence north seventy-six and one-half degrees west, thirty-one rods and eleven links; thence in

the same course six rods across the land, location and right of way of the Grand Trunk Railway Company, thence in the same course six rods and twelve links to the highway near A. M. Yates' house, the location is over land of S. F. Briggs and the line described in the center of the way.

They therefore request you to give notice and hearing and determine whether the way aforesaid shall be permitted to cross said track of the Grand Trunk Railway Company at grade therewith or not, and the manner and condition of crossing the same, and how the expense of building so much of said way as is within the limits of said railway shall be borne.

Dated at Paris this 27th day of May, 1897.

H. D. Hammond,
W. S. Starbird,
Municipal Officers of Paris.

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 two issues in the Oxford Democrat, a newspaper published at Paris, in the county of Oxford, the first publication in said paper to be at least ten days before Wednesday the 7th day of July, A. D. 1897, 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. Said petitioner shall serve a copy of the foregoing petition and order upon the Grand Trunk Railway corporation ten days at least before the day of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this second day of June, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the supreme judicial court next to be holden at Paris, in the county of Oxford, on the second Tuesday of October, A. D. 1897.

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, gave a hearing to the petitioners and to the Grand Trunk Railway Company, which was represented by Strout & Hight, its attorneys.

From the evidence submitted at the hearing it appeared that the way mentioned in the application had been legally located and accepted by the town of Paris. It also appeared that the way cannot be reasonably constructed in any other manner than at grade, and we have therefore determined to permit said way to cross said railroad track at grade therewith; and we further determined and ordered that the manner and conditions shall be as follows:

Said street or way within the location of the Grand Trunk Railway Company shall be constructed and maintained by the Grand Trunk Railway Company, and shall be exactly at grade with said railroad track. The approaches on said way toward said track shall be as wide as said way may be elsewhere constructed for travel thereon, and the descent of the approaches on said track shall not be steeper than one foot elevation to every twenty feet out from said track. Suitable provisions shall be made for the passage of surface drainage.

The Grand Trunk Railway Company asked the Board to apportion the expense of building and maintaining said way within their location, but as it has been the custom of the Board to put the expense of construction and maintenance upon the railroad company in cases like this we see no reason why we should change it in this case.

Dated at Augusta this twelfth day of July, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

BANGOR, ORONO AND OLD TOWN STREET RAIL-
WAY EXTENSION.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new railroad extension, of the Bangor, Orono and Old Town Street Railway, running from State, through Otis, Garland, Essex, Cumberland, Harlow and Central streets to West Market Square, 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.

Dated at Augusta, this 5th day of July, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Approval of the Articles of Association of the Aroostook Northern Railroad. Approval July 12, 1897.

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 purposes of becoming a corporation, to be known as the Aroostook Northern Railroad Company, for the purpose of constructing, maintaining and operating a railroad, of standard gauge, from a point of connection with the Bangor and Aroostook Railroad, in the town and village of Caribou, county of Aroostook and State of Maine, to the town of Limestone, in

said county and State aforesaid, respectfully ask that the annexed articles of association may be approved.

Dated at Houlton, Maine, this 28th day of June, A. D. 1897.

Albert A. Burleigh,
Preston N. Burleigh,
Parker P. Burleigh,
Everett E. Burleigh,
Harry R. Burleigh,

By Albert A. Burleigh, Attorney.

Directors named in Articles of Association.

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 Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least three days before Monday the 12th day of July, A. D. 1897, 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.

Dated this 7th day of July, A. D. 1897.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

ARTICLES OF ASSOCIATION.

Aroostook Northern Railroad.

Know all men by these presents, that we, the undersigned, being not less than ten persons, a majority of whom are citizens of the State of Maine, hereby associate ourselves together to form a company under the name of the Aroostook Northern 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 and each of us agree to take the number of shares in said company set against his signature hereto.

The gauge of said railroad shall be four feet, eight and one-half inches and is to be constructed, maintained and operated

from its place of beginning in Limestone village in the town of Limestone, in the county of Aroostook and State of Maine, to a connection with the Bangor and Aroostook Railroad in the town and village of Caribou, in said county and State aforesaid.

The length of said railroad, as nearly as may be, is fifteen miles. The names of the towns and plantations through which or into which said railroad is to be made are Limestone, Fort Fairfield and Caribou, all within said Aroostook county.

The amount of capital stock of said company is to be \$90,000, divided into 900 shares of one-hundred dollars each.

Albert A. Burleigh, Parker P. Burleigh, Preston N. Burleigh, Everett E. Burleigh and Harry R. Burleigh, all of Houlton, in said Aroostook county, are five 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 at Houlton, Maine, this 28th day of June, A. D. 1897.

Albert A. Burleigh, Houlton, Me., 460 shares; Parker P. Burleigh, Houlton, Me., 100 shares; Preston N. Burleigh, Houlton, Me., 100 shares; Everett E. Burleigh, Houlton, Me., 100 shares; F. L. Burleigh, Houlton, Me., 10 shares; Parker C. Newbegin, Patten, Me., 10 shares; Harry R. Burleigh, Houlton, Me., 100 shares; L. G. Burleigh, Houlton, Me., 10 shares; K. P. Burleigh, Houlton, Me., 9 shares; J. D. Emery, Caribou, Me., 1 share. Total, 900 shares.

AFFIDAVIT OF DIRECTORS.

We, Albert A. Burleigh, Parker P. Burleigh, Preston N. Burleigh and Everett E. Burleigh, 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.

Albert A. Burleigh,
Parker P. Burleigh,
Everett E. Burleigh,
Preston N. Burleigh.

State of Maine, Aroostook ss., July 1st, A. D. 1897.

Personally appeared the above named, Albert A. Burleigh, Parker P. Burleigh, Preston N. Burleigh and Everett E. Burleigh and severally made oath to the foregoing statement by them severally signed.

Before me,

R. W. Shaw, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

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 fifty-one, of the Revised Statutes, have been complied with, hereby approve and endorse the same.

Dated at Augusta, this twelfth day of July, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing of Certain Streets in Rockland by Lime Rock Railroad. Decision July 12, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The Lime Rock Railroad Company, a railroad corporation by law duly established, and having its place of business at Rockland, Knox county, Maine, respectfully represents that its main line of railroad now crosses Sea street in the city of Rockland, at grade; that the manner and conditions of crossing said street has heretofore been established by your Honorable Board, as provided by law; that it has made an additional location to its

said railroad, extending across and along said Sea street, at grade, in accordance with the location filed with and approved by the county commissioners of the county of Knox on the 15th day of June, A. D. 1897, and that permission to lay said track in said street, and across the same as aforesaid, has been granted by the city of Rockland and by the municipal officers thereof.

Wherefore, it prays your Honorable Board to permit said track to be laid across said street at grade, and to determine the manner and conditions of crossing said street as aforesaid.

And the Lime Rock Railroad Company further respectfully represents that it has, by an additional location to its railroad, leading from the engine quarry branch to the O. B. Ulmer quarry, so called, which said additional location was filed with and approved by the county commissioners of the county of Knox on the 15th day of June, A. D. 1897, located a branch of its railroad crossing the old county road, at grade, at an angle of nearly 45°, and at a point about 113 feet northerly of the intersection of the Spear meadow road with the western side of said old county road, and in accordance with the lines specifically described in said location; that the municipal officers of said city have in writing directed the manner of crossing said street as to grade and direction, and given permission to said railroad company to construct the same as aforesaid.

Wherefore, it prays your Honorable Board to permit said track to be laid across said old county road, at grade, and to determine the manner and condition of crossing said street as aforesaid.

Rockland, Me., June 15, 1897.

Lime Rock Railroad Company,
By WM. T. COBB, President.

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 Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least five days before Thursday the eighth day of July, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the Thorndike hotel in

Rockland at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Rockland three days at least before said date of hearing.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of June, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Rockland, within and for the county of Knox, on the third Tuesday of September, A. D. 1897.

Pursuant to the foregoing petition and order of notice, the Board met at the time and place designated in said order, and, it then and there appearing that notice had been given as ordered, heard the parties interested. Charles E. Littlefield, attorney, appeared for the petitioners. After hearing the parties the Board examined the locations embraced in the petition, and have determined that both said crossings may be made at grade as follows:

The crossing on Sea street in Rockland shall be exactly at grade with the street as now constructed when said railroad track shall be at full grade, and the surface of the approaches on either side of said railroad track shall be made and maintained by said railroad company within its location as wide as the same is now constructed, as provided by the permit of the municipal officers of Rockland dated the twenty-first day of June, A. D. 1897.

The crossing of the old county road near the O. B. Ulmer quarry shall be at grade when said street is raised not exceeding one foot above the present grade of the street. The surface of the approaches on either side of said railroad track is to be made and maintained by said Lime Rock Railroad Company, as wide as the said street now is, and to be not steeper than one foot elevation to every twenty feet out from said railroad track, and shall be constructed in all respects according to the permit of

the municipal officers of Rockland dated the twenty-first day of June, A. D. 1897.

Dated at Augusta this twelfth day of July, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Petition, Order of Notice and Approval of the Board of Articles of Association of the Saco River Electric Railroad. Approved July 13, 1897.

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 Saco River Electric Railroad" for the purpose of constructing, maintaining and operating by electricity, animal or compressed air power a street railroad, for public use, for street traffic, for the conveyance of persons and property within the State of Maine, of standard gauge from a point called Five Points, at the junction of Alfred and Elm streets at Biddeford, county of York, in the State of Maine, through the city of Saco and the town of Buxton in said county to a point in Standish in the county of Cumberland in said State, respectfully ask that the annexed articles of association may be approved.

Dated at Biddeford, county of York, in the State of Maine, this 24th day of June, A. D. 1897.

Wm. A. Roberts,
 Charles S. Hamilton,
 James O. Bradbury,

Directors.

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 Biddeford Journal and Daily Record, newspapers published at Biddeford in the county of York, the first publication in said papers to be at least five days before Wednesday the 7th day of July, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at 10 o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the cities of Biddeford, Saco, and towns of Buxton and Standish at least three days before said date of hearing.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of June, A. D. 1897.

ARTICLES OF AGREEMENT.

Know all men by these presents:

That we, the subscribers hereto, being not less than five persons, a majority of whom are citizens of the State of Maine, in accordance with and by virtue of the laws of said State of Maine, by articles of association, hereby associate ourselves together to form a company for the purpose of constructing, maintaining and operating by electricity, animal or compressed air power, a street railroad, for public use, for street traffic, for the conveyance of persons and property, within the State of Maine, and each of us hereby agree to subscribe for and take the number of shares in said company set against his signature hereto.

The name of said company is to be "Saco River Electric Railroad."

The gauge of said railroad is to be "Standard" i. e., four feet eight and one-half inches (4' 8 1-2").

The length of said railroad, as near as may be, from the point called Five Points, at the junction of Alfred and Elm streets at Biddeford, county of York, State of Maine, to its terminus at "Bonney Eagle," so called, in Standish in the county of Cumberland is twenty miles.

Said railroad is to be constructed, maintained and operated from a point called Five Points, at the junction of Alfred and Elm streets in Biddeford aforesaid, in and through the city of Saco in said York county, and in and through the town of Bux-

ton in said York county to a point called "Bonney Eagle" in the town of Standish in the county of Cumberland, State of Maine.

The amount of capital stock of said company is two hundred and fifty thousand dollars (\$250,000) divided into shares of one dollar (\$1) each.

Charles S. Hamilton, William A. Roberts, all of Biddeford, and James O. Bradbury of Saco, in the county of York and State of Maine, and Eleazer B. Loring and Oliver Downing, both of Boston in the Commonwealth of Massachusetts, being five persons, three of them being residents 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 24th day of June, A. D. 1897, at Biddeford aforesaid.

Charles S. Hamilton, Biddeford, Me., 5,000 shares; Wm. A. Roberts, Biddeford, Me., 5,000 shares; James O. Bradbury, Saco, Me., 500 shares; Oliver Downing, Boston, Mass., 100,000 shares; Eleazer B. Loring, Boston, Mass., 139,500 shares.

We, Charles S. Hamilton, William A. Roberts and James O. Bradbury, 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.

Wm. A. Roberts,
Charles S. Hamilton,
James O. Bradbury,

Directors named in Articles of Association, State of Maine.

York, ss.

Personally appeared Charles S. Hamilton, William A. Roberts and James O. Bradbury, and severally made oath to the truth of the foregoing statement by them severally signed. Before me,

George F. Haley, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

In the matter of the application of W. A. Roberts, Charles S. Hamilton, and James O. Bradbury, for an approval of articles of association of the Saco River Electric Railroad.

This application having been duly filed with the Board and notice having been entered upon the same and proof of publication of said notice having been made and entered by the Board;

We therefore find that sections one and two of chapter two hundred and sixty-eight of the Public Laws of 1893, as amended by Public Laws of 1897, have been complied with and we hereby endorse upon said articles of association a certificate of our approval in writing.

Dated this thirteenth day of July, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing of Washington Street in Portland by Portland and Rochester Railroad. Decision July 15, 1897.

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

Respectfully represents the Portland and Rochester Railroad, a corporation established and existing under the laws of the State of Maine, that on the seventh day of December, A. D. 1896, it filed its petition with the mayor and board of aldermen of the city of Portland, in said State, praying for the right of location across Washington street and the Marginal Way, all as shown upon the plan accompanying said petition; that at a meeting of the mayor and board of aldermen of the city of Portland, held on the fourth day of January, A. D. 1897, said petition was duly granted by said board of aldermen and the written consent of the mayor and aldermen of said city given thereto, a copy of which petition and order and of the written consent, together with the plan filed with said petition all duly certified by the city clerk of said city of Portland are filed herewith; that in said location it is necessary to lay, construct and maintain necessary tracks and side tracks in the operation of said railroad, in carrying on the operations of said petitioner, and as contemplated in section sixteen of chapter fifty-one of the Revised Statutes of said State; your petitioner represents that it is desirous of crossing Washington street with an under-grade crossing near the southerly end of Tukey's bridge, and also to cross the Marginal Way and Falmouth street, near the southerly end of Tukey's bridge, at grade, with two main tracks, said two main tracks commencing at a point near the south line of east Commercial street, four hundred (400) feet easterly from the easterly line of Washington street, thence with a curve to the left and crossing Washington street, Marginal Way and Falmouth street, (the streets above enumerated) all as shown on the plan annexed hereto; and your petitioner further represents that it is desirous that such action be confirmed, and that the proposed tracks as located and shown on the annexed plan, be approved by your Honorable Board as contemplated by section twenty-eight of chapter fifty-one of the Revised Statutes,

as amended by section two of chapter 282 of the laws of said State, approved March ninth, 1889, and as contemplated by chapter 72 of the laws of said State, approved March sixth, 1895, and in accordance with the other provisions of said chapter fifty-one of the Revised Statutes and acts amendatory thereof and additional thereto, in this behalf, made and provided.

Wherefore your petitioner prays that said tracks may be located as shown upon the said annexed plan, and constructed and maintained in such manner and upon such conditions as your Honorable Board may order.

Dated at Portland this February 23, A. D. 1897.

Portland and Rochester Railroad,
By GEO. P. WESCOTT, President.

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 five days before Thursday the eighteenth day of March, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the West End hotel in Portland at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send a copy of the foregoing petition and order to the mayor of the city of Portland, three days before the day of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 8th day of March, A. D. 1897.

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

Respectfully represents the Portland & Rochester Railroad, a corporation established and existing under the laws of the State of Maine, that it has filed with your Honorable Board its petition dated February 23, A. D. 1897, praying for the approval of its location across the Marginal Way, Washington street and other streets in the city of Portland, all as shown in the said petition and the plan accompanying the same; that your Honorable Board ordered, under date of March 8, A. D. 1897,

a hearing upon said petition, such hearing to be had at said Portland on March 18, A. D. 1897.

Your petitioner asks permission to amend its aforesaid petition by adding thereto the following, namely:

The Portland Railroad Company, a corporation existing under the laws of this State, and chartered to run a street railroad in said Portland and elsewhere, was granted by the municipal officers of said city of Portland, on the twenty-eighth day of August, A. D. 1895, permission to extend and maintain its track over and through said Washington street from its junction with Congress street to the northerly end of Tukey's bridge, upon certain conditions, which location was duly accepted by said Portland Railroad Company, and its acceptance filed with said city on September 12, A. D. 1895.

The Portland and Yarmouth Electric Railway Company, a corporation also chartered and existing under the laws of said State, and by its charter authorized to construct, maintain and use a street railway in said Portland, on certain streets named in its charter, including Washington street aforesaid, to Tukey's bridge, thence through the city of Deering and towns of Falmouth and Cumberland, to the town of Yarmouth, has also been granted permission by the municipal officers of said city of Portland, under date of September 12, A. D. 1895, to construct and maintain its track through Washington street aforesaid to the northerly end of Tukey's bridge, upon certain conditions, and said company filed its acceptance of said location with said city March 2, A. D. 1896.

Both said street railways have the right of location through said Washington street to the northerly end of Tukey's bridge as aforesaid.

Your petitioner prays that such notice be given to said Portland Railroad Company and said Portland and Yarmouth Electric Railway Company of the pendency of these proceedings, as to your Board shall seem meet and proper, and that your Honorable Board will determine and apportion the expense of any changes or alterations necessary in the premises.

Dated at Portland, March 18, A. D. 1897.

Portland and Rochester Railroad,
By NATHAN and HENRY B. CLEAVES, and STEPHEN C.
PERRY, its Attorneys.

Upon the foregoing amendment,

Ordered, That the petitioner cause to be served a true copy of said amendment, upon the president, general manager or treasurer of the Portland Railroad Company, and also upon the president, clerk or treasurer of the Portland and Yarmouth Electric Railway Company, three days at least before Thursday the twenty-fifth day of March, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the West End hotel, in Portland, at two o'clock in the afternoon, for the purpose of hearing all persons interested in the same.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 19th day of March, A. D. 1897.

STATE OF MAINE.

In Board 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. 1897.

Upon the foregoing petition notice was given as ordered and the Board met at the West End hotel in the city of Portland on the 18th day of March, A. D. 1897.

Messrs. N. and H. B. Cleaves and S. C. Perry appeared as counsel for the Portland & Rochester Railroad. Mr. C. W. Morrill appeared for the city of Portland.

The Portland and Rochester Railroad then offered to amend its petition as per amendment attached hereto, which amendment was allowed and notice was then ordered as per order attached.

The matter was then continued to the 25th day of March, A. D. 1897, when it appeared that all the notices mentioned in said order had been given.

The Portland Railroad Company then appeared by Mr. Charles F. Libby, its attorney, and the Portland and Yarmouth Electric Railway Company appeared by Mr. Seth L. Larrabee, its attorney.

The parties were given a hearing and the matter was then continued from time to time by agreement until the 10th day of June, A. D. 1897, when the Board heard the parties finally.

After a full consideration of the matter and of all the interests of the several parties we decide as follows:

First. That the Portland and Rochester Railroad Company may cross the said Marginal Way and Falmouth street at grade with two main tracks and may cross Washington street with an undergrade crossing in the manner described in its petition, subject, however, to all the conditions embraced in an order of the board of mayor and aldermen of the city of Portland, passed on the 4th day of January, A. D. 1896, and the consent of said mayor and aldermen of the same date, made in writing.

Second. That the city of Portland shall construct a substantial bridge over the said Portland and Rochester Railroad tracks on said Washington street, which shall be, at least, eighteen feet in the clear above the tracks of the Portland and Rochester tracks, which shall be ninety-five feet clear distance between abutments. The railway to be forty feet clear width. The bridge to be of sufficient strength to carry the loaded cars of the Portland Railroad Company and of the Portland and Yarmouth Electric Railway Company, and all to be completed according to the specifications furnished by the commissioners of public works for the city of Portland, hereto attached.

Third. When said bridge is completed the said Portland Railroad Company and the Portland and Yarmouth Electric Railway Company shall each be allowed to cross said bridge with a single track. The location of which tracks shall be fixed by the municipal officers of the city of Portland.

Fourth. Said city of Portland shall hereafter keep and maintain said bridge except that the planking between the rails of each of said electric railroads shall be done at the expense of said railroad companies.

Fifth. In consideration of all the conditions and the use to be made of said bridge by the several corporations interested, we hereby apportion the expense of said bridge as follows: When said city shall have completed said bridge the Portland and Rochester Railroad shall pay said city of Portland the sum of four thousand eight hundred and forty-four dollars.

As a condition of crossing said bridge by said Portland Railroad Company said Portland Railroad Company shall pay the city of Portland the sum of two thousand four hundred and twenty-two dollars.

As a condition of the crossing of said bridge by the Portland and Yarmouth Electric Railway Company said Portland and Yarmouth Electric Railway Company shall pay the city of Portland the sum of two thousand four hundred and twenty-two dollars.

Dated at Augusta, this 15th day of July, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing over Grand Trunk Railway by Portland and Yarmouth Electric Railway in Deering. Decision July 19, 1897.

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

Respectfully represents the Portland and Yarmouth Electric Railway Company that its tracks have been located over Veranda street throughout its entire length in the city of Deering within said State; that said Veranda street at one point crosses the tracks of the Grand Trunk Railway of Canada by an overhead crossing already constructed and existing; that your petitioner desires to construct its tracks across the tracks already built of the said Grand Trunk Railway of Canada on the overhead crossing or bridge now existing, or on such overhead crossing or bridge as your Honorable Board may determine suitable and proper. Wherefore your petitioner prays that after due notice and hearing, your Honorable Board will determine the manner and conditions of construction and maintenance of such crossing.

Dated at Portland this sixth day of May, 1897.

Portland and Yarmouth Electric Railway Company,
By W. G. WHEILDON, Treasurer.

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 four days before Saturday the 22nd day of May, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the Falmouth hotel in Portland at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall serve a copy of the foregoing petition and order upon the municipal officers of the city of Deering and the Grand Trunk Railway Corporation.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 17th day of May, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice was given as ordered, and the Board met at the time and place named in said order, and the parties were given a hearing.

The Portland and Yarmouth Electric Railway Company, was represented by Mr. Seth L. Larrabee; the Grand Trunk Railway Company was represented by A. A. Strout and Mr. C. A. Hight, its attorneys.

By agreement of the parties the matter was then continued to May 26th, and was then further continued to June 2, A. D. 1897.

While this proceeding was pending the Atlantic and St. Lawrence Railroad Company, which is lessor to the Grand Trunk Railway Company, on the 27th day of May, A. D. 1897, filed with this Board a petition representing that a new bridge at this point was necessary, that the same would be longer by about fifteen feet, and should be raised above Veranda street higher than the present one. That petition is still pending before the Board.

The Portland and Yarmouth Electric Railway Company is desirous of laying its tracks and running its cars at once, and we

feel it our duty to give said last named company the right, temporarily, to cross the present structure.

We, therefore, decide and determine, that until otherwise ordered, by this Board said Portland and Yarmouth Electric Railway Company may cross the present bridge on Veranda street in the city of Deering over the tracks of the railroad operated by the Grand Trunk Railway of Canada.

Said Portland and Yarmouth Electric Railway Company shall strengthen said bridge sufficiently to carry the loads safely and to the satisfaction of this Board, and may lay its tracks across said bridge on either side so as to leave the other side safe and convenient for the general travel upon said street.

Said tracks shall be laid across said bridge and planked in such manner as to make it entirely safe for travelers with teams and carriages to cross said bridge along said track. This use of the said bridge by the Portland and Yarmouth Electric Railway Company is allowed only until this Board shall otherwise order.

Dated at Augusta, this 19th day of July, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to a Crossing over the Grand Trunk Railway by the Portland and Yarmouth Electric Railway in Deering. Decision July 19, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The Atlantic and St. Lawrence Railroad Company, a corporation created and existing under and by virtue of the laws of the State of Maine, and the Grand Trunk Railway Company of Canada, a corporation created and existing under and by virtue of the laws of the Dominion of Canada, and by authority of the laws of the State of Maine, lessee of all the property, rights and franchises of said Atlantic and St. Lawrence Railroad Company, respectfully represent:

That in the year 1846 A. D., in accordance with its charter and the laws of the State of Maine, the said Atlantic and St. Lawrence Railroad Company, duly and legally located through the town of Westbrook, now the city of Deering, in the county of Cumberland, State of Maine, the railroad provided for in its charter, which said location throughout its entire length in the town of Westbrook, now the said city of Deering, was, and ever since has been, of the width of six rods, and since 1846 has been, and now is, occupied by the said Atlantic and St. Lawrence Railroad Company and the Grand Trunk Railway Company of Canada, its lessee, to the full width of six rods, as aforesaid. That in locating said railroad through the town of Westbrook, now the city of Deering, said railroad was located across a certain way then existing in said town of Westbrook, now known as Veranda street, in said city of Deering, which said way is not a street in said city of Deering, but is now, and since its location in the year 1808 has ever been, a highway or county road, and is maintained as such within the limits of said city of Deering by said city of Deering. That at the time of constructing its said railroad, the said Atlantic and St. Lawrence Railroad Company constructed a bridge in the line of said highway, and entirely within its said location, for the purpose of allowing its said railroad track, or tracks, to pass under said highway, which said bridge, together with the abutments thereof, the Atlantic and St. Lawrence Railroad Company, and its lessee, the Grand

Trunk Railway Company of Canada, have ever since maintained and kept in repair.

And your petitioners further say that they now rightfully own and operate within said railroad location two railroad tracks passing under said highway bridge, one of said tracks being the main line track of said railroad, and the other a siding or spur track used in connection with the business of said railroad. That for the transaction of business on said railroad it has been found necessary to construct another track on the easterly side of said main line track, said track to extend from a point of connection with said main line track at or near the northerly end of the railroad bridge across Back Cove, to a point of connection with said main line track at, or near, the stock yards of the Grand Trunk Railway Company of Canada in said city of Deering. That it will be necessary for said proposed track to cross the line of said Veranda street, easterly of, parallel with and at a distance of —— feet from the main line track of said railroad, and to construct said track across said Veranda street it will be necessary to take down the easterly abutment of said bridge, make said bridge longer by adding about fifteen feet to its easterly end, and reconstruct the easterly abutment of said bridge in a position so that the line of the face of said abutment as reconstructed, will be parallel with and about twelve feet easterly of the line of the face of said abutment, as it now stands; all of which said bridge, together with the abutments thereof, as reconstructed, will be within the railroad location of the Atlantic and St. Lawrence Railroad Company herein referred to.

And your petitioners aver that it is further necessary to raise said Veranda street bridge and the highway approaches thereto to such proper height as this Honorable Board may determine for the purpose of permitting the railroad tracks of your petitioner and said proposed railroad track to pass under the same.

And your petitioners further aver that the Portland and Yarmouth Electric Railway Company, a corporation existing, and established under and by virtue of the laws of the State of Maine, has located its tracks over said highway known as Veranda street, throughout its entire length in said city of Deering, and has petitioned this Honorable Board for permission to cross the location and railroad tracks of your petitioners, and to

construct its tracks across said Veranda street bridge, requesting this Honorable Board to determine the manner and conditions of crossing the tracks of your petitioners, which said petition is now pending before this Honorable Board, no hearing having been had thereon, or decision rendered.

Wherefore, your petitioners pray that this Honorable Board will fix a time and place for hearing on this petition, and will order such notice as to the time, place and purposes of such hearing to be given to the said city of Deering, and the Portland and Yarmouth Electric Railway Company, and to any other persons or corporations who may be interested, as this Honorable Board may deem proper; and that at such hearing this Honorable Board will grant permission to your petitioners to cross the line of the highway known as Veranda street, with its proposed track as hereinbefore set forth, and will determine the manner and conditions of said crossing, fix the height of said bridge, and the approaches thereto, and determine the manner and conditions of construction, and maintenance of the same, and how the expense thereof shall be borne, also the manner and conditions of crossing the Portland and Yarmouth Railway Company's tracks and location, and how the expense of construction and maintenance of said crossing shall be borne.

Atlantic and St. Lawrence Railroad Company,

By A. A. STROUT, its Attorney.

The Grand Trunk Railway Company of Canada,

By A. A. STROUT, 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, three several days in the Evening Express, a newspaper published at Portland, in the county of Cumberland, all of said publications to be before, and the first publication in said paper to be at least four days before Wednesday, the second day of June, A. D. 1897, 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. Said petitioner shall serve a copy of the foregoing petition and order upon the municipal officers of the city of Deering, and upon the

Portland and Yarmouth Electric Railway Company three days at least before the date of said hearing.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 27th day of May, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Portland in and for the county of Cumberland on the second Tuesday of October, A. D. 1897.

Upon the foregoing petition, notice was given as ordered, and the Board met at the time and place mentioned in said order.

The Atlantic and St. Lawrence Railroad Company, and the Grand Trunk Railway Company were represented by Mr. A. A. Strout and Mr. C. A. Hight, attorneys. The Portland and Yarmouth Electric Railway Company was represented by Mr. Seth L. Larrabee, its attorney.

It appears to be necessary for the Grand Trunk Railway Company to construct another track on its roadbed at this point for the accommodation of its traffic. This will render necessary the rebuilding of the easterly abutment of the present bridge.

As the present bridge is more than fifty years old, it must necessarily be replaced by a new one in the near future, to accommodate the crossing of the cars of the electric railroad.

We therefore determine, that the Grand Trunk Railway Company may rebuild and repair the abutments of the present bridge so as to give the new bridge a span of fifty-two feet; the new bridge to be steel plate, through girders, in width twenty-four feet clear, resting on stone abutments, the same height above the rails as the present structure; the flooring to be of 6" pine, resting on steel stringers and beams the bridge to be of sufficient strength to accommodate the general travel along said Veranda street, and especially to carry the loaded cars of the Portland and Yarmouth Electric Railway Company.

The bridge shall be properly planked and fitted for travel.

The Portland and Yarmouth Electric Railway Company shall have the right to cross said bridge when completed, with one track, in such place as shall be determined by the railroad commissioners.

Said bridge shall be constructed and hereafter maintained by the Grand Trunk Railway Company, or its lessor, except the planking between the rails of said Portland and Yarmouth Electric Railway Company, which shall be done at the expense of the latter company.

And we hereby apportion the expense of building said bridge between the two companies as follows: As a condition of crossing said new bridge by said Portland and Yarmouth Electric Railway Company, the latter company shall pay the Grand Trunk Railway Company, the sum of six hundred and fifty dollars, when said bridge is completed.

During the construction of said new bridge the Grand Trunk Railway Company shall strengthen and support the present bridge and approaches so as to safely and conveniently carry the highway and electric railway travel.

The whole work shall be done to the satisfaction of the Board of Railroad Commissioners.

Dated at Augusta, this 19th day of July, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

PENOBSCOT CENTRAL RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Penobscot Central Railway, from West Market Square to the Bangor & Boston steamboat wharf, both in the city of Bangor, a distance of about four-tenths of one mile, hereby certify that we have found the same so constructed as to be safe for public travel, and for the passage of cars thereon.

Dated at Augusta, this third day of August, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Decision of the Board on Petition of the Oxford Central Electric Railroad Company for approval of Location from Norway to Waterford, Stoneham and Albany.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice was given as ordered, and a hearing was had at the Beals house in Norway on the 3d day of August, A. D. 1897, at nine o'clock in the forenoon.

Messrs. Heath and Andrews appeared for the petitioners.

The municipal officers of Norway appeared personally.

The petitioners asked to amend their location as appears by the amendment hereto attached, which amendment was allowed. After said amendments were made no objection was made by any party to the granting of the location.

The Board then proceeded to examine the location the entire length of the line, as specified in the petition, and as there is no opposition to said location, and as we approve of the same, and find that public convenience requires the construction of this road, we hereby endorse our approval on said petition as provided by statute.

Dated at Augusta, this 4th day of August, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

PORTLAND AND RUMFORD FALLS RAILWAY
 EXTENSION.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of that part of the extension of the Portland and Rumford Falls Railway from Peterson's Rips to the Otis Falls Paper Mills, in the town of Jay, a distance of about four miles, 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.

Dated at Augusta, this twenty-third day of August, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing of the Lime Rock Railroad by the Rockland, Thomaston and Camden Street Railway. Decision September 14, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The Rockland, Thomaston and Camden Street Railway respectfully represents that in the extension of its tracks on and over the old county road in said Rockland from Rankin street to Lime Rock street, it is necessary that its track crosses the track of the Lime Rock Railroad Company at and near the junction of Middle street with said old county road.

Wherefore said Rockland, Thomaston and Camden Street Railway hereby makes application to you, after due notice, to give a hearing in the matter of said crossing and determine the manner and conditions of construction and maintenance of such crossing.

Rockland, Me., September 3, 1897.

Rockland, Thomaston and Camden Street Railway,
By W. H. FOGLER, 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, three days 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 three days before Tuesday the fourteenth day of September, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the Elm house in Auburn at eleven o'clock in the forenoon for the purposes indicated in said petition.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 9th day of September, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice was given as ordered, and a hearing was held at the time and place stated in said order of notice.

We hereby approve the crossing as prayed for in said petition.

The Rockland, Thomaston and Camden Street Railway shall furnish suitable crossing frogs at said crossing, conforming in weight, pattern and material to the rails now in use by said Lime Rock Railroad. The same to be laid on good sound ties in a workmanlike manner.

The work of construction and maintenance to be promptly done by the Lime Rock Railroad Company. The whole expense of said crossing frogs, and of laying and maintaining the same, to be borne by the Rockland, Thomaston and Camden Street Railway Company.

Before entering upon said crossing every car upon the Rockland, Thomaston & Camden Street Railway shall be stopped within one hundred feet of the rails of the Lime Rock Railroad, and shall not cross said Lime Rock Railroad until the motorman and conductor of said car are satisfied said crossing is clear.

Dated at Augusta, this 14th day of September, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

ROCKLAND, THOMASTON AND CAMDEN STREET
RAILWAY EXTENSION.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, having made a careful inspection of the new extension of the (Rockland, Thomaston and Camden Street Railway, from Rankin's street, through old county road, a distance of about one-half of a mile, to near Lime Rock street, in the city of Rockland,) hereby certify that we have found the same so constructed as to be safe for public travel, and the passage of passenger cars thereon.

Dated at Augusta, this 14th day of September, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

SOMERSET TRACTION COMPANY EXTENSION.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, having made a careful inspection of the new extension of the Somerset Traction Company in the village of Madison, from the Congregational church to the post office, a distance of about one quarter of a mile, hereby certify that we have found the same so constructed as to be safe for public travel, and the passage of passenger cars thereon.

Dated at Augusta, this 24th day of September, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Decision of the Board Approving the Location of the Aroostook Northern Railroad from Caribou, through Fort Fairfield to Limestone.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition and order of notice the Board met at the time and place mentioned in said order, and it then and there appearing that notice had been given as ordered, gave a hearing to the petitioners.

Parker P. Burleigh, attorney, appeared for the petitioners. No other person appeared at the hearing. It appears that the line of location of the proposed railroad commences at a point on the line of the Bangor and Aroostook Railroad near its engine house, in the town of Caribou; thence across the town of Fort Fairfield to Limestone village, all within the county of Aroostook and State of Maine.

We find that public convenience requires the construction of said Aroostook Northern Railroad and we hereby approve the location of the same as shown on the plan and profile submitted and this day approved by us.

Dated at Augusta, this 26th day of September, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing of Certain Bridges by the Portsmouth, Kittery and York Street Railway. Decision October 6, 1897.

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

Respectfully represents the Portsmouth, Kittery and York Street Railway that its railroad will pass over the following bridges in the towns of Kittery and York, respectively erected or owned by the municipalities in which said bridges are now situated:

First. The bridge in Kittery known as the Kittery Point bridge.

Second. The bridge in York known as the Sewall's bridge.

Your petitioner respectfully prays that you will require the officers of the railroad company and the municipal officers of the towns of Kittery and York to attend a hearing in this matter after such notice of said hearing to all parties in interest as your said Board may deem proper.

Said railroad company further prays that at such hearing your Honorable Board will determine the repairs, renewals or strengthening of parts, or if necessary the manner of rebuilding of such bridges required to make the same safe for the uses to which they are put, and that you will further determine who shall bear the expenses of such repairs, renewals, strengthening or rebuilding of such bridges, or apportion such expense between said railroad company and the said towns, as the case may be, in such manner as shall be deemed by your Board as just and fair, and that you will make out your report thereof as provided by law.

Your petitioner further represents that it has made agreements with the towns of Kittery and York for such repairs and strengthening as to the said railroad company and to the municipal officers of said towns as seem proper and safe, the expense thereof to be borne by said railroad company, and it respectfully represents that it makes this application that your Honorable Board may determine whether the interests of the public safety require under the statute any work additional to that

already agreed upon as aforesaid, to the end that the interests of the public may be fully preserved in the matter.

Dated at Kittery, this first day of July, A. D. 1897.

Portsmouth, Kittery and York Street Railway,
By FRANK E. ROWELL, 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, three days in the Biddeford Journal; a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least three days before Wednesday the 14th day of July, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the office of F. E. Rowell in Kittery at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Kittery and York two days at least before the date of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 7th day of July, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice was given as ordered; and the Board met at the time and place mentioned in the above order, viewed the two bridges and heard the parties interested.

A. F. Gerald, president, appeared for the petitioners; the selectmen of Kittery appeared for the town of Kittery, and the selectmen of York appeared for the town of York.

This application is based upon the provisions of section 3, chapter 72 of the Public Laws of 1895, which require the Board to determine what repairs, renewals, strengthening or rebuilding of a bridge is necessary to make the same safe for the use of the railway, and to apportion the expense of the same.

We find that both of the bridges mentioned in the petition need strengthening. We therefore decide and determine that said bridges shall be strengthened and rebuilt as follows, viz:

First. The Kittery Point bridge. The said Portsmouth, Kittery and York Street Railway shall construct along the southerly half of said bridge, a substantial trestle bridge sufficient to safely carry the cars of said railway, independent of the present bridge. Said railway shall construct a new draw bridge as wide as the rest of the bridge and of sufficient strength for the uses to which it is to be put. Said railway shall connect the new bridge with the present structure and plank the same in a workmanlike manner, and shall maintain the southerly half of said bridge. All of said construction and maintenance to be without expense to the said town of Kittery, so long as said railway shall use the said bridge; provided, however, that said town of Kittery shall furnish the plank for all necessary repairs after the first construction.

Second. Sewall's bridge. Said railway shall replace with new and sound timber all decayed or rotten timber in the southerly half of this bridge, shall strengthen the bridge by additional stringers under the track, said stringers to be of sound hard pine, one 12"x12" timber under each rail in the short spans and two 8"x14" timbers under each rail in the long spans. Said railway shall construct a new draw bridge, the full width of the bridge sufficiently strong for the uses to which it is to be put. Said railway shall construct and maintain the southerly half of said bridge at its own expense; provided, however, that said town of York shall furnish plank for all necessary repairs after the first construction.

Dated at Augusta, this 6th day of October, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

*Decision of the Board in the Matter of Raising the Grade of the
Sandy River Railroad in Strong.*

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the order of the Board of Railroad Commissioners dated November 30, 1889, to raise the grade of the Sandy River Railroad, over a street in the town of Strong.

The order of said Board having been complied with, to the satisfaction of the said Board of Railroad Commissioners, we hereby approve the same in writing.

Dated at Augusta, this sixth day of October, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

PORTSMOUTH, KITTERY AND YORK STREET
RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Portsmouth, Kittery and York Street Railway, a new road running from Badger's Island in the town of Kittery, through the streets of Kittery and York to York Beach, in the town of York, hereby certify that we have found the same safe for public travel.

Dated at Augusta, this 6th day of October, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing over York Harbor and Beach Railroad by the Portsmouth, Kittery and York Street Railway. Decision October 6, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

Your petitioner respectfully represents that it is a corporation duly established under the laws of Maine for the construction and operation of an electric street railway in the towns of Kittery and York, and that the municipal officers of said towns have approved a location over and along the streets, roads and highways therein.

In the construction of its said railway it is necessary to cross the tracks already built of the York Harbor and Beach Railroad Company, at two points as follows:

1. By a proposed overhead bridge at a point about twenty (20) feet westerly of the point where the track of said York Harbor and Beach Railroad Company crosses the traveled road or highway in Seabury, so called, in said town of York.
2. Across the overhead bridge in the town of York where the highway leading from York village to York harbor runs over the York Harbor and Beach Railroad.

Wherefore your petitioner prays that this Honorable Board may determine the manner and condition of the construction and maintenance of said two crossings and the apportionment of the expenses connected therewith, as provided by law.

Dated at Kittery, May 8, 1897.

Portsmouth, Kittery and York Street Railway,
By FRANK E. ROWELL, its Attorney.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon presentation of 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 Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, three days successively before Friday, the 21st day of May, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the office of Frank E. Rowell in Kittery, at ten o'clock in the forenoon, for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of York, and to the officers of the York Harbor and Beach Railroad, three days at least before said hearing.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of May, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition and order of notice, the Board met at the time and place mentioned in said order, and it then and there appearing that notice had been given as ordered, the Board viewed the locations of the two crossings and heard the parties interested adjourning from time to time for the convenience of the parties. Hon. H. M. Heath appeared for the petitioners, J. T. Davidson and Hon. S. M. Carter appeared for the York Harbor and Beach Railroad, and W. M. Walker appeared for the town of York.

This petition is based upon the provisions of section 2, chapter 72 of the Public Laws of 1895, requiring the Board to determine the manner and conditions of constructing and maintaining such crossings and to apportion the expense thereof.

We decide and determine that said Portsmouth, Kittery and York Street Railway shall cross the said York Harbor and Beach Railroad by overhead bridges, the bridge at the second

or York Harbor crossing to be on the westerly side of the present highway bridge and to be entirely independent of said highway bridge.

The bridges over the tracks shall consist of through plate girder bridges, supported by steel trestle bents at each end, constructed in accordance with the specifications hereto attached and the plans this day approved by this Board, said girders shall be so placed as to give a clear head room of at least twenty (20) feet between the bottom of said girders and the top of the rail of said York Harbor and Beach Railroad track.

We further decide and determine that said Portsmouth, Kittery and York Street Railway shall bear all the expense of constructing and maintaining said bridges.

Dated at Augusta, this 6th day of October, A. D. 1897.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 FREDERIC DANFORTH,
 Railroad Commissioners of Maine.

Petition, Order of Notice and Approval of the Board of Articles of Association of the Sanford and Cape Porpoise Railway Company. Approval October 6, 1897.

Sanford, Me., September 8, 1897.

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 Sanford and Cape Porpoise Railway Company, for the purpose of constructing, maintaining and operating a street railway of standard gauge from a point opposite the Sanford hotel in the town of Sanford, through Sanford, Alfred, Lyman, Kennebunk and Kennebunkport to Pinkham's wharf in the village of Cape Porpoise in said

Kennebunkport, respectfully ask that the annexed articles of association be approved.

Dated at Sanford, Me., September 8, A. D. 1897.

E. M. Goodall,
Louis B. Goodall,
Geo. B. Goodall,
John Hopewell,
Frank Hopewell,

Directors.

Severally by HEATH & ANDREWS, their Attorneys.

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 in the Evening Record, a newspaper published at Biddeford in the county of York, and two days in the Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, the first publication in the Evening Record to be at least three days and in the Biddeford Daily Journal two days before Wednesday the fifteenth day of September, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the office of James O. Bradbury in Saco at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Sanford, Alfred, Lyman, Kennebunk and Kennebunkport three days before the day of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 10th day of September, A. D. 1897.

ARTICLES OF ASSOCIATION.

We, the undersigned, Ernest M. Goodall of Sanford, in the county of York; George B. Goodall of said Sanford; Louis B. Goodall of said Sanford; Charles A. Bodwell of said Sanford, and Fred J. Allen of said Sanford, all of whom are citizens of the State of Maine, and John Hopewell of Cambridge, in the state of Massachusetts, and Frank Hopewell of Newton, in said state of Massachusetts, hereby make and sign the following

articles of association to form a company for the purpose of constructing, maintaining and operating by electricity or by compressed air a street railroad for public use for street traffic for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Sanford and Cape Porpoise Railway Company.

The gauge of the road shall be four feet, eight inches and one-half.

The places, cities and towns from which, in which, and to which the road is to be constructed, maintained and operated are from a point opposite the Sanford hotel in the town of Sanford, through Sanford, Alfred, Lyman, Kennebunk and Kennebunkport, to Pinkham's wharf in the village of Cape Porpoise in said Kennebunkport.

The length of said road as nearly as may be will be twenty-one miles.

The amount of the capital stock is one hundred thousand dollars.

The number of shares of which said stock shall consist shall be one thousand.

Ernest M. Goodall, George B. Goodall, Louis B. Goodall, John Hopewell and Frank Hopewell, the said Ernest M. Goodall, George B. Goodall and Louis B. Goodall being citizens of this State as aforesaid, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

Dated this eighth day of September, A. D. 1897.

E. M. Goodall,
Louis B. Goodall,
Geo. B. Goodall,
John Hopewell,
Frank Hopewell,
C. A. Bodwell,
Fred J. Allen.

SUBSCRIPTION TO STOCK.

We, the undersigned, severally agree each with the other to take the number of shares set against our respective names in the capital stock of the Sanford and Cape Porpoise Railway Company, and in token of our assent thereto we have hereunto subscribed our names on this eighth day of September in the year of our Lord one thousand eighth hundred and ninety-seven.

E. M. Goodall, Sanford, Me., 146 shares; Louis B. Goodall, Sanford, Me., 143 shares; Geo. B. Goodall, Sanford, Me., 142 shares; C. A. Bodwell, Sanford, Me., 142 shares; Fred J. Allen, Sanford, Me., 142 shares; Frank Hopewell, Newton, Mass., 143 shares; John Hopewell, Cambridge, Mass., 142 shares.

AFFIDAVIT.

We, the undersigned, Ernest M. Goodall, George B. Goodall and Louis B. Goodall, being a majority of the directors named in the articles of association of the foregoing Sanford and Cape Porpoise Railway Company, on oath depose and say that one thousand shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed, and that five per cent has been paid thereon in cash to them, as the directors named in the articles of association, and further, that it is intended in good faith to construct, maintain and operate the road mentioned in such articles of association, and that this affidavit they make by endorsing the same on said articles as required by the general laws of the State of Maine.

Dated this 8th day of September, A. D. 1897.

E. M. Goodall,
Louis B. Goodall,
Geo. B. Goodall.

STATE OF MAINE.

York, ss. September 8, A. D. 1897.

Personally appeared the above named Ernest M. Goodall, George B. Goodall and Louis B. Goodall, and severally made oath that the foregoing affidavit by them subscribed is true in substance and in fact.

Before me,

FRED J. ALLEN, Justice of the Peace.

STATE OF MAINE.

In Board 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 sections one and two of chapter two hundred and sixty-eight of the Public Laws of 1893, as amended by chapter eighty-four of the Public Laws of 1895, have been complied with, hereby approve and endorse the same.

Dated at Augusta, this sixth day of October, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Crossing of Highways on Line of the Aroostook Northern Railroad. Decision October 30, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The Aroostook Northern Railroad Company respectfully represents that its line of railroad, the location of which has been approved by your Honorable Board, is laid out across the highways and other public ways and at the points thereon hereinafter described; and your petitioner further represents that it is impossible to so construct said railroad as to pass either over or under such ways; wherefore your petitioner requests that your Honorable Board, after notice and hearing will authorize a crossing of said ways at grade; and further that your Honorable Board will determine the manner and condition said railroad may cross such 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.

Houlton, Me., September 27, 1897.

Aroostook Northern Railroad Company,
By PARKER P. BURLEIGH, its Attorney.

Township.	No. of Crossing.	At or near what Place.
Caribou,	1.	The "Caribou or River" road leading from Caribou to Fort Fairfield on the north side of the Aroostook river, at a point near the residence of Dennis Hale.
Caribou,	2.	The same road at a point about 1-6 of a mile northwesterly from the highway bridge across Little Madawaska river.
Caribou,	3.	The same road as No. 1 at a point about 3-5 of a mile southeasterly from the highway bridge across the Little Madawaska river; near the residence of Jewell B. Williams.

Township.	No. of Crossing.	At or near what Place.
Fort Fairfield,	4.	The "Murphy" road leading northly from said river road, near the residence of John Haines, to the north line of the town, at a point near the residence of Joslin.
Fort Fairfield,	5.	The "Strickland" road at a point near the Pioneer farm.
Fort Fairfield,	6.	The "Goodrich" road at a point near the residence of George Turner.
Fort Fairfield,	7.	The "Morrow" road at a point near the residence of George McKinney.
Fort Fairfield,	8.	The "East" road at a point near the residence of H. W. Blaisdell.
Limestone,	9.	The California road at a point near the residence of Alfred Kennison.
Limestone,	10.	The "Long" road leading easterly from Limestone village to New Brunswick at a point about 800 feet westerly from its crossing of the Limestone river.
Limestone,	11.	The same road and not more than 26 feet westerly from the same point, for a siding to Limestone station grounds.

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 Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least three days before the eleventh day of October, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at 10 o'clock in the forenoon for the purposes indicated in said petition.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 6th day of October, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Caribou, within and for the county of Aroostook, on the first Tuesday of December, A. D. 1897.

The Aroostook Northern Railroad Company, a railroad corporation established by the laws of the State of Maine, on the twenty-seventh day of September, A. D. 1897, presented to the Board its petition setting forth that its line as duly located and approved by this Board, is laid out across highways and other ways in the towns of Caribou, Fort Fairfield and Limestone in the county of Aroostook, and asked this Board after notice and hearing, to determine the manner and conditions under which said crossings should be made.

In accordance with said petition, the Board appointed the eleventh day of October, A. D. 1897, at their office at Augusta, at ten o'clock in the forenoon as the time and place for a hearing on said petition, and ordered the petitioners to give notice thereof as required by law.

On the day designated, the Board met at the time and place named in said order and notice as ordered having been proved, it gave a hearing to all parties and persons who appeared and desired to be heard relative to the same, a view of the aforesaid crossings having been had by the Board previous to said hearing.

From an inspection of the location of the several crossings and from all the facts brought out at said hearing it appeared that none of the said crossings could reasonably be made except at grade.

Therefore we have determined to permit all of said crossings to be made at grade, and that the manner and conditions of constructing and maintaining same shall be as follows:

Number 1. In the town of Caribou. The Caribou or River road leading from Caribou to Fort Fairfield on the north side of the Aroostook river, at a point near the residence of Dennis Hale, shall be at grade as said highway now exists.

Number 2. In the town of Caribou. The same road as named in number 1, at a point about one-sixth of a mile north-

westerly from the highway bridge across Little Madawaska river, shall be at grade when the said way at the point of crossing shall have been lowered six inches. Permission to lower the grade of said way is hereby granted as above provided.

Number 3. In the town of Caribou. The same road at a point about three-fifths of a mile southeasterly from the highway bridge across the Little Madawaska river, near the residence of Jewell B. Williams, shall be at grade after the grade of said way shall have been lowered three feet at the point of crossing. Permission to lower the grade of said way as above provided is hereby granted to said railroad company. The approaches on said way on each side of the railroad track within the location of said railroad, shall be made and maintained by said 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 as to be safe and convenient for travelers on said way with horses, teams and carriages.

Number 4. In the town of Fort Fairfield. The Murphy road leading from said river road, near the residence of John Haines to the north line of the town, at a point near the residence of Joslin, shall be at grade after the said way shall have been lowered six inches. The conditions of construction and maintenance to be the same as provided in case of Number 3, above named.

Number 5. In the town of Fort Fairfield. The Strickland road at a point near the Pioneer farm, shall be at grade after the said way shall have been raised two and one-half feet. Permission to raise the grade of said way as above provided is hereby granted to said railroad company. The approaches on said way on each side of the railroad track, within the location of said railroad, shall be made and maintained by said 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.

Number 6. In the town of Fort Fairfield. The Goodrich road at a point near the residence of George Turner, shall be at

grade after the said way shall have been lowered six inches. Permission to lower the grade of said way as above provided is hereby given to said railroad company.

Number 7. In the town of Fort Fairfield. The Morrow road at a point near the residence of Geo. McKinney, shall be at grade after the grade of said way at the point of crossing shall have been raised two and one-half feet. Permission to raise 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 Number 5.

Number 8. In the town of Fort Fairfield. The East road at a point near the residence of H. W. Blaisdell shall be at grade as said way now exists.

Number 9. In the town of Limestone. The California road at a point near the residence of Alfred Kennison shall be at grade after the grade of said way shall have been raised two and one-half feet at the point of crossing. Permission to raise the grade of said way is hereby granted to said railroad company. The conditions of construction and maintenance shall be the same as is provided in Number 5.

Number 10. In the town of Limestone. The Long road leading easterly from Limestone village to New Brunswick at a point about 800 feet westerly from the crossing of the Limestone river, shall be at grade when the grade of said way at the point of crossing shall have been raised one and one-half feet. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The conditions of construction and maintenance shall be the same as provided in Number 5.

Number 11. In the town of Limestone. The same road and not more than 26 feet westerly from the same point, referring to the way named in Number 10, for a siding to the Limestone station grounds, shall be at grade after the way at the point of crossing shall have been raised one foot. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The conditions of construction and maintenance shall be the same as provided in Number 5.

At each and all of the aforementioned crossings, said railroad company shall make provision for slopes of cuts or fills as the case may be, to all said approaches, and for surface drainage.

In witness whereof we have hereunto set our hands this 30th day of October, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Decision of the Board relating to the Location of the Oxford County Railway from Woodstock to Rumford Falls and Andover.

STATE OF MAINE.

**In Board of Railroad Commissioners.*

Notice upon the foregoing petition having been given as ordered, the Board met at the time and place named in said order.

Mr. Charles E. Littlefield, Mr. James S. Wright, and Mr. A. E. Stearns appeared for the petitioners.

Mr. Henry B. Cleaves and Mr. George D. Bisbee appeared for the Portland and Rumford Falls Railway, and for the Rumford Falls and Rangeley Lakes Railroad, and for certain citizens who opposed the location.

Petitions from several towns in Oxford county, signed by over one thousand citizens, state that public convenience requires the building of the proposed railroad. Nearly as many other citizens from towns in Oxford county have remonstrated against the proposed road, and state that the railroad facilities afforded by the Portland and Rumford Falls Railway are ample to transact all the business of the section of country around Rumford Falls.

Petitions for a railroad on the ground of public convenience are of very little value, when as many other citizens of equal intelligence and judgment in the same county, remonstrate against it. They are especially uncertain and unsatisfactory, when, as in this case, certain persons sign both petition and remonstrance, and then come before the commissioners and

endeavor to explain their inconsistency. These petitions generally express no facts, but simply the opinions and desires of the petitioners; and when the names of several are found both upon petition and remonstrance, we do not feel that either petition or remonstrance can have much weight as evidence, and we must seek it from other sources. We will first, however, consider the many objections which are urged against the location of the proposed road. First, that the proposed line runs along certain highways. Second, that the line runs through certain dwelling houses, and in one case, through the corner of a cemetery. These matters, however, can be easily arranged, and are controlled by statute.

Another and a more serious objection is to a dangerous grade crossing with the Portland and Rumford Falls Railway. If we can save human life or prevent injury to persons or property, by refusing grade crossings which would be obviously dangerous, we feel that it is our duty to do it; but as the location of an overhead crossing might be finally obtained, or such safe guards ordered as would reduce the danger to a minimum, we should not refuse a location for this reason alone.

Another, and we fear a fatal objection raised to the location, is this: The articles of association describe a line of railroad from Bryant's Pond to Rumford Falls, through certain towns named, with a branch to Andover. The length of this railroad is stated, "as nearly as may be," at thirty miles, with a capital stock of one hundred and eighty thousand dollars. The proposed line now appears to be thirty-three and six-tenths miles in length, as stated by the engineer, and by the papers on file in the case. We have no doubt that we may approve a line thirty-four miles in length, although stated "as nearly as may be" at thirty miles, if it has the capital stock required by statute; but the more serious question which confronts us is whether we can approve a line more than thirty miles in length unless the capital stock, in the language of the statute "is at least six thousand dollars per mile." If we can approve an excess of four miles, why may we not approve an excess of forty miles? Perhaps the capital stock may be increased, under the statute, but it has not been done; and the conclusion to which we have arrived upon the question of public convenience, renders it unnecessary to determine the other question.

A large number of citizens of several towns in Oxford county testified before the Board. Some gave reasons why public convenience requires the building of the proposed road, and some gave reasons why in their judgment, the location should not be allowed.

All of the reasons given have some weight, and have been given due consideration by the Board; but having taken two days in examination of the proposed route, we gained a very strong impression in relation to the matter under consideration. We find that the whole valuation of the towns and plantations through which the proposed road would run, excepting those towns situated on the line of the Grand Trunk Railroad, and the Portland and Rumford Falls Railroad, is about three hundred and fifty thousand dollars; while the estimated cost of the proposed railroad, with equipments, is two hundred thousand dollars more than that, or about five hundred and fifty thousand dollars.

While the proposed road might be convenient for the citizens of these towns, and especially for the town of Andover, it is certainly not such a public convenience as requires the building of it, and we must look further to ascertain if there is any additional public convenience to be subserved; and we are forced to the conclusion that whatever real demand there is for the proposed railroad comes from the village of Rumford Falls and vicinity.

Representation is made on behalf of certain industries at Rumford Falls that a competing line of railroad is necessary in order to secure lower rates for freight; that the Portland and Rumford Falls Railway has discriminated in freight rates against the Rumford Falls industries, in favor of certain industries at Otis Falls, on the new branch of the Portland and Rumford Falls Railway. That while the rate has been seven cents per hundred pounds from Rumford Falls to Portland, it has been only five cents per hundred pounds from Otis Falls to Portland, over practically the same distance.

The Portland and Rumford Falls Railway replies, and admits this discrimination in rates to Portland, but says that Rumford Falls is a billing point to and from the west, and that Otis Falls is not; and that while Rumford Falls parties have been paying

two cents per hundred in excess of Otis Falls rates into Portland, the conditions are such that Otis Falls parties have been at the same time paying two cents per hundred in excess of Rumford Falls rates to and from points in the west.

We are aware that the matter of freight rates is a complex and difficult one to adjust. If there has been any discrimination in rates on the part of the Portland and Rumford Falls Railway, it should at once cease. Railroads, although private property, are yet common carriers, and public servants. They receive their charters from the State, and are given the right of eminent domain as for public uses. Unjust discrimination then by railroad companies in the matter of passenger or freight rates, whenever it occurs, should not be tolerated. Of course, as we have said, the adjustment of rates to be entirely fair and just to all parties, requires sound judgment and good business methods; and even then it is often attended by criticism where it is not deserved.

If, however, in any case there should be such discrimination as to work hardship to any industry, the building of a competing railroad is neither the shortest nor best remedy.

A further and more important consideration is urged, that another railroad through the proposed territory is necessary for the purpose of transporting logs to the several industries at Rumford Falls. It is urged that within a few years the supply of logs in the territory where they are now obtained will not be sufficient for the industries at Rumford Falls, and it is represented that these industries as now constructed, and to be soon enlarged, will consume about thirty million feet of spruce logs per year; but it was in evidence that the estimate of spruce logs in the territory covered by the proposed road was only ninety-one million feet, and it certainly could hardly be believed that a road which is to cost over five hundred thousand dollars would be built to transport ninety-one million feet of logs.

Besides, a railroad already chartered, has made a location into the territory north of Andover, which is designed to connect with the Rumford Falls and Rangeley Lakes Railroad, and to take the lumber from that region to Rumford Falls over the latter road.

If the foregoing considerations are not sufficient to justify the conclusion to which we have arrived, there is another which

we feel must control our action in this matter. In January, A. D. 1887, a company was organized under the general law, known as the Rumford Falls, Andover and Rangeley Lakes Railroad Company, to build a railroad from Bryant's Pond to Rumford Falls, over substantially the same route proposed in the location now asked for. The intention undoubtedly was to eventually construct branches through the town of Andover to the lakes, because from the legislature then in session certain legislation was obtained, looking to this purpose.

By chapter 248 of the Private and Special Laws of 1887, the above named company was authorized to make a traffic contract with, or lease its right to the Grand Trunk Railway of Canada, and to issue its bonds for the purpose of constructing said road. It was, however, provided by the same act that the powers granted should not be exercised prior to January 1, A. D. 1888, and not then if the Rumford Falls and Buckfield Railroad Company, then having its terminus at Canton, should extend its railroad to Rumford Falls before the 1st day of January, 1888. This act was approved March 11, 1887.

By the following act of the same year, approved the same day, chapter 249, it was enacted as follows:

"The Rumford Falls and Buckfield Railroad Company, or any corporation organized with its consent to extend said railroad from Canton to Rumford Falls and through the towns of Andover, Roxbury or Byron, to the lakes, or to any point between Canton and the aforesaid points, may lease its railroad, or may make a traffic contract with, or obtain guaranty of its bonds from any other railroad corporation, and secure the same by mortgage of its property and franchises."

By the first act the legislature deliberately denied the powers asked for by the proposed road from Bryant's Pond to Rumford Falls, if the Rumford Falls and Buckfield Road should be extended to Rumford Falls by January 1, A. D. 1888; and by chapter 249 the legislature as deliberately granted the same rights unconditionally to the Rumford Falls and Buckfield Road. Thus plainly did the legislature declare that if the Rumford Falls and Buckfield road should be extended to Rumford Falls it should not by any legislative act be hampered by any competing line into the same territory without its consent.

And by chapter 249 it seems to have been implied that any corporation organized to extend a railroad into Andover, Roxbury or Byron to the lakes, should do so only with the consent of the Rumford Falls and Buckfield Railroad. The legislature practically invited the Rumford Falls and Buckfield Railroad to extend its railroad to Rumford Falls, and by plain implication pledged the latter railroad that in consideration of such extension the State would not allow another company to be built into the territory north of Rumford Falls without its consent.

The Rumford Falls and Buckfield road has been leased to the Portland and Rumford Falls Railway, which succeeds to all its rights, and which has extended its line to Rumford Falls under this implied contract by the State.

The Board of Railroad Commissioners is the agent of the State, and is authorized to grant charters under certain conditions imposed by the legislature. If we should now authorize another company to build a road into this territory we should regard it as a flat violation of the implied contract so deliberately made by the legislature on behalf of the State.

If it is thought that the legislature will now disturb such vested rights as are here apparent, and allow another company to build a competing railroad through the territory into which the Portland and Rumford Falls Railroad was practically invited, for the express and stated purpose of diverting traffic; application can be easily made for that purpose.

We should not feel justified in doing it. We therefore do not approve the location asked for, and we find that public convenience does not require the construction of the proposed road.

Dated at Augusta, this 30th day of October, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

*Commissioner Frederic Danforth did not sit at the hearing.

BANGOR, HAMPDEN AND WINTERPORT
RAILWAY.

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, Hampden and Winterport Railway, a new extension, extending from Stearn's Mills to Hampden Lower Corner, a distance of three and four-tenths miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this eighth day of November, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

*Petition, Order of Notice and Decision of the Board relating to
a Change of Location in the Washington County Railroad.
Decision November 17, 1897.*

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

For the purpose of amending and changing the location of the Washington County Railroad as filed and approved the Washington County Railroad Company of Calais, Me., hereby declares its intention to locate and does hereby locate its road and line and declares its intention to take and does hereby take and hold the location hereinafter described for the following purposes, viz: For the location, construction, repair, operation and convenient use of said Washington County Railroad, as and for public uses, and to take and hold land and all materials in and upon the same lying within the lines describing and bounding said location.

Said company hereby takes a strip of land four rods in width beginning at a plug in the center of the lock of the Bar Harbor branch of the Maine Central Railroad near Ellsworth, Me., and running through the towns of Hancock, Franklin, Sullivan Township No. 7, Hancock county and the towns of Steuben, Millbridge and Cherryfield in Washington county to a point near said Cherryfield where the location now proposed would meet the original location. Said amended location embraces two rods of land on each side of the center line set forth in the written description of the location and plan thereof filed herewith.

Said Washington County Railroad Company hereby petitions the Board of Railroad Commissioners of the State of Maine for their approval of said location.

Washington County Railroad Company,
By GEO. A. CURRAN, its President.

Calais, November 5, 1897.

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 in the Daily Whig & Courier, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least four days before Wednesday the seventeenth day of November, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the American house in Ellsworth at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Washington county; also to the municipal officers of the towns of Hancock, Franklin, Sullivan, Township No. 7, Hancock county and Steuben, Millbridge and Cherryfield in Washington county, four days at least before the day of hearing.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 11th day of November, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the American house in Ellsworth on the 17th day of November, A. D. 1897, at nine o'clock in the forenoon. By the charter of said railroad company it is provided that said corporation shall have a right to locate, construct, equip, maintain and operate or lease a railroad from some point on the St. Croix river in the city of Calais or vicinity, through the counties of Washington and Hancock, by such route as the directors of said corporation may select; subject, however, to all provisions of the Revised Statutes, chapter 61, section 6, to some point on the Maine Central Railroad in Hancock county, including a branch to Eastport.

By chapter 193, section one it is provided that any railroad corporation under the direction of the Railroad Commissioners, may make any changes in the location of its route, which it deems necessary or expedient, and such changes shall be recorded.

The Washington County Railroad has once been located, and one change has been made upon the easterly end of the same, near Calais. This is a petition to change the location of the westerly end. There is no evidence before the Board, of any vote of the corporation to make this change; and we can only assume the action of the corporation from the fact that the president of the same has made this petition. Assuming then, that the directors of the corporation have authorized this change, we hereby approve the same, and find that public convenience requires such change.

Dated at Augusta, this 17th day of November, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Decision of the Board relating to the Approval of Location of the Saco River Electric Railroad from Saco, through Buxton to Bonny Eagle, Standish. Decision November 23, 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place named in said order.

Mr. J. O. Bradbury and Mr. Charles S. Hamilton appeared for the petitioners.

Mr. H. Fairfield and Mr. J. W. Symonds appeared for the Saco and Biddeford Electric Railroad.

Mr. George C. Yeaton appeared for the Boston and Maine Railroad.

The hearing was then continued to October 18, 1897, at the common council room in the city of Saco. The matter was then continued to November 3, 1897, at the office of the Board in Augusta. The matter was further continued to November 17, 1897, at ten o'clock A. M., at the same place.

The articles of association of the Saco River Electric Railroad name the cities and towns from which, in which and to which the road is to be constructed, to be "from a point in the city of Biddeford, through the city of Saco, and the town of Buxton in York county, and to a place called Bonny Eagle in the town of Standish in the county of Cumberland."

The location here asked for is only from Bonny Eagle through Buxton and Saco.

It does not cover the whole line embraced in the articles of association. It does not describe any line of location in Biddeford.

By section 6 of chapter 268 of Public Laws of 1893, the company must present to the railroad commissioners, a petition for approval of location, defining its "courses, distances and boundaries," accompanied by a map of the proposed route, etc. This requirement would seem to call for a location of the whole line embraced in the articles of association. Because by the same section as amended by chapter 84 of the Public Laws of 1895,

it is provided that "if the Board of Railroad Commissioners shall approve the location, and find that public convenience requires the building of such road," they shall endorse their approval thereon, etc.

If we can approve a part of the location on one petition, and find that public convenience requires the construction of that part, then we must make the same finding upon a subsequent petition for approval of the location of the rest of the line. The legislature could never have contemplated that the Board should make two findings as to public convenience; so that if we should decide this matter now, and approve the location asked for, it would seem that we must necessarily find that public convenience requires the building of the whole line embraced in the articles of association.

This same question arose in the matter of the Penobscot Central Railroad Company. The articles of association of that company called for a road from a point in the city of Bangor, to a point in Charleston in the same county. As the statutes then existed, however, the railroad commissioners could not approve a location in a city of more than fifteen thousand inhabitants. The company applied to the legislature, and by chapter 558 of the Public Laws of 1897, it obtained a location in the city of Bangor. The company then filed its petition to the railroad commissioners stating the location over the entire line, and asked the Board to approve so much of the location as was in the several towns outside of Bangor, and to find that public convenience required the building of the entire line. Serious objection was made and eminent counsel on both sides argued the matter at length. And the Board decided that it could approve so much only of the location as was outside of the city of Bangor, but that as the location in Bangor was fully controlled by a legislative act, it was authorized to find that public convenience required the building of the whole line. No appeal was taken.

We think this is the proper construction of the statute, and that the whole line should be stated before we should undertake to decide whether public convenience requires the building of the road. We might think that public convenience required the building of the whole line, when it would not require the

building of a portion of it, or if we should approve a portion of the line, and find that public convenience required the building of that portion as now asked for, and work should be begun upon it, and then we should decide against the remainder of the line, when a petition for it was presented, we should place the parties in an awkward position. They would be willing to build the whole line, when they might not be willing to build a portion of it.

The statute may authorize us to find that public convenience requires the building of the whole line embraced in the articles of association, and approve the location of a portion of it. But we are not inclined to so find. We do not believe that any public convenience can be subserved by building another electric railroad from Saco to Biddeford. There is already one street railroad which is giving good service for the community between those two points.

We find that a street railroad from Bonny Eagle to Saco would be a great convenience to the people of the Saco valley, and while our authority to approve such road under these articles of association is extremely doubtful, we shall pro forma assume such jurisdiction and approve the proposed location from Bonny Eagle to the junction of Water street and Elm street in the city of Saco, and find that public convenience requires the building of the road to that point, and approve such location. If the said company desires any further location in Saco, it has authority to petition for it under section six of chapter 268, Public Laws of 1893, as amended in 1895.

Dated at Augusta, this 23rd day of November, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to Crossing of Highways on Line of Franklin, Somerset and Kennebec Railway, Farmington to New Sharon. Decision November 23, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The Franklin, Somerset and Kennebec Railway Company, a corporation chartered by special act of the legislature of 1897, and authorized to construct and operate a line of railway commencing at a point in the village corporation of Farmington, at or near the track of the Sandy River and Maine Central Railroad Companies, through Farmington, New Sharon, Mercer, Rome, Belgrade, Smithfield, Oakland, and Waterville to some point in the city of Waterville and whereas the said company in accordance with said charter and law, has perfected its organization, and filed its location with the county commissioners in the county of Franklin and approved by them, from the point of beginning aforesaid through the towns of Farmington and New Sharon to a point on the west bank of the Sandy river, at New Sharon village, within the time stated in said charter, the location of which is laid out across certain highways and other public ways, and at points hereinafter described, viz: a way in Farmington leading from Main street to West Farmington, and known as "Bridge Street;" a way in Farmington leading from Farmington Center village to Farmington Falls, known as "Main Street" being southerly of and near the "Little Blue" so called; a way in Farmington, leading from Lower Main street to High street extension, so called, and known as "Quarry Street;" a way in Farmington, leading from Farmington Center village to Farmington Falls by the fair grounds and known as High street extension, being just southerly of the said fair grounds; a way in Farmington, leading easterly from the main road from Farmington Center village to Farmington Falls; southerly of and near the residence of Herman Corbett; a way in Farmington leading easterly from said main road southerly of and near the residence of Mrs. Swift and known as the "Swift road;" a way in Farmington leading easterly from said main road, by the residence of Herbert Crowell and known as the "Weeks Mills"

road; a way in New Sharon leading easterly from the main road from Farmington Falls to New Sharon village, near the "Muddy Brook," so called, and known as the "Weeks Mills" road, and also the main road from Farmington Falls to New Sharon village, at a point westerly of and near the cemetery at New Sharon village.

Wherefore your petitioner requests that your Honorable Board, after notice and hearing, will authorize said railroad to cross all of said ways, excepting Bridge street, Main street and High street extension, at grade, and further that your Honorable Board will determine the manner and condition said road may cross said ways, and highways, and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne between said railway company and the respective towns in which said crossings are located excepting the expense incident to the crossings of Bridge street, Main street and lower High street extension, which said company are to pay exclusive of any assistance from the town.

Franklin, Somerset and Kennebec Railway Company,
By FRANK W. BUTLER, its Attorney.

September 11, 1897.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in one issue in the Farmington Chronicle, a newspaper published at Farmington in the county of Franklin, the publication in said paper to be at least three days before Monday the 27th day of September, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the passenger station of the M. C. R. R. Co., in Farmington, at one o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Farmington and New Sharon four days at least before the day of hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 17th day of September, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Farmington, within and for the county of Franklin on the first Tuesday of February, A. D. 1898.

Upon the foregoing petition, notice was given as ordered, and the Board having met at the time and place mentioned in the aforesaid order, viewed the location of the various crossings and heard the parties interested.

Frank W. Butler, its attorney, appeared for the Franklin, Somerset and Kennebec Railway Company; the selectmen of Farmington appeared for the town of Farmington; the selectmen of New Sharon appeared for the town of New Sharon, and J. H. Thompson, Esq., appeared for himself.

The hearing was continued to October 6 at the office of the Board in Augusta, and was then continued to October 20 at Hotel Rumford in the village of Rumford Falls.

From the inspection of the route and the location of the crossings we find that the railroad, except through the villages, runs through a thinly settled country and the ways crossed are not frequently traveled. Also that Quarry street in the village of Farmington is a short cross street between Main street and High street.

We therefore decide and determine that said railroad shall be so constructed as to cross the several ways hereinafter mentioned in the manner and subject to the conditions following:

First. The way in Farmington, known as "Bridge Street." The railroad shall pass over said Bridge street and shall be constructed so as to give a passageway for horses, teams and carriages having a clear width of at least thirty (30) feet and a clear way for travelers on foot, at least eight (8) feet wide, each being measured at right angles with the center line of said street, and each having a clear head room of not less than fourteen (14) feet.

Second. The way in Farmington known as Main street. The railroad shall pass over said Main street and shall be so constructed as to give a way for travel having a clear height or head room of at least fourteen (14) feet and a clear width of

not less than thirty (30) feet, measured at right angles with the center line of said Main street.

Third. The way in Farmington known as Quarry street. The crossing of this street shall be at grade after said street shall have been raised one (1) foot above the present grade and permission is hereby granted said railway company to raise the grade of said street one (1) foot.

Fourth. The way in Farmington known as High street extension. The railroad shall pass over said way and shall be so constructed as to give a clear height or head room of not less than fourteen (14) feet after said way shall have been lowered seven (7) feet, and a clear width between abutments of at least twenty (20) feet, measured at right angles with the center line of said way.

Fifth. The crossing of the way in Farmington near the residence of Herman Corbett shall be at grade after said way shall have been raised one (1) foot and permission is hereby granted to raise the grade of said way one (1) foot.

Sixth. The crossing of the way in Farmington near the residence of Mrs. Swift known as the "Swift road" shall be at grade after said way shall have been raised one (1) foot, and permission is hereby granted to raise the grade of said way one (1) foot.

Seventh. The crossing of the way in Farmington near the residence of Herbert Crowell, known as the "Week's Mills" road, shall be at grade after said way shall have been raised one (1) foot, and permission is hereby granted to raise said way one (1) foot.

Eighth. The crossing of the way in New Sharon near "Muddy Brook," known as the "Week's Mills" road, shall be at grade after said way shall have been raised one (1) foot, and permission is hereby granted to raise said way one (1) foot.

Ninth. The way in New Sharon leading from Farmington Falls to New Sharon village, near the cemetery.

The railroad shall pass over said way and shall be so constructed as to give a clear headroom of at least fourteen (14) feet after said way shall have been lowered five (5) feet and a clear width between the abutments of not less than twenty-four (24) feet measured at right angles with the center line of said way. Permission is hereby granted to lower said way five (5) feet.

At the four crossings where the railroad passes over the public way, strong and suitable bridges must be constructed and supported in a suitable and substantial manner.

At each of the above named crossings, the approaches on each side of the railroad track within the limits of the railroad location shall be constructed and maintained by the aforesaid Franklin, Somerset and Kennebec Railway Company. Said approaches shall be as wide as said ways are now constructed; and shall not be steeper than one foot elevation to every twenty feet out from said track, provided, however, that at the crossing in New Sharon near the cemetery, the grade of the way going up the hill, may be made as steep as one foot rise for every seventeen feet out from said crossing. Said railway company shall construct and maintain the same in such manner that they shall be safe and convenient for travelers on said ways and shall make suitable provisions for surface drainage.

Dated at Augusta, this twenty-third day of November, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board on Petition of the Wiscasset and Quebec Railroad Company for Approval of Crossing the Maine Central Railroad at grade at Burnham Junction. Decision November 25, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The Wiscasset & Quebec Railroad Company, a corporation established by law, respectfully represents that it is about to extend and complete its railroad known as the Wiscasset & Quebec Railroad, heretofore partially constructed between Albion, in the county of Kennebec, and Burnham, in the county of Waldo, and desires to construct and operate its said railroad

across the Belfast branch, so called, of the Maine Central Railroad in said Burnham, the location of said crossing being the point on the line of said Belfast branch to which said Wiscasset & Quebec Railroad is now graded, and to which and across which said Wiscasset & Quebec Railroad is now located, a description of said location having heretofore been filed in the office of the register of deeds, of said county of Waldo.

Wherefore, your petitioner requests that your Honorable Board, after due notice and hearing, will authorize a crossing of said Belfast branch of said Maine Central Railroad by said Wiscasset & Quebec Railroad at the point of location aforesaid, and will determine the manner and conditions of such crossing as provided by chapter 72 of the Public Laws of Maine of 1895.

Dated at Wiscasset, Me., October 6, A. D. 1897.

Wiscasset & Quebec Railroad Company,
By W. FRED P. FOGG, General Manager.

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 Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least five days before Tuesday, the 26th day of October, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the station of the M. C. R. R. in Burnham at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the M. C. R. R. Co., five days at least before said date of hearing.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of October, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place stated in said order, and the matter was then continued to be heard at the office of the Board at Augusta on the 17th day of November, when it was again continued to be heard at the West End hotel in the city of Portland on Saturday the 20th day of November, at ten o'clock in the forenoon.

Mr. W. C. Philbrook appeared for the petitioner.

Mr. Edmund F. Webb appeared for the Maine Central Railroad Company.

Mr. Charles E. Littlefield appeared for the contractors and builders of the Wiscasset & Quebec Railroad.

No evidence was submitted to the Board as to the right of the Wiscasset and Quebec Railroad Company to cross the Maine Central Railroad at any point, and our attention was not called to any chapter or act of the legislature authorizing it; but as all acts of incorporation are regarded in legal proceedings as public acts, we have endeavored to ascertain what right, if any exists, there is for such crossing, because if the petitioning company has now no legal right to cross the Maine Central Railroad, we have no authority to allow it.

We have been unable to find any such charter, or act of the legislature which by our construction gives any such right. But as the Maine Central Railroad Company does not raise the question and we find a road mostly graded, on the location claimed by the Wiscasset and Quebec Railroad, we apply the doctrine of presumption, and proceed to the consideration of the statute of 1895, upon which these proceedings are based.

The Wiscasset and Quebec Railroad Company asks for a crossing at grade with the Maine Central Railroad.

The Maine Central Railroad Company objects to such crossing.

The Wiscasset and Quebec Railroad Company offer several objections to an overhead crossing, two of which are worthy of careful consideration.

First. The petitioning company says that it desires a grade crossing because the statute declares that railroads crossing at grade shall be deemed connecting roads; and that the petitioning company desires all the benefits to be derived from chapter 94, Public Laws 1879. But that statute also regards all intersecting roads as connecting roads; and if there is any ambiguity in this portion of the statute, there is certainly no ambiguity in the act of 1881, chapter 51, which expressly provides that the law of 1879 shall apply to and may be taken advantage of by any railroad in the State, whether it makes close connection with other railroads or not.

But the petitioning company, while it admits the authority of the railroad commissioners to order an overhead crossing on the location it has adopted and filed, claims that we have no authority to order one outside of its location.

We desire to put our finding upon this point plainly, so that there can be no mistaking it, for if either party appeals, the court is entitled to know what the scope of our decision is.

We find that an overhead crossing on the location adopted by the petitioning company would be, not impossible, but impracticable. But if we order an overhead crossing, the company has ample authority under the act of 1893, chapter 193, to change its location for the purpose of building such overhead crossing.

The court will not allow any corporation, in view of our statutes, to nullify the action of the railroad commissioners, unless that action is manifestly illegal, when such action is for the safety of the public who travel upon our railroads.

R. R. Commissioners vs. St. R'y Co. 89 Me. 328.

We think the act of 1893, chapter 193, and the act of 1895, by virtue of which this petition is made, should be construed, *pari passu*, and should be given such construction as will carry into effect the meaning of the legislature.

In R. R. Co. vs. St. R'y Co. *Supra*, the court, by Walton, justice, says, "It seems to us that the evident intention of the legislature was to leave the whole question of how railroad crossings should be constructed and maintained, and how the expense should be borne, to the sound judgment and discretion of the railroad commissioners."

In Me. Central R. R. Co. vs. Street R'y Co. 89 Me. 555, the court, after citing the various statutes in relation to rail-

road crossings, by Strout, justice, say, "These various statutes indicate the purpose of the legislature to confer upon the railroad commissioners full jurisdiction as to all crossings of ways by railroads, and of railroads by railroads, and of all matters with and incidental thereto, which are necessary or conducive to the safety of travelers."

We believe the time has come when the people and the legislature demand of the Board of Railroad Commissioners the most watchful regard for the public safety, and that it is our duty to deny grade crossings whenever overhead crossings can be reasonably obtained.

We believe that the location of the Wiscasset and Quebec Railroad can be changed so as to construct a suitable overhead crossing, a short distance west from the present proposed crossing, at an expense which will not exceed four thousand dollars.

We estimate the expense to the Maine Central Railroad from lowering its grade four feet, at about two thousand dollars. We therefore order that the Wiscasset and Quebec Railroad shall cross the Maine Central Railroad by an overhead bridge, which shall be when completed, at least twenty-one feet in the clear above the tracks of the Maine Central Railroad.

That if the line of the Wiscasset and Quebec Railroad is changed so as to cross the Maine Central Railroad 920 feet westerly from the present proposed crossing, the Maine Central Railroad shall lower its grade four feet at the point where such bridge is built, and that the Wiscasset and Quebec Railroad may build its bridge seventeen feet above the present grade of the Maine Central Railroad, so that when said bridge is fully completed and the Maine Central track is lowered, the bridge shall be at least twenty-one feet above the rails of the Maine Central Railroad. The bridge may be a substantial wooden bridge, if the company desires, and the whole work shall be done to the satisfaction of the railroad commissioners.

As we construe the statute we have no authority to apportion the expense outside of the location of the two railroads, and as such expense inside would obviously be difficult to ascertain, we order that the Maine Central Railroad shall lower its grade at its own expense, and that the Wiscasset and Quebec Railroad

shall build its bridge over said Maine Central Railroad at its own expense.

The petitioning company says that such an order as we now make, will delay it in the construction of its railroad, and in running its trains during the present winter to Burnham. And it asks us to allow it a temporary crossing at grade. We believe an overhead crossing such as we have ordered can be constructed as quickly as a grade crossing, with the usual delay in obtaining crossing frogs; but we will further order that the said petitioning company if it so desires, may construct temporarily a crossing at grade, at its own expense. That it shall provide suitable crossing frogs to the satisfaction of the Board of Railroad Commissioners, to be laid by the Maine Central Company at the expense of the Wiscasset and Quebec Railroad Company. And that the expense of the building and operating the signal station, and signal officer, required by statute, shall be borne as directed by that statute. This crossing at grade shall terminate on July 1, 1898, and at that time the overhead crossing shall be constructed, and the Maine Central Railroad Company may then remove the crossing frogs, and terminate such grade crossing.

Dated at Augusta, this 25th day of November, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Decision of the Board in the Matter of the Petition, as Amended, of the Sanford and Cape Porpoise Railway Company for Approval of Location. Decision November 30, 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice having been given as ordered, the Board made an examination of the route and location, as stated in said order, and on the 19th day of November, A. D. 1897, the Board met at Hotel Sanford in the town of Sanford at nine o'clock in the forenoon.

Messrs. Heath and Andrews appeared for the petitioners.

Mr. Seth M. Carter appeared for the Boston and Maine Railroad Company.

At the hearing the attorneys for the petitioning company offered to amend their petition by striking out the spur lines as follows: Number one at West Kennebunk, to connect with the Boston and Maine Railroad. Number four, at Kennebunk, a spur for passenger connection with the Boston and Maine. Number five at Kennebunk, a spur line for freight connection on the Boston and Maine Railroad; which said amendment was allowed.

From our examination of the route from Cape Porpoise to Sanford, and the evidence submitted at the hearing, we are satisfied that an electric railroad between these termini would be a great public convenience.

As to the location described in the petition, we find that a portion of the same is outside of the limits of streets, roads and ways, along the line of said location. But we also find that such location outside of said streets and ways is necessary, because it appears to be impracticable to locate said railway within the limits of said streets, roads and ways at the points where said railway diverges from them; and we hereby approve all of the location embraced in the petition, except the spur track through the center of Main street, at Kennebunk, known as spur number two, and also the spur running through Storer street in Kennebunk village, known as spur number three.

The location of these two last named spurs we are unable at present, to approve.

With these exceptions we hereby approve the location of said railroad as embraced in said petition and find that public convenience requires the building of the same.

Dated at Augusta, this 30th day of November, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

AROOSTOOK NORTHERN RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful examination of the Aroostook Northern Railroad, a new road extending from Caribou, through Fort Fairfield to Limestone a distance of fifteen miles, hereby certify that we have found it so constructed as to be safe for public travel and for the passage of passenger cars thereon.

Dated at Augusta, this 30th day of November, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Special Report of the Board of Railroad Commissioners upon an Accident which Occurred on the Grand Trunk Railway, near Danville Junction, on the 21st day of December, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

A serious accident occurred to a passenger train on the Grand Trunk Railway near Danville Junction, on the 21st day of December, A. D. 1896, at about eight o'clock in the forenoon, by a derailment of the entire train, except the locomotive and tender, about two miles east of Danville Junction.

The train was the regular passenger train which left Portland at seven o'clock and five minutes, A. M., running to Lewiston, and was made up of the locomotive, one baggage car and two passenger cars. The train was known as No. 71, and crossed another passenger train known as No. 6, at Pownal at 7.43. The train left Pownal five minutes late, running to New Gloucester at schedule speed, leaving New Gloucester at 7.55, also five minutes late. The distance between New Gloucester and Danville Junction is four and eighty-five one hundredths miles, and the running time is ten minutes; so that the train must have been running at least thirty-five miles an hour. When the train arrived at a point about two miles east of Danville Junction where there is an eighteen foot fill, with quite steep embankments, a rail on the southerly side broke about four feet from the end, throwing the entire train, except the locomotive and tender, from the track, when it went over the embankment on the southerly side.

There were seventeen passengers on board the train, several of whom were more or less seriously injured, but none of them fatally.

The accident was caused by a defect in a rail; being a seam, or what railroad men call a "lake," in the rail, left there when the rail was manufactured at the mill. It was entirely internal, showing nothing externally. The railroad officials had the rail present at the hearing before the railroad commissioners, which was had at Portland on the 14th day of January, A. D. 1897,

and upon inspection by the members of the Board, and from the testimony adduced at the hearing, we are satisfied that the defect was entirely hidden from any possible inspection, and that no fault can be attributed to any of the railroad officials for not discovering the defect before.

The rail was manufactured in 1886, and had been in the road-bed about ten years. The rail was not badly worn, but was in good appearance externally. Some of the passengers testified that the train was running twenty-five miles an hour, but the engineer of the train, Joseph F. Webber, who was a very frank and exceedingly good witness, testified that he was running at his regular speed, of thirty-five miles an hour. That he left New Gloucester five minutes late, and was making his regular time between New Gloucester and Danville Junction. That it was a very frosty, cold morning. That the rails were frosty and slippery, and that he was running up grade. That at the time of the accident he was looking out of the side window of the cab. That he saw nothing upon the track ahead of him, which indicated any difficulty, and nothing out of the way. That the fireman was putting in coal, when he felt a sharp jolt on the left side of the locomotive under the drivers. That he felt no jolt or drop when the forward trucks went over. That immediately he looked and saw that he had broken away from the train, and he saw the cars go over the embankment. That the engine ran about an eighth of a mile before it was stopped. That he backed his engine to near the place of accident, and he and the fireman immediately went to help get the passengers from the the wreck. That he asked the conductor how many passengers there were on the train, and he said there were seventeen. That he counted them and found they were all out of the wreck. That he then took his engine and ran to Danville Junction, to make his report and get physicians to come from Lewiston to take care of the injured. That the passengers were then taken upon the Maine Central train which happened to come along at that time, and the injured were taken to Lewiston.

Jonas Hamilton, division superintendent of the Maine Central Railroad testified that he had been in the railroad business for nearly fifty years. That he was familiar with steel rails, with the laying of them and with roadbeds, and with railroads

generally. That he had examined the locus where the accident occurred and had examined the rail which was broken, and that in his judgment the accident was caused entirely by the breaking of the rail, and that the defect could not have been discovered by any inspection which could have been made.

It appears by testimony, and the train schedule, that at least twenty trains had been over this same rail within twenty-four hours. One at least had been over it within thirty minutes, and no one had discovered any difficulty whatever. The section foreman, Mr. Charles Mowatt testified that he inspected the road bed thoroughly on Saturday morning, the 19th, at the place of accident, and that the roadbed was in good condition, and there was no indication of any difficulty with the rail.

There are twelve depositions on file with the Board of Railroad Commissioners from passengers, trainmen, and railroad officials, and from neither of them have we discovered anything which leads us to believe that this accident was caused by anything which could have been avoided by any of the employees of the Grand Trunk Railroad Company. And we have therefore come to the conclusion from our inspection and the testimony in the case, that this accident was caused alone by this defect in the rail, and that no negligence can be attributed to the railroad company or to any of its officials or employees.

Dated this 10th day of February, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Special Report of the Board of Railroad Commissioners upon an Accident which Occurred on the 31st day of August, A. D. 1897, on the Line of the Portland and Rumford Falls Railway.

STATE OF MAINE.

In Board of Railroad Commissioners.

A serious accident occurred to a freight train, by collision with a gravel train, on the Portland and Rumford Falls Railway, on the 31st day of August, 1897, at about eleven o'clock in the forenoon, at a place called Branch switch, about one mile north of Canton station. One passenger, and several employees were injured, but none seriously.

A freight train in charge of Conductor Judson Chase, known as number 10, with Jones Bonney, engineer, left Canton at about ten o'clock and forty-five minutes in the forenoon, running north. Before leaving Canton station the conductor and engineer received the following orders from the train dispatcher. "No. 10 and Smith's special will cross at Branch switch." The conductor and engineer both admit they received such an order from the train dispatcher. Smith's special was a special gravel train running from the gravel pit near Gilbertville, south, with destination at Chisholm's Mills, by way of Branch switch.

The conductor and engineer of Smith's special got an order at Walker's gravel pit as follows: "Rumford Falls, August 31, 1897. Conductor and engineer Smith's special, at Walker's pit. No. 10 and Smith's special will cross at Branch switch. Signed by Barker."

Each train, according to these orders, had the right of way as far as Branch switch, and neither had any right to pass said switch without first ascertaining that the other train was not in its way.

Jones Bonney, the engineer of the freight train, testifies that when he came in sight of Branch switch he did not see Smith's special on the siding, and it passed through his mind that Smith's special had gone into the other end of the siding. That he did not shut off steam nor use the brakes, expecting to find Smith's special at the other end. That immediately after pass-

ing Branch switch in going around a curve he saw Smith's special approaching. That he immediately threw the air brake and emergency on and whistled, and put the engine in back gear, opened the throttle wide open and jumped from the train. In explanation of this act he says that this was originally called Park siding, and that when it was Park siding, the orders used to be given to cross at Park siding, south end, or north end. That when the time was changed last spring the upper or northerly end of Park siding remained as before, but the southerly end was known as Branch switch. That it escaped his mind, and that when he did not see Smith's special at the south end, or what is known as Branch switch, he thought it must have gone in at the north end, which is now called Park siding. He also says in explanation that he was behind time, and was followed by a passenger train which would soon be along, and that he wanted to get out of its way. The engineer was very frank in all his statements, and evidently very truthful, and did not endeavor in the least to deny his responsibility, or the blame that must necessarily attach to his action.

It is one of the rules of the road that when an engineer receives an order for a crossing of another train, he shall show his order to the fireman. This he admits he did not do, and that the fireman knew nothing of the order for crossing until after the accident.

Judson Chase, the conductor of the freight train was not present at our investigation, but his sworn statement is presented to us, and as it does not materially differ from the other evidence in the case, we have accepted it as his deposition. He testifies that he received the order at Canton. It was his duty to show his order, or communicate it to his brakeman. This he admits he did not do. He says that after he received the order he went into the caboose, and took his place at the brake, and just before the train arrived at Branch switch he begun to set his brakes to stop the train. That he kept setting them harder and harder. He saw that the engineer was not going to stop, and he leaned out of the caboose window and attempted to get on top of the train. We are satisfied that the conductor did set the brakes as he has stated, and set them hard; for Mr. Charles C. Ellis was in the door of the pumping station near

the place of accident, when the train went by, and he says that the train was running fast when it went by the switch—at least twenty miles an hour—and he saw the buggy¹ brake was set, or the brake on the caboose. That the brakes were set so hard on the buggy that the wheels were sliding on the track. Both brakemen were upon a car of the train, and knew nothing of the order to cross at Branch switch, until after the accident.

The conductor of the train, Judson Chase, according to his own statement, violated one of the rules of the road when he failed to notify the brakeman of the order to cross, but we are satisfied that this did not contribute to the accident, because the engineer testified that he did not shut off steam at all, and we doubt if anything the brakemen could have done would have prevented the accident. The engineer had control of two cars at least, of the train, by air brakes, besides the engine and tender, and if he had not made the mistake which he says he made, the accident would not have happened.

Although the conductor violated one of the rules of the road in not communicating his orders to the brakemen, we are forced to the conclusion that the accident was caused by the carelessness of the engineer, Jones Bonney, in running his train past Branch switch without stopping.

Dated this 30th day of October, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Special Report of the Board of Railroad Commissioners upon an Accident which Occurred on the Maine Central Railroad at Newport, on the 5th day of September, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

A serious accident occurred to an excursion train on the Maine Central Railroad about two miles easterly of Eastville station in East Newport on the 5th day of September, A. D. 1897, at about ten o'clock in the forenoon, by the derailment and overturning of the rear car upon the train.

One passenger, Martin Paine of Plymouth, was killed, and some twenty other passengers more or less seriously injured. The train was made up of five passenger cars and one combination car, which left Foxcroft station at eight o'clock in the forenoon, carrying passengers to the Etna camp-ground. The train reached Newport about 9.25, and arrived at the place of accident somewhere near ten o'clock, A. M. All the cars were well filled with passengers. The combination car which was overturned, was on the rear end of the train. This car had been run upon the regular train from Foxcroft to Bangor about two years, and about four months prior to the accident had been repaired in the shops at Waterville.

The cause of the accident according to the testimony and our investigation, was a broken wheel. It was an Allen steel tired wheel, and the accident was caused by the tire becoming loose and slipping off the center. The bolts which held the retaining rings were all broken, and the tire had come entirely off the wheel, which was on the forward end of the rear truck-frame. From our examination of the wheel we are satisfied that the tire had been loose for some months. The bolts had evidently been worn in the retaining ring by the slipping of the tire upon the center, so that the injury to the wheel was not a new one. We are satisfied that the construction of the wheel was faulty. That there was a defect in it when it left the shops where it was manufactured. We feel that there was also negligence on the part of the inspectors at the stations on the Maine Central Railroad, where the wheel should have been inspected.

Three of the inspectors of the Maine Central Railroad testified that they had inspected the wheels upon that car every day except upon the day of the accident, while it had been run on this route; and yet the injury or defect was such that if such inspection had been made as ought to have been made, it would have been discovered before the accident.

From the evidence in the case, and from our investigation of it, we are satisfied that none of the train men were in any way responsible for the accident. That they did all that could be done after the accident to relieve the injured, and that no employees of the Maine Central Railroad were in any way responsible for the accident except the car inspectors, whose duty it was to have discovered such a defect.

We find that Martin Paine came to his death on the said 5th day of September, A. D. 1897, by jumping from the rear end of the said combination car, at the time of the accident, aforesaid, and by his head coming in contact with either the rail upon the roadbed or the truck frame of said car, and probably causing concussion of the brain.

Dated at Augusta, this 29th day of November, A. D. 1897.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

CONTENTS OF TABLES.

STEAM RAILROAD CORPORATIONS.

TABULATED STATEMENTS.

	Column	Page
Description of Railroads Owned and Operated:		
Termini	1	142
Length of Maine road branch lines.....	2	142
Length in Maine.....	2	142
Length of second track in Maine.....	3	142
Length of side track.....	4	142
Total length all tracks.....	5	142
Tabulation of Returns, Assets and Liabilities:		
Bangor and Aroostook Railroad.....	6	145
Boston and Maine Railroad.....	7	145
Bridgton and Saco River Railroad.....	8	145
Canadian Pacific Railway.....	9	145
Franklin and Megantic Railroad.....	10	148
Georges Valley Railroad.....	11	148
Grand Trunk Railway.....	12	148
Kennebec Central Railroad.....	13	148
Lime Rock Railroad.....	14	151
Maine Central Railroad.....	15	151
Monson Railroad.....	16	151
Patten Railroad.....	17	151
Phillips and Rangeley Railroad.....	18	154
Portland and Rochester Railroad.....	19	154
Portland and Rumford Falls Railway.....	20	154
Rockport Railroad.....	21	154
Rumford Falls and Rangeley Lakes Railroad.....	22	157
Sandy River Railroad.....	23	157
Sebasticook and Moosehead Railroad.....	24	157
Somerset Railroad.....	25	157
St. Croix and Penobscot Railroad.....	26	160
Wiscasset and Quebec Railroad.....	27	160
York Harbor and Beach Railroad.....	28	160

COMPARATIVE STATEMENTS.

	Column	Page
Cost, Capital Stock and Net Debt per Mile of Road Owned:		
Construction	29	163
Equipment	30	163
Total permanent investments.....	31	163
Capital stock.....	32	163
Net debt.....	33	163
Total capital stock and net debt.....	34	163
Earnings and Expenses of Operation:		
Passenger revenue.....	35	164
Freight revenue.....	36	164
Other earnings from operation.....	37	164
Gross earnings from operation.....	38	164
Operating expenses.....	39	164
Net earnings from operation.....	40	164
Percentage of operating expenses to gross earnings..	41	164
Earnings and Expenses per Mile of Road Operated:		
Gross earnings from operation.....	42	165
Operating expenses.....	43	165
Net income from operation.....	44	165
Earnings and Expenses per Revenue-Train Mile:		
Gross earnings from operation.....	45	165
Operating expenses.....	46	165
Net income from operation.....	47	165
Repairs, Wages and Fuel per Total Train Mile:		
Repair of road-bed.....	48	166
Renewal of rails.....	49	166
Repair of bridges.....	50	166
Repair of locomotives.....	51	166
Repair of passenger, baggage and mail cars.....	52	166
Repair of freight cars.....	53	166
Wages	54	166
Fuel	55	166
Cost of repairs:		
Per locomotive.....	56	167
Per passenger, baggage and mail car.....	57	167
Per freight car.....	58	167
Averages:		
Per passenger: average journey.....	59	167
Per ton of freight: average haul.....	60	167
Per train mile: average passengers.....	61	167
Per train mile: average tons of freight.....	62	167

Comparative Statements of the Condition and Operations

OF THE

Steam Railroad Corporations of the
State

COMPILED FROM THE

Returns for the Year Ending June 30, 1897.

DESCRIPTION OF STEAM RAILROADS OPERATED.

RAILROADS AND BRANCHES.	1—TERMINI.		2—LENGTH OF LINE.		3—SECOND TRACK.		4—TRACK, YARD AND SIDINGS.		5—Total length all tracks.
	From	To	Total.	In Maine.	Total.	In Maine.	Total.	In Maine.	
BANGOR AND AROOSTOOK RAILROAD	Brownville Junction	Caribou	154.69	154.69					
Branch	Fort Fairfield Junct.	Fort Fairfield.....	13.31	13.31					
Branch	Ashland Junction ..	Ashland	43.35	43.35					
Spurs.....			7.50	7.50					
BANGOR AND PISCATAQUIS RAILROAD	Old Town	Greenville	76.50	76.50			41.65	41.65	357 12
Spur.....			.82	.82					
BANGOR AND KATAHDIN IRON WORKS RAILWAY.....	Milo Junction.....	Katahdin Iron W'ks.	18.90	18.90					
Spur.....			.40	.40					
BOSTON AND MAINE RAILROAD:	Portland	Salmon Falls.....	44.00	44.00	Main li nes in Me. The Bos ton & Me. R. R. Com pany operates, out of Maine 1,612.55 mi. of road.				
Western Division	Old Orchard	Camp Ellis.....	3.00	3.00					
Old Orchard Branch									
Kennebunk and Kennebunkport Branch.....	Kennebunk	Kennebunkport	4.50	4.50					
Eastern Division	Portland	State line, N. H.....	50.76	50.76					
Northern Division	Conway Junct., Me.	Salmon Falls.....	2.92	2.92					
				105.18					
BRIDGTON AND SACO RIVER RAILROAD	Bridgton	Bridgton Junction..	16.00	16.00			1.00	1.00	17.00
CANADIAN PACIFIC RAILWAY (International Railway of Maine	Boundary line	Mattawamkeag.. ..	144.50	144.50					
Houlton Branch.....	Boundary line	Houlton	3.00	3.00					
Aroostook River Branch...	Boundary line	Presque Isle	29.20	29.20					
Maine Central Railroad (lease)	Mattawamkeag ..	Vanceboro	56.10	56.10			27.00		259.80
FRANKLIN AND MEGANTIC RAILROAD	Strong	Kingfield	15.00	15.00					
Mt. Abram Branch.....	Mt. Abram Junction,	Mt. Abram	1.70	1.70					
Kingfield and Dead River Branch	Kingfield	Carrabasset	10.00	10.00			.50	.50	27.20
GEORGES VALLEY RAILROAD....	Warren	Union	8.00	8.00					
Branch	Main line.....	Lime kilns.....	.50	.50					8.50

GRAND TRUNK RAILWAY (A. & St. L.)	Portland	Boundary	82.60	82.60					
<i>Norway Branch</i>	South Paris	Norway	1.36	1.36			38.37	38.37	127.74
<i>Lewiston and Auburn Branch</i>	Lewiston Junction	Lewiston	5.41	5.41					
KENNEBEC CENTRAL RAILROAD	Randolph	Togus	5.00	5.00					5.00
LIME ROCK RAILROAD	Rockland	Lime Kilns	11.09	11.09					
<i>Trackage Rights</i>	Rockland		1.27	1.27					12.36
MAINE CENTRAL RAILROAD	Portland	Bangor	136.60	136.60					
	Brunswick	Bath	8.90	8.90					
	Cumberland	Skowhegan	91.20	91.20					
	Leeds Junction	Farmington	36.40	36.40					
	Penobscot Junction	Mt. Desert Ferry	41.13	41.13					
<i>Androscoggin Railroad</i>	Crowley's	Lewiston	4.80	4.80					
<i>Androscoggin Railroad</i>	Brunswick	Leeds Junction	26.20	26.20					
<i>Dexter and Newport Railroad</i>	Newport Junction	Dexter	14.23	14.23					
<i>Dexter and Piscataquis Railroad</i>	Dexter	Foxcroft	16.54	16.54					
<i>Belfast and Moosehead Lake Railroad</i>	Burnham	Belfast	33.13	33.13	40.50		244.36		1,098.62
<i>European and North American Railroad</i>	Bangor	Vanceboro	114.30	114.30					
<i>Stillwater Branch</i>	Orono	Stillwater	3.01	3.01					
<i>Enfield Branch</i>	Enfield	Montague	3.03	3.03					
<i>Eastern Maine</i>	Bangor	Bucksport	18.80	18.80					
<i>Portland and Ogdensburg</i>	Portland	Lunenburg, Vt.	109.10	51.10					
<i>Upper Coos Railroad</i>	Quebec Junction	Beecher's Falls	55.00						
<i>Hereford Railway</i>	Beecher's Falls	Lime Ridge	53.00						
<i>Knox and Lincoln</i>	Bath	Rockland	48.39	48.39					
MONSON RAILROAD	Monson Junction	Monson	6.16	6.16					
<i>Branch</i>	Monson	Slate Quarries	2.00	2.00			1.00	1.00	9.16
PHILLIPS AND RANGELEY RAILROAD	Phillips	Rangeley	28.60	28.60					28.60
PORTLAND AND ROCHESTER RAILROAD	Preble Street Stat'n, Portland	Rochester, N. H.	52.50	51.98					
	Preble Street Stat'n	Grand Trunk Ry.Jct.	1.36				17.99	17.99	71.85
PORTLAND AND RUMFORD FALLS RAILWAY	Gilbertville	Rumford Falls	14.68	14.68					
	Mechanic Falls	Poland Spring Junct	11.70	11.70					
	Mechanic Falls	Gilbertville	26.48	26.48					
<i>Trackage Rights</i>	Poland Spring Junct.	Lewiston	4.20	4.20			8.75	8.75	65.81
ROCKPORT RAILROAD	Lime Stone Corner	Rockport	3.00	3.00					3.00
RUMFORD FALLS AND RANGELEY LAKES RAILROAD	Rumford Falls	Bemis	27.00	27.00					
<i>Branch</i>	Houghton	Township E	4.00	4.00			5.36	5.36	36.36

RAILROAD COMMISSIONERS' REPORT.

143

Description of Steam Railroads Operated.—CONCLUDED.

RAILROADS AND BRANCHES.	1.—TERMINI.		2.—LENGTH OF LINE.		3.—SECOND TRACK.		4.—TRACK, YARD AND SIDINGS.		5.—Total length all tracks.
	From	To	Total.	In Maine.	Total.	In Maine.	Total.	In Maine.	
SANDY RIVER RAILROAD.....	Farmington.....	Phillips	18.00	18.00					
SEBASTICOOK AND MOOSEHEAD RAILROAD	Pittsfield	Hartland	8.00	8.00					
SOMERSET RAILWAY	Oakland	Bingham	41.06	41.06					
<i>Branch</i>	Main line	Dodlin Quarry	1 00	1.00			4.13	4.13	46.19
ST. CROIX AND PENOBSCOT RAILROAD	Calais	Princeton	21.00	16.25				3.34	24.34
WISCASSET AND QUEBEC RAILROAD	Wiscasset	Albion	43.46	43.46					
YORK HARBOR AND BEACH RAILROAD	Kittery	York Beach	11.27	11.27			1.15	1.15	12.42

TABULATED STATEMENTS FROM RETURNS OF STEAM RAILROAD CORPORATIONS.

10

OPERATING RAILROADS.	6.—BANGOR AND AROOSTOOK.	7.—BOSTON AND MAINE.	8.—BRIDGTON AND SACO RIVER.	9.—CANADIAN PACIFIC (International.)
ASSETS.				
Construction.....	\$5,779,492 65	\$32,294,884 74	\$171,058 94	
Equipment.....	330,189 92	4,583,149 91	33,592 00	\$6,243,597 99
Other permanent property.....	7,063,436 98	.....	.....
<i>Total permanent investments</i>	6,109,682 57	43,941,071 63	204,650 94	6,243,597 99
Cash and current assets.....	405,901 28	5,625,198 29	4,953 76	
Miscellaneous assets.....	68,749 35	3,229,227 15	609 00	
GROSS ASSETS	6,584,333 20	52,795,897 07	210,213 70	6,243,597 99
LIABILITIES.				
Capital stock, common.....	1,050,000 00	18,739,200 00	90,000 00	2,273,000 00
Capital stock, preferred.....	1,061,723 64	3,149,800 00		
<i>Total capital stock</i>	2,111,723 64	21,889,000 00	90,000 00	2,273,000 00
Funded debt.....	3,907,000 00	21,477,280 21	106,500 00	3,514,000 00
Real estate mortgages.....	*155,835 00	597,800 00		
Current liabilities.....	370,027 66	3,465,587 46	2,219 37	
Accrued liabilities.....	.....	2,797,955 91	2,130 00	1456,597 99
<i>Total indebtedness</i>	4,432,862 66	28,338,623 58	110,849 37	3,970,597 99
Sinking and other special funds.....	.....	855,822 76		
GROSS LIABILITIES	6,544,586 30	51,083,446 34	200,849 37	6,243,597 99
INCOME.				
Revenue from passengers.....	215,199 94	8,538,278 22	9,482 17	82,889 14
Revenue from mails.....	15,449 85	323,572 48	800 36	29,251 59
Revenue from express.....	7,521 45	614,551 58	2,785 60	10,634 80
Revenue from extra baggage and storage.....	2,041 21	104,949 18	144 47	
Revenue from other passenger service.....	.....	.....	.....	4,966 85
<i>Total passenger revenue</i>	240,212 45	9,581,251 46	13,212 60	127,742 28
Revenue from freight.....	509,227 89	9,975,435 91	14,852 84	291,302 17
Revenue from other freight service.....	.....	68,509 84		
<i>Total freight revenue</i>	509,227 89	10,043,945 75	14,852 84	291,302 17
<i>Total passenger and freight Revenue</i>	749,440 34	19,625,197 21	28,065 44	419,044 55
Other earnings from operation.....	5,340 32	15,649 09		
<i>Gross earnings from operation</i>	754,780 66	19,640,846 30	28,065 44	419,044 55
Income from other sources.....	.....	552,823 29	339 93	619 77
GROSS INCOME	754,780 66	20,193,669 59	28,405 37	419,664 32

RAILROAD COMMISSIONERS' REPORT.

145

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

146

RAILROAD COMMISSIONERS' REPORT.

OPERATING RAILROADS.	9.—BANGOR AND AROOSTOOK.	7.—BOSTON AND MAINE.	8.—BRIDGTON AND SACO RIVER.	6.—CANADIAN PACIFIC (International.)
EXPENDITURES.				
Operating expenses.....	461,114 56	13,564,271 67	19,019 60	399,069 13
Interest on funded and other debts.....	188,655 77	1,104,725 95	6,444 10	60,440 00
Taxes	2,102 53	988,347 92	204 06	2,539 59
Rentals paid	83,950 00	3,198,427 61	.....	1,680 00
Other charges upon income .....	.....	68,601 25	.....	.....
Dividends paid .....	.....	1,233,992 00	1,800 00	.....
GROSS EXPENDITURES	708,822 86	20,158,366 40	27,467 76	463,728 72
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	18,957 80	6,076,574 63	9,045 84	20,595 19
Income from other sources .....	.....	552,823 29	339 93	.....
<i>Total income above operating expenses</i>	298,666 10	6,629,397 92	9,385 77	20,595 19
Interest, taxes, rentals, and other charges.....	274,708 30	5,291,501 48	6,648 16	64,659 59
<i>Net divisible income</i>	18,957 80	1,337,896 44	2,733 61	144,064 40
Amount of dividends declared .....	.....	1,233,992 00	1,800 00	.....
Percentage of dividends declared.....	.....	6	2	.....
SURPLUS FOR THE YEAR	18,957 80	35,293 19	937 61	144,064 40
SURPLUS.				
Surplus June 30, 1896.....	20,789 10	1,677,157 54	8,426 72	Lessees pay all indebtedness.
Surplus for the year	18,957 80	35,293 19	937 61	.....
Additions during the year .....	.....	.....	.....	.....
Deductions during the year .....	.....	.....	.....	.....
TOTAL SURPLUS JUNE 30, 1897	39,746 90	1,712,450 73	9,364 33	.....
VOLUME OF TRAFFIC, ETC.				
Passengers carried	220,213	32,658,341	13,745	66,356
Passengers, average length of journey.....	39.98	14.82	14.6	62.07
<i>Total passenger mileage</i>	8,806,243	483,987,417	200,677	4,119,039
Average fare per mile on local tickets	3.75c	1.747c	4.73c	3c
Average fare per mile on commutation tickets	2c	2.25c	3.9c	.....
Average fare per mile on mileage tickets	2.37c	2 to 2.25c	.....	2c
Average fare per mile on season tickets.....	.....	.688c	.....	.....
Average fare per mile on joint tickets	3c	1.892c	4.3c	2 to 3c

Tons of freight hauled	341,725	8,862,705	14,303	289,120
Average length of haul	97.21	69.54	15.7	169.38
<i>Total freight mileage</i>	33,222,280	685,011,072	215,591	48,970,822
Average amount received per ton of freight.....	\$1.49	\$1.008	\$1.04	\$1.007
Miles run by passenger trains.....	411,961	8,143,335	.....	151,769
Miles run by freight trains.....	379,864	5,389,361	\$29,215	286,743
Miles run by mixed trains.....	.....	.....	.....	3,292
<i>Total mileage of trains earning revenue</i>	791,825	13,532,696	29,215	441,804
Miles run by switching trains.....	163,170	3,085,636	1,200	.....
Miles run by construction and other trains	47,495	436,841	.....	20,952
<i>Total train mileage</i>	1,002,490	17,055,175	30,415	462,756
EQUIPMENT.				
Number of locomotives	30	660	3	10
Number of passenger and combination cars.....	24	1,000	2	.....
Number of dining, parlor and sleeping cars .....	.....	9	.....	.....
Number of baggage, express and mail cars.....	11	207	2	.....
Number of freight cars (basis 8 wheels).....	1,281	12,071	27	500
Number of officers' and pay cars.....	1	4	.....	.....
Number of gravel and other cars	75	533	.....	6
MISCELLANEOUS.				
Whole number of stockholders	423	6,402	78	113
Whole number in Maine.....	416	483	68	4
Amount of stock held in Maine.....	\$1,034,200	\$1,482,000	\$75,600	\$1,300
Total miles of road operated	315.47	1,717.73	16	232.80
Total miles of road operated in Maine.....	315.47	105.45	16	11232.80
Highway grade crossings in Maine	145	75	11	31
Railroad grade crossings in Maine	2	3	.....	1
Average number of employees	855	14,630	34	311
Average number in Maine	855	860	.....	311

* Aroostook Construction Company.

† Incurred by Canadian Pacific Railway.

‡ Deficit.

§ All mixed trains.

¶ Stockholders in Houlton branch 20, Aroostook River branch 8; in Maine Aroostook River Railroad 3; Houlton branch 5; in Maine Aroostook River, \$300; Houlton branch, \$6,500.

|| Trackage rights, Maine Central Railroad, 56.10.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	10.—FRANKLIN AND MEGANTIC.	11.—GEORGES VALLEY.	12.—GRAND TRUNK RAILWAY.	13.—KENNEBEC CENTRAL.
ASSETS.				
Construction	\$100,984 45	\$80,992 00	\$8,922,000 00	\$61,517 32
Equipment	20,008 25	4,172 36		20,061 33
Other permanent property				
<i>Total permanent investments</i>	120,992 70	85,164 36	8,922,000 00	81,578 65
Cash and current assets	2,097 66	584 68		2,525 03
Miscellaneous assets				276 62
GROSS ASSETS	123,090 36	155,567 08	8,922,000 00	84,380 30
LIABILITIES.				
Capital stock, common	43,225 00	100,000 00	5,484,000 00	41,250 00
Capital stock, preferred				
<i>Total capital stock</i>	43,225 00	100,000 00	5,484,000 00	41,250 00
Funded debt	53,000 00	50,000 00	3,438,000 00	30,000 00
Real estate mortgages				
Current liabilities	72,101 62	5,567 08		5,337 47
Accrued liabilities	17,884 04			147 50
<i>Total indebtedness</i>	142,985 66	55,567 08	3,438,000 00	35,484 97
Sinking and other special funds				
GROSS LIABILITIES	186,210 66	155,567 08	8,922,000 00	84,380 30
INCOME.				
Revenue from passengers	3,667 43	2,005 96	257,037 49	5,909 45
Revenue from mails	898 80	316 24	26,895 60	289 84
Revenue from express	493 40	293 12	17,014 85	393 85
Revenue from other passenger service				24 26
<i>Total passenger revenue</i>	5,059 63	2,615 32	300,947 94	6,617 40
Revenue from freight	8,660 68	7,840 22	862,285 26	8,446 26
<i>Total freight revenue</i>	8,660 68	7,840 22	862,285 26	8,446 26
<i>Total passenger and freight revenue</i>	13,720 33	10,455 54	1,163,233 20	15,063 66
Other earnings from operation	146 35			190 00
<i>Gross earnings from operation</i>	13,866 68	10,455 54	1,163,233 20	15,253 66
Income from other sources				3,211 01
GROSS INCOME	13,866 68	10,455 54	1,166,444 21	15,253 66

EXPENDITURES.				
Operating expenses	10,551 16	6,863 83	934,556 88	9,991 26
Interest on funded and other debts	5,547 44	5,247 68	553,320 00	1,790 33
Taxes	56 17	128 21	59,182 92	189 42
Other charges upon income	231 44	187 33		
Dividends paid				2,000 00
GROSS EXPENDITURES	16,386 21	12,427 05	1,547,059 80	13,971 01
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	3,315 52	3,779 04	228,676 32	5,262 40
Income from other sources			3,211 01	
<i>Total income above operating expenses</i>	3,315 52	3,779 04	231,887 33	5,262 40
Interest, taxes, rentals, and other charges	5,835 05	3,563 22	612,502 22	1,979 75
<i>Net divisible income</i>	*2,519 53	215 82	*380,612 59	3,282 65
Amount of dividends declared				2,000 00
Percentage of dividends declared				5
SURPLUS FOR THE YEAR.	*2,519 53	215 82	*380,612 59	1,282 65
SURPLUS.				
Surplus June 30, 1896	*3,726 47	*70,269 82	†439,849 75	6,362 68
Surplus for the year	*2,519 53	215 82	†380,612 59	1,282 65
Additions during the year				
Deductions during the year				
TOTAL SURPLUS JUNE 30, 1897.	6,246 00	*70,054 00	†820,462 34	7,645 53
VOLUME OF TRAFFIC, ETC.				
Passengers carried	6,890	4,422	358,846 00	38,120 00
Passengers average length of journey		7.14	32.71	4.87
<i>Total passenger mileage.</i>	99,461	31,561	11,740,009	185,586
Average fare per mile on local tickets	5c	4.75c	2.148c	3.25c
Average fare on commutation tickets	2.33c			3.00c
Average fare on joint tickets	5c	4.75c		
Tons of freight hauled	8,641	15,558	1,247,028	6,342
Tons of freight average length of haul		4.79	98.96	5
<i>Total freight mileage.</i>		71,269	123,411,961	31,710
Average amount received for each ton of freight		50.393c	69.147c	\$1.33
Miles run by passenger trains	15,650		417,966	13,765
Miles run by freight trains			719,260	
Miles run by mixed trains	15,650	15,337	82,712	2,665
<i>Total mileage of trains earning revenue</i>	31,300	15,337	1,219,938	16,430

* Deficit.

† Paid by lessees.

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	10.—FRANKLIN AND MEGANTIC.	11.—GEORGES VALLEY.	12.—GRAND TRUNK RAILWAY.	13.—KENNEBEC CENTRAL.
Miles run by switching trains.....			248,560	
Miles run by construction and other trains.....	3,000		35,235	4,300
<i>Total train mileage.....</i>	34,300	15,337	15,037,035	20,730
EQUIPMENT.				
Number of locomotives.....	2		2 Equipment furnish'd by Lessees.	2
Number of passenger and combination cars.....	1		1	5
Number of baggage, express and mail cars.....	1			
Number of freight cars (basis 8 wheels).....	28		4	8
Number of gravel and other cars.....	12			
MISCELLANEOUS.				
Whole number of stockholders.....	138	104	1,623	74
Whole number in Maine.....	128	103	75	71
Amount of stock held in Maine.....	\$28,775	\$94,000	\$13,500	\$38,000 00
Total miles of road operated.....	26.70	8.50	171.99	5
Total miles of road operated in Maine.....	26.70	8.50	89.77	5
Highway grade crossings in Maine.....	13	4		5
Average number of employees.....	21	10	642	10

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	14.—LIME ROCK.	15.—MAINE CENTRAL.	16.—MONSON.	17.—PATEN.
ASSETS.				
Construction	\$493,287 02	\$12,264,191 53	\$60,886 68	\$70,985 00
Equipment .....	.....	2,268,339 47	17,261 95	5,015 00
Other permanent property	37,500 00	8,716,917 57	78,148 63	.....
<i>Total permanent investments</i>	530,787 02	23,249,448 57	78,148 63	76,000 00
Cash and current assets	13,963 63	935,299 78	23 71	545 75
Miscellaneous assets	39,643 22	954,161 74	.....	275 00
GROSS ASSETS.	584,393 87	25,138,910 09	78,172,34	76,820 75
LIABILITIES.				
Capital stock, common	450,000 00	4,975,400 00	70,000 00	36,000 00
Capital stock, preferred .....	.....	unissued 8,100 00	.....	.....
<i>Total capital stock</i>	450,000 00	4,983,500 00	70,000 00	36,000 00
Funded debt	381,000 00	10,778,200 00	70,000 00	.....
Current liabilities	53,728 39	1,645,756 92	60,612 91	41,581 07
Accrued liabilities	80,345 17	6,994,497 01	.....	.....
<i>Total indebtedness</i>	515,073 56	19,418,453 93	130,612 91	41,581 07
Sinking and other special funds .....	.....	50,000 00	.....	.....
GROSS LIABILITIES	965,073 56	19,418,453 93	200,612 91	76,581 07
INCOME.				
Revenue from passengers .....	.....	1,867,249 04	1,205 17	1,830 39
Revenue from mails	*	161,055 68	218 19	160 88
Revenue from express	*	67,551 76	100 36	92 06
Revenue from extra baggage and storage	*	22,348 24	78 31	28 04
<i>Total passenger revenue</i> .....	.....	2,141,162 36	1,602 03	2,111 37
Revenue from freight	Freight only.	70,537 50	5,205 69	2,113 57
<i>Total freight revenue</i>	70,537 50	2,756,873 36	5,205 69	2,113 57
<i>Total passenger and freight revenue</i> .....	.....	4,898,035 91	6,807 62	4,225 14
Other earnings from operation	849 00	25,300 00	.....	.....
<i>Gross earnings from operation</i>	71,386 50	4,923,335 91	6,807 62	4,225 14
Income from other sources	4,252 45	26,847 09	16 02	.....
GROSS INCOME	75,638 95	4,950,183 00	6,823 64	4,225 14

* In Maine.

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	14.—LIME ROCK.	15.—MAINE CENTRAL.	16.—MONSON.	17.—PATTEN.
EXPENDITURES.				
Operating expenses	\$29,167 38	\$3,173,285 56	\$5,124 04	\$4,192 25
Interest on funded and other debts.....	23,481 00	657,060 18	4,674 69	
Taxes	1,310 47	112,283 46	98 77	
Rentals paid.....		650,479 92		
Dividends paid	6,750 00	298,524 00		
GROSS EXPENDITURES.....	60,718 85	4,891,633 12	9,897 50	4,192 25
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	42,219 12	1,750,050 35	1,683 68	22 79
Income from other sources.....	4,252 45	26,847 09	16 02	
<i>Total income above operating expenses</i>	<i>46,471 57</i>	<i>1,776,897 44</i>	<i>1,699 70</i>	<i>22 79</i>
Interest, taxes, rentals and other charges.....	24,791 47	1,419,823 56	4,773 46	
<i>Net divisible income</i>	<i>21,680 10</i>	<i>357,073 88</i>	<i>* 3,073 76</i>	<i>22 79</i>
Amount of dividends declared.....	6,750 00	298,524 00		
Percentage of dividends declared.....	1 $\frac{1}{2}$	6		
SURPLUS FOR THE YEAR	14,930 10	58,549 88	* 3,073 76	22 79
SURPLUS.				
Surplus June 30, 1896.....	12,390 21	668,625 10	* 119,366 81	Not in operation.
Surplus for the year.....	14,930 10	58,549 88	* 3,073 76	22 79
Additions during the year		21,653 58		
Deductions during the year.....	6,000 00	11,872 40		
TOTAL SURPLUS JUNE 30, 1897	21,320 31	736,956 16	* 122,440 57	22 79
VOLUME OF TRAFFIC, ETC.				
Passengers carried	Freight only.	2,005,172	3,565	6,231
Average length of journey.....		39.51	6.16	5.78
<i>Total passenger mileage</i>		<i>79,224,995</i>	<i>21,960</i>	<i>36,029</i>
Average fare per mile on local tickets.....			3.4c	6.42c
Average fare per mile on joint tickets.....			3.5c	6c
Tons of freight hauled	236,122	2,687,603	7,897	4,267
Average length of haul		76.93	6.16	5.33
<i>Total freight mileage</i>		<i>206,746,056</i>	<i>48,645</i>	<i>22,767</i>
Average amount received for each ton of freight .....	.298c	\$1.02	\$1.06	49.5c
Miles run by passenger trains.....		1,725,630		6,892
Miles run by freight trains.....		1,455,814		

Miles run by mixed trains			15,000	3,037
<i>Total mileage of trains earning revenue</i>		3,181,444	15,000	9,929
Miles run by switching trains		1,156,959	900	
Miles run by construction and other trains.....		238,923		
<i>Total train mileage</i>		4,577,326	15,900	9,929
EQUIPMENT.				
Number of locomotives.....	3	160	2	1
Number of passenger and combination cars		167	1	1
Number of baggage, express and mail cars.....		63		
Number of freight cars (basis 8 wheels)	Flat 12	3,288	16	
Number of officers' and pay cars.....		1		
Number of gravel and other cars.....	Dump 401	515	2	
MISCELLANEOUS.				
Whole number of stockholders.....	44	854	17	10
Whole number in Maine	42	444	6	10
Amount of stock held in Maine.....	\$448,350 00	\$1,385,100 00	\$1,900 00	\$36,000 00
Total miles of road operated	12.36	813.76	8.16	5.84
Total miles of road operated in Maine.. ..	12.36	345.23	8.16	5.84
Highway grade crossings in Maine	13	594	4	
Railroad grade crossings in Maine.....	1	30		
Average number of employees.....	20	3,181	10	9

* Deficit.

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	18.—PHILLIPS AND RANGELEY.	19.—PORTLAND AND ROCHESTER.	20.—PORTLAND AND RUMFORD FALLS.	21.—ROCKPORT.
ASSETS.				
Construction	\$238,264 03	\$708,638 69	\$1,866,670 53	\$22,000 00
Equipment	57,588 28		134,248 95	8,000 00
Other permanent property		17,233 97	299,200 00	
<i>Total permanent investments</i>	295,872 31	725,872 66	2,300,119 48	30,000 00
Cash and current assets	7,661 04	126,827 14	69,694 26	
Miscellaneous assets		16,817 52	15,646 09	
GROSS ASSETS	303,533 35	869,517 32	2,385,459 83	30,000 00
LIABILITIES.				
Capital stock, common	99,400 00	592,070 45	1,006,000 00	30,000 00
<i>Total capital stock</i>	99,400 00	592,070 45	1,006,000 00	30,000 00
Funded debt	200,000 00	†113,500 00	999,000 00	
Current liabilities	51,442 56	44,391 75	266,761 98	
Accrued liabilities	3,458 32	1,135 00	13,726 67	
<i>Total indebtedness</i>	255,400 88	159,026 75	1,279,488 65	36,000 00
GROSS LIABILITIES	354,800 88	751,097 20	2,279,488 65	30,000 00
INCOME.				
Revenue from passengers	9,493 69	76,110 04	66,389 82	
Revenue from mails	1,233 76	8,334 31	4,155 04	
Revenue from express	1,000 00	8,904 67	3,500 00	
Revenue from extra baggage and storage			393 41	
Revenue from other passenger service			300 00	
<i>Total passenger revenue</i>	11,727 45	93,349 02	74,738 27	
Revenue from freight	18,083 40	149,070 16	174,856 33	2,266 22
<i>Total freight revenue</i>	18,083 40	149,070 16	174,856 33	2,266 22
<i>Total passenger and freight revenue</i>	29,810 85	242,419 18	249,594 60	2,266 22
Other earnings from operation	122 95		3,230 75	
<i>Gross earnings from operation</i>	29,933 80	242,419 18	252,825 35	2,266 22
Income from other sources	34 36		9,798 82	
GROSS INCOME	29,968 16	242,419 18	262,624 17	2,266 22

† Interest paid by B. & M. R. R. Co.

EXPENDITURES.					
Operating expenses	\$26,682 93	198,802 08	153,178 56		2,131 40
Interest on funded and other debts.....	13,718 69	*436 07	49,881 11		
Taxes	105 37	6,361 80	2,897 45		80 49
Rentals paid			100 00		
Other charges upon income		3,000 00			
Dividends paid		35,524 22	30,000 00		
GROSS EXPENDITURES.....	40,506 99	244,124 17	236,057 12		2,211 89
CONDENSED EXHIBIT FOR THE YEAR.					
Net income from operation.....	3,250 87	43,617 10	99,646 79		134 82
Income from other sources	34 36	2,055 27	9,798 82		
Total income above operating expenses.....	13,285 23	45,672 37	109,445 61		134 82
Interest, taxes, rentals, and other charges.....	12,824 06	9,797 87	52,878 56		80 49
Net divisible income	*9,538 83	35,874 50	56,567 05		54 33
Amount of dividends declared.....		35,524 22	30,000 00		
Percentage of dividends declared		6	3		
SURPLUS FOR THE YEAR	*9,538 83		26,567 05		54 33
SURPLUS.					
Surplus June 30, 1896	*43,377 24	117,677 70	81,226 92		2,046 00
Surplus for the year.....	9,538 83	350 28	26,567 05		2,100 33
Additions during the year		632 00	2,384 66		
Deductions during the year		239 86	4,207 45		
TOTAL SURPLUS JUNE 30, 1897.....	52,916 07	118,420 12	105,971 18		2,100 33
VOLUME OF TRAFFIC, ETC.					
Passengers carried.....	9,867	264,100	95,862		
Passengers average length of journey.....	Miles—24.68		24.61		
Total passenger mileage.....	243,534	3,208 712	2,359,375		
Average fare per mile on local tickets	3c	2.613c	2.46c		
Average fare on commutation tickets			1.01c		
Average fare on mileage tickets		2.5c	2 to 2½c		
Average fare on season tickets.....		.76c			
Average fare on joint tickets.....		3.172c			
Tons of freight hauled	19,359	239,187	233,379		3,777
Tons of freight average length of haul.....	Miles—16.84	36.98	35.46		3
Total freight mileage.....	326,084	8,846,382	8,275,279		11,331
Average amount received for each ton of freight.....		62.32c	74.92c		60c
Miles run by passenger trains.....	13,895	136,341	88,863		
Miles run by freight trains	8,599	88,879	84,439		1,200
Miles run by mixed trains.....	18,403				
Total mileage of trains earning revenue.....	40,897	225,220	173,302		1,200

* Deficit.

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	18.—PHILLIPS AND RANGELEY.	19.—PORTLAND AND ROCHESTER.	20.—PORTLAND AND RUMFORD FALLS.	21.—ROCKPORT.
Miles run by switching trains.....		33,483	31,051	
Miles run by construction and other trains.....	4,987	22,061	31,704	
<i>Total train mileage</i>	45,884	280,764	236,057	1,200
EQUIPMENT.				
Number of locomotives.....	4	13	10	2
Number of passenger and combination cars.....	4	15	6	
Number of baggage, express and mail cars.....	1	5	3	
Number of freight cars (basis 8 wheels).....	86	231	70	3
Number of gravel and other cars.....	17	36	45	Dump—30
MISCELLANEOUS.				
Whole number of stockholders.....	34	94	37	9
Whole number in Maine.....	25	78	32	9
Amount of stock held in Maine.....	\$2,500 00	\$104,600 00	\$608,500 00	\$30,000 00
Total miles of road operated.....	28.65	53.86	57.06	
Total miles of road operated in Maine.....	28.60	50.86	57.06	
Highway grade crossings in Maine.....	8	85	51	
Railroad grade crossings in Maine.....		9	1	
Average number of employees.....	40	237	200	3

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	22.—RUMFORD FALLS AND RANGELEY LAKES.	23.—SANDY RIVER.	24.—SEBASTICOOK AND MOOSEHEAD.	25.—SOMERSET.
ASSETS.				
Construction	\$416,331 05	\$207,349 57		\$1,040,660 02
Equipment	79,894 96	41,545 74		29,298 05
Other permanent property	1,548 27	46,065 20		
<i>Total permanent investments</i>	497,774 28	294,970 51		1,069,958 07
Cash and current assets	39,569 69	4,377 93		21,149 15
Miscellaneous assets	2,300 44	1,575 75		12,754 05
GROSS ASSETS	539,644 41	300,924 19		1,103,861 27
LIABILITIES.				
Capital stock, common	150,000 00	100,000 00	\$126,000 00	736,648 76
<i>Total capital stock</i>	150,000 00	100,000 00	126,000 00	736,648 76
Funded debt	101,825 91	300,000 00	100,000 00	225,000 00
Current liabilities	262,992 06	4,956 38		76,050 48
Accrued liabilities	1,006 25	1,666 67	624 00	
<i>Total Indebtedness</i>	365,624 22	306,623 05	100,624 00	301,050 48
GROSS LIABILITIES	515,624 22	406,623 05	226,624 00	1,037,699 24
INCOME.				
Revenue from passengers	10,439 33	13,826 23	2,766 45	21,899 25
Revenue from mails	1,051 04	1,053 00	356 08	3,210 36
Revenue from express	223 11	2,000 00	485 68	1,704 65
Revenue from extra baggage and storage		77 36		258 24
<i>Total passenger revenue</i>	11,713 48	16,956 59	3,608 21	27,072 50
Revenue from freight	84,551 25	26,999 46	5,093 80	51,475 38
<i>Total freight revenue</i>	84,551 25	26,999 46	5,093 80	51,475 38
<i>Total passenger and freight revenue</i>	96,264 73	43,956 05	8,702 01	78,547 88
Other earnings from operation	185 11	40 00		140 60
<i>Gross earnings from operation</i>	96,449 84	43,996 05	8,702 01	78,688 48
Income from other sources		2,500 00		
GROSS INCOME	96,449 84	46,496 05	8,702 01	78,688 48

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

158

RAILROAD COMMISSIONERS' REPORT.

OPERATING RAILROADS.	22.—RUMFORD FALLS AND RANGELEY LAKES.	24.—SANDY RIVER.	23.—SEBASTICOOK AND MOOSEHEAD.	25.—SOMERSET.
EXPENDITURES.				
Operating expenses.....	53,582 18	22,490 89	4,611 75	64,203 13
Interest on funded and other debts.....	1,030 96	13,501 00	2,500 00	14,635 23
Taxes.....	177 66	493 65		637 58
Other charges upon income.....	*16,825 31			
Dividends paid.....	6,000 00	6,000 00		
GROSS EXPENDITURES.....	82,616 11	42,485 54	7,111 75	79,475 99
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	37,867 66	21,505 16	4,090 26	14,485 30
Income from other sources.....		2,500 00		
<i>Total income above operating expenses.....</i>	<i>37,867 66</i>	<i>24,005 16</i>	<i>4,090 26</i>	<i>14,485 30</i>
Interest, taxes, rentals, and other charges.....	18,033 73	13,994 65	2,500 00	15,272 81
<i>Net divisible income.....</i>	<i>19,833 93</i>	<i>10,010 51</i>	<i>1,590 26</i>	<i>†787 51</i>
Amount of dividends declared.....	6,000 00	6,000 00		
Percentage of dividends declared.....	4	6		
SURPLUS FOR THE YEAR.....	13,833 93	4,010 51	1,435 97	†787 51
SURPLUS.				
Surplus June 30, 1896.....	10,186 46	†109,719 37	†5,521 49	66,949 54
Surplus for the year.....	13,833 93	4,010 51	†1,435 97	†787 51
TOTAL SURPLUS JUNE 30, 1897.....	24,020 39	†105,708 86	6,957 46	66,162 03
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	10,798	27,445	7,561	25,457
Passengers average length of journey.....	19.46	13.70	8	23.62
<i>Total passenger mileage.....</i>	<i>210,208</i>	<i>376,051</i>	<i>60,488</i>	<i>601,302</i>
Average fare per mile on local tickets.....	4.96c	3.75c	5c	3.17c
Average fare on commutation tickets.....		2.75c		
Average fare on mileage tickets.....			3.12c	.3c
Average fare on season tickets.....				.76c
Average fare on joint tickets.....				4.88c
Tons of freight hauled.....	142,142	29,607	6,638	77,002
Tons of freight average length of haul.....	18.84	15.92	8	20.11
<i>Total freight mileage.....</i>	<i>2,677,727†</i>	<i>471,361</i>	<i>53,104</i>	<i>1,548,808</i>

*Coupons and interest.

† Deficit

Average amount received for each ton of freight.....	.594c	.911c	77c.	.668c
Miles run by passenger trains.....	27,821	13,387	5,008	43,873
Miles run by freight trains	40,654	.....	.....	19,755
Miles run by mixed trains.....	.....	22,107	10,016	8,920
<i>Total mileage of trains earning revenue</i>	68,475	35,494	15,024	72,548
Miles run by switching trains.....	18,417	.....	.....	700
Miles run by construction and other trains.....	3,877	2,713	.....	4,685
<i>Total train mileage</i>	90,769	38,207	.....	77,933
EQUIPMENT.				
Number of locomotives.....	6	4	2	5
Number of passenger and combination cars.....	4	4	2	3
Number of baggage, express and mail cars..	.....	2	.....	3
Number of freight cars (basis 8 wheels).....	154	41	6	35
Number of gravel and other cars.....	3	.....	.....	2
MISCELLANEOUS.				
Whole number of stockholders	7	3	102	36
Whole number in Maine	7	3	89	31
Amount of stock held in Maine	\$150,000 00	\$100,000 00	.....	\$532,400 00
Total miles of road operated.....	31	18	.....	42.06
Total miles of road operated in Maine	31	18	8	42.06
Highway grade crossings in Maine	17	14	.....	24
Railroad grade crossings in Maine.....	.....	1	.....	.....
Average number of employees	81	28	11	57

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	26.—ST. CROIX AND PENOBSCOT.	27.—WISCASSET AND QUEBEC.	28.—YORK HARBOR AND BEACH.
ASSETS.			
Construction.....	\$364,000 00	\$364,222 39	\$300,000 00
Equipment	-	31,493 34	-
Other permanent property.....	-	4,100 00	-
<i>Total permanent investments</i>	364,000 00	399,815 73	300,000 00
Cash and current assets.....	2,280 84	4,078 62	22,063 32
Miscellaneous assets.....	-	995 70	-
GROSS ASSETS	366,280 84	404,890 05	322,063 32
LIABILITIES.			
Capital stock, common.....	100,000 00	188,585 25	300,000 00
<i>Total capital stock</i>	100,000 00	188,585 25	300,000 00
Funded debt.....	131,100 00	130,678 21	-
Current liabilities.....	113 18	107,688 42	-
Accrued liabilities.....	-	2,450 00	-
<i>Total indebtedness</i>	131,213 18	240,816 63	-
GROSS LIABILITIES	231,213 18	429,401 88	300,000 00
INCOME.			
Revenue from passengers.....	3,047 84	5,893 70	25,871 11
Revenue from mails.....	909 72	1,297 35	559 36
Revenue from express.....	-	645 36	700 00
Revenue from extra baggage and storage.....	-	-	243 53
<i>Total passenger revenue</i>	3,957 56	7,836 41	27,374 00
Revenue from freight.....	21,807 72	11,340 87	8,952 02
<i>Total freight revenue</i>	21,807 72	11,340 87	8,952 02
<i>Total passenger and freight revenue</i>	25,765 28	19,177 28	36,326 02
Other earnings from operation.....	-	-	130 68
<i>Gross earnings from operation</i>	25,765 28	19,177 28	36,456 70
Income from other sources.....	564 25	28 76	1,088 97
GROSS INCOME	26,329 53	19,206 04	37,545 67
EXPENDITURES.			
Operating expenses.....	26,762 54	20,960 34	25,688 88
Interest on funded and other debts.....	6,573 00	6,523 58	-
Taxes.....	322 67	68 54	521 49
GROSS EXPENDITURES	33,658 21	27,552 46	26,210 37

CONDENSED EXHIBIT FOR THE YEAR.

Net income from operation	1997 26	11,783 06	10,767 82
Income from other sources	564 25	28 76	1,088 97
<i>Total income above operating expenses</i>	1433 01	11,754 30	11,856 79
Interest, taxes, rentals and other charges	6,895 67	6,592 12	521 49
<i>Net divisible income</i>	17,328 68	18,346 42	11,335 30
Amount of dividends declared	-	-	12,000 00
Percentage of dividends declared	-	-	.4
SURPLUS FOR THE YEAR	7,328 68	18,346 42	1664 70
SURPLUS.			
Surplus June 30, 1896	*142,437 04	16,165 41	22,720 02
Surplus for the year	17,328 68	18,346 42	1664 70
Deductions during the year	40 70	-	-
TOTAL SURPLUS JUNE 30, 1897	135,067 66	124,511 83	22,055 32
VOLUME OF TRAFFIC, ETC.			
Passengers carried	6,245	13,565	89,772
Passengers average length of journey	19.20	15.55	7.86
<i>Total passenger mileage</i>	119,885	210,898	706,256
Average fare per mile on local tickets	2.54c	-	-
Average fare per mile on mileage tickets	2.5c	-	-
Tons of freight hauled	53,399	8,329	10,992
Average length of haul	6.39	27.50	8.09
<i>Total freight mileage</i>	341,343	229,037	88,960
Average amount received for each ton of freight	4.08c	\$1 36	8.14c
Miles run by passenger trains	-	27,206	18,852
Miles run by freight trains	4,718	-	6,284
Miles run by mixed trains	15,378	27,206	-
<i>Total mileage of trains earning revenue</i>	20,096	54,412	25,136
Miles run by construction and other trains	2,176	4,346	2,669
<i>Total train mileage</i>	22,272	58,758	27,805
EQUIPMENT.			
Number of locomotives	4	3	†
Number of passenger and combination cars	4	2	-
Number of baggage, express and mail cars	1	2	-
Number of freight cars (basis 8 wheels)	195	35	-
Number of gravel and other cars	4	15	-

* From company's report of 1896.

† Equipment furnished by Boston and Maine Railroad

‡ Deficit.

Tabulated Statements From Returns of Steam Railroad Corporations.—Concluded.

OPERATING RAILROADS.	26.—ST. CROIX AND PENOBSCOT.	27.—WISCASSET AND QUEBEC.	28.—YORK HARBOR AND BEACH.
MISCELLANEOUS.			
Whole number of stockholders	43	486	88
Whole number in Maine.	26	466	32
Amount of stock held in Maine	\$78,500 00	\$170,100 00	†1,620
Total miles of road operated.....	21	43.46	11.27
Total miles of road operated in Maine.....	16.25	43.46	
Highway grade crossings in Maine.....	13	34	17
Railroad grade crossings in Maine	-	1	
Average number of employees	30	-	32

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine for Year Ending June 30, 1897.

RAILROADS.	COST, CAPITAL STOCK AND NET DEBT PER MILE OF ROAD OWNED.					
	29.—Construction.	30.—Equipment.	31.—Total Permanent Investments.	32.—Capital Stock.	33.—Net Debt.	34.—Total Stock and Net Debt.
Bangor & Aroostook Railroad.....	\$26,408 47	\$1,508 73	\$27,916 20	\$9,649 18	\$18,357 14	\$28,006 32
Boston & Maine Railroad.....	87,264 60	12,384 49	118,873 98	59,189 85	61,374 36	120,564 21
†Bridgton & Saco River Railroad.....	10,691 18	2,099 50	12,790 06	5,625 00	6,618 50	12,243 50
Canadian & Pacific Railway.....	*35,900 95	.....	35,900 95	10,029 03	19,886 81	29,915 84
†Franklin & Megantic Railroad.....	6,046 97	1,198 08	7,245 07	2,588 32	8,436 46	11,024 73
Georges Valley Railroad.....	9,528 47	490 86	10,019 33	11,764 70	6,468 57	18,233 21
Grand Trunk Railway.....	54,000 00	.....	54,000 00	33,192 11	20,808 62	54,000 73
†Kennebec Central Railroad.....	12,303 46	4,012 26	16,315 12	8,250 00	7,046 58	15,296 55
Lime Rock Railroad.....	*44,480 34	.....	47,861 94	40,577 00	42,047 72	82,624 72
Maine Central Railroad.....	38,983 94	6,570 51	67,344 78	14,435 30	52,176 05	66,611 35
†Monson Railroad.....	7,461 60	2,115 43	9,577 03	8,578 43	16,003 57	14,520 00
Patten Railroad.....	12,154 96	858 73	13,013 69	6,164 38	7,026 59	13,190 97
†Phillips & Rangeley Railroad.....	8,331 60	2,013 58	10,348 18	3,475 50	8,662 23	12,137 73
Portland & Rochester Railroad.....	*13,194 18	.....	13,477 02	10,769 00	597 84	11,566 84
Portland & Rumford Falls Railway.....	35,313 47	2,539 70	43,313 23	18,977 89	22,885 81	41,803 40
Rockport Railroad.....	7,333 33	2,666 66	10,000 00	10,000 00	.....	10,000 00
Rumford Falls and Rangeley Lakes R. R.	13,430 03	2,577 05	16,057 23	4,516 12	10,517 88	15,034 00
†Sandy River Railroad.....	11,519 42	2,308 10	16,381 69	5,555 55	16,791 39	22,346 94
Sebasticook & Moosehead Railroad.....	*15,750 00	.....	15,750 00	.....	not reported	.....
Somerset Railway.....	24,742 27	720 35	25,462 62	17,514 24	6,654 81	24,169 06
St. Croix & Penobscot Railroad.....	*17,333 33	.....	17,333 33	4,762 00	6,139 08	10,901 68
†Wiscasset & Quebec Railroad.....	8,380 63	724 62	9,199 62	4,339 28	5,452 53	9,791 81
York Harbor & Beach Railroad.....	26,619 34	.....	26,619 34	26,619 34	.....	26,619 34

*Construction and Equipment.

†Two feet gauge.

RAILROAD COMMISSIONERS' REPORT.

Comparative Statements of Condition and Operations of Steam Railroads—Continued.

RAILROADS.	EARNINGS AND EXPENSES OF OPERATING.							41.—Per Cent Operating Expenses to Gross Income.
	35.—Passenger Revenue.	36.—Freight Revenue.	37.—Other Earnings from Operation.	38.—Gross Income from Operation.	39.—Operating Expenses.	40.—Net Income from Operation.		
Bangor and Aroostook Railroad.....	\$240,212 45	\$509,227 89	\$5,340 32	\$754,780 66	\$461,114 56	\$293,666 10	.61	
Boston and Maine Railroad.....	9,581,251 46	9,975,435 91	15,649 09	19,640,846 36	13,564,271 67	6,076,574 63	.69	
†Bridgton and Saco River Railroad.....	13,212 60	14,852 84	.....	28,065 44	19,019 60	9,045 84	.67
Canadian Pacific Railway.....	127,742 38	291,302 17	619 77	419,664 32	399,069 13	20,595 19	.95	
†Franklin and Megantic Railroad.....	5,059 63	8,660 68	146 35	13,866 68	10,551 16	3,315 52	.76	
Georges Valley Railroad.....	2,615 32	7,840 22	.....	10,642 87	6,863 83	3,779 04	.64
Grand Trunk Railway.....	300,947 94	862,285 26	.....	1,163,233 20	934,556 88	228,676 32	.80
†Kennebec Central Railroad.....	6,617 40	8,446 26	190 00	15,256 66	9,991 26	5,262 40	.65	
Lime Rock Railroad.....	.....	70,537 50	849 00	71,386 50	29,167 38	42,219 12	.40
Maine Central Railroad.....	1,141,162 55	2,756,873 36	25,300 00	4,923,335 91	3,173,285 56	1,750,050 35	.64	
†Monson Railroad.....	1,602 03	5,205 69	.....	6,807 72	5,124 04	1,683 68	.75
Patten and Sherman Railroad.....	2,111 37	2,113 57	.....	4,225 14	4,192 35	22 79	.99
†Phillips and Rangeley Railroad.....	11,727 45	18,083 40	122 85	29,933 80	26,682 93	3,250 87	.89	
Portland and Rochester Railroad.....	93,349 02	149,070 16	.....	242,419 18	198,802 08	43,617 10	.82
Portland and Rumford Falls Railway.....	74,738 27	174,856 33	3,230 75	252,825 35	153,178 56	99,646 79	.60	
Rockport Railroad.....	.....	2,266 22	.....	2,266 22	2,131 40	134 82	.94
Rumford Falls and Rangeley Lakes Railroad.....	11,713 48	84,551 25	185 11	96,449 84	58,582 18	37,867 66	.60	
†Sandy River Railroad.....	16,956 59	26,999 46	40 00	43,996 05	22,490 89	21,505 16	.51	
Sebasticook and Moosehead Railroad.....	3,608 21	5,093 80	.....	8,702 01	4,611 75	4,090 26	.52
Somerset Railway.....	27,072 50	51,475 38	140 60	78,688 48	64,203 18	14,485 30	.81	
St. Croix and Penobscot Railroad.....	3,957 56	21,807 72	.....	25,765 28	26,762 54	*997 26	1.03
†Wicasset and Quebec Railroad.....	7,836 41	11,340 87	.....	19,177 28	20,960 34	*1,783 06	1.08
York Harbor and Beach Railroad.....	27,374 00	8,952 02	130 68	36,456 70	25,688 88	10,767 82	.70	

*Deficit.

†Two feet gauge.

Comparative Statements of Condition and Operations of Steam Railroads—Continued.

RAILROADS.	EARNINGS AND EXPENSES PER MILE OPERATED.			EARNINGS AND EXPENSES PER REVENUE-TRAIN MILE.		
	42.—Gross Income from Operation.	43.—Operating expenses.	44.—Net Income from Operation.	45.—Gross Income from Operation.	46.—Operating expenses.	47.—Net Income from Operation.
Bangor and Aroostook Railroad.....	\$2,392 55	\$1,461 67	\$930 88	\$0.975	\$0.582	\$0.393
Boston and Maine Railroad.....	11,434 18	7,896 62	3,531 73	1.451	1.002	.449
†Bridgton and Saco River Railroad.....	1,754 09	1,188 72	565 36	.960	.651	.309
Canadian Pacific Railway.....	1,802 68	1,714 21	88 46	.949	.903	.046
†Franklin and Megantic Railroad.....	519 35	395 17	124 17	.443	.337	.106
Georges Valley Railroad.....	1,255 10	807 50	444 59	.673	.447	.226
Grand Trunk Railway.....	6,763 37	5,433 78	1,329 59	.953	.766	.187
†Kennebec Central Railroad.....	3,050 73	1,998 25	1,052 48	.928	.608	.320
Lime Rock Railroad.....	5,775 60	2,359 82	3,415 78			
Maine Central Railroad.....	6,050 10	3,899 53	2,150 57	1.547	.917	.630
†Monson Railroad.....	834 27	626 72	206 33	.453	.341	.112
Patten and Sherman Railroad.....	737 18	717 86	3 90	.425	.422	.003
†Phillips and Rangeley Railroad.....	1,046 63	932 89	113 66	.731	.653	.078
Portland and Rochester Railroad.....	4,500 91	3,691 08	809 82	1.076	.882	.194
Portland and Rumford Falls Railway.....	4,430 86	2,684 51	1,746 52	1.458	.883	.575
Rockport Railroad.....	755 40	710 36	44 94	1.88	1.77	.111
Rumford Falls and Rangeley Lakes Railroad.....	3,111 28	1,889 74	1,221 53	1.408	.855	.553
†Sandy River Railroad.....	2,444 22	1,249 49	1,194 73	1.239	.633	.606
Sebasticook and Moosehead Railroad.....	1,087 75	576 46	511 28	.579	.306	.273
Somerset Railway.....	1,873 23	1,526 48	344 39	1.084	.884	.200
St. Croix and Penobscot Railroad.....	1,226 91	1,274 40	*47 48	1.282	1.331	*.049
†Wiscasset and Quebec Railroad.....	441 23	482 29	*41 02	.352	.385	*.033
York Harbor and Beach Railroad.....	3,234 84	2,279 40	954 55	1.450	1.021	.429

*Deficit.

†Two feet gauge.

Comparative Statements of Condition and Operations of Steam Railroads—Continued.

RAILROADS.	COST OF REPAIRS, WAGES AND FUEL PER TOTAL TRAIN MILE.							
	48.—Repair of Roadbed.	49.—Renewal of rails.	50.—Repair of Bridges.	51.—Repair of Locomotives.	52.—Repair of Passenger, Baggage and Mail Cars.	53.—Repair of Freight Cars.	54.—Wages.*	55.—Fuel.
Bangor & Aroostook Railroad.....	\$0.0961	\$0.0017	\$0.0173	\$0.0181	\$0.0320	\$0.0407	\$0.1382	\$0.0747
Boston & Maine Railroad.....	.0989	.0060	.0129	.0276	.0789	.0985	.2805	.0982
Bridgton & Saco River Railroad.....	.1154		.0734	.0280	.0187	.0216	.2361	.0425
Canadian Pacific Railway.....	.2327		.0250	.0332	.0720	.0492	.1650	.0947
†Franklin & Megantic Railroad.....	†.1341			.0034			.0690	.0305
Georges Valley Railroad.....	.0610			.0105	.0079		.1910	.1173
Grand Trunk Railway.....	.1437			\$.0829			†.3774	
†Kennebec Central Railroad.....	.0815			.0312	.0220	.0569	.1924	.0441
Lime Rock Railroad.....	No data.							
Maine Central Railroad ..	.1266	.0296	.0186	.0367	.0576	.0847	.1825	.0836
†Mouson Railroad.....	.0965			.0047	.0023	.0069	.0810	.0320
Patten & Sherman Railroad.....	.0288			.0065	.0031		.2346	.0896
†Phillips & Rangeley Railroad.....	.1995	.0099	.0115	.0223	.0195	.0875	.1612	.0931
Portland & Rochester Railroad.....	.1027	.0092	.0684	.0385	.0495	.0975	.1846	.0789
Portland & Rumford Falls Railway.....	.1493	.0237	.0068	.0341	.0489	.0137	.1292	.0767
Rockport Railroad.....	.2186			.1204		.0835	.1045	.1718
Rumford Falls & Rangeley Lakes Railroad	.1848		.0084	.0359	.0233	.1012	.1286	.1295
†Sandy River Railroad.....	.1372		.0118	.0226	.0631	||.0276	.1413	.0710
Sebasticook & Moosehead Railroad.....	.0840			\$.0010			†.1565	
Somerset Railway.....	.3196	.0716	.0221	.0096	.0341	.0563	.1470	.1068
St. Croix & Penobscot Railroad.....	.1632	.1622	.2769	.0461	.0180	.2124	.2559	.0572
†Wiscasset & Quebec Railroad.....	.1218		.0028	.0101	.0101	.0100	.2573	.0811
York Harbor & Beach Railroad.....	.2029		.1120				.2611	.0886

* Engine and roundhouse men; train service, switchmen, flagmen and watchmen and station service. † Narrow (two feet) gauge.

‡ Covers conducting transportation.

§ Covers maintenance of equipment.

¶ All repairs, roads, rails and bridges.

|| Mixed trains.

** Covers ways and structures.

Comparative Statements of Condition and Operations of Steam Railroads—Concluded.

RAILROADS.	COST OF REPAIRS.			AVERAGES.			
	56.—Per Locomotive	57.—Per Passenger, Baggage and Mail Car.	58.—Per Freight Car.	59.—Per Passenger: Average Journey.	60.—Per Ton of Freight: Average Haul.	61.—Per Train Mile: Average Passengers.	62.—Per Train Mile: Average Tons of Freight.
Bangor and Aroostook Railroad.....	\$607 82	\$376 63	\$12 06	39 98	97.21	21	87
Boston and Maine Railroad.....	865 95	528 71	142 72	14 82	69.54	59	125
Bridgton and Saco River Railroad.....	284 07	132 01	234 47	14 60	15.70	† 7	† 7
Canadian Pacific Railway.....	1,539 66	.....	28 20	62 07	169.38	26	170
*Franklin and Megantic Railroad.....	59 65	1357 66	.....	.....	.....	5	No data.
Georges Valley Railroad.....	81 08	121 44	.....	7 14	4.79	† 2	5
Grand Trunk Railway.....	.....	.....	.....	32 71	98.96	28	171
*Kennebec Central Railroad.....	328 97	60 71	18 97	4 87	5	13	11
Lime Rock Railroad.....	No data.	.....	.....	.....	.....	.....	.....
Maine Central Railroad.....	1,117 67	432 57	37 53	39 51	76.93	45	141
*Monson Railroad.....	37 63	34 71	5 78	6 16	6.16	† 2	3
Patten and Sherman Railroad.....	64 67	22 00	.....	5 78	5.33	† 5	7
Phillips and Rangeley Railroad.....	257 86	54 37	7 53	24 68	16.84	17	38
*Portland and Rochester Railroad.....	808 51	33 65	37 52	12 15	36.98	22	99
Portland and Rumford Falls Railway.....	805 42	482 61	23 73	24 61	35.46	26	97
Rockport Railroad.....	72 29	.....	3 03	.....	3	.....	9
Rumford Falls and Rangeley Lakes Railroad.....	544 53	162 32	26 55	19 46	18.84	7	65
*Sandy River Railroad.....	216 36	140 92	14 88	13 70	15.92	27	† 21
Sebastcook and Moosehead Railroad.....	7 87	.....	.....	8	8	.....	† 5
Somerset Railway.....	151 04	149 82	31 77	23 62	20.11	13	79
St. Croix and Penobscot Railroad.....	257 10	55 65	5 13	19 20	6.39	7	72
*Wiscasset and Quebec Railroad.....	199 51	69 13	7 80	15 55	27.50	8	8
York Harbor and Beach Railroad.....	.....	.....	.....	7 16	8.09	27	14

*Narrow (2 feet) gauge.

†Mixed trains.

‡All cars.

RAILROAD COMMISSIONERS' REPORT.

CONTENTS OF TABLES.

STREET RAILWAY COMPANIES.

TABULATED STATEMENTS.

	Column	Page
Assets, June 30, 1897:		
Construction	1	170
Equipment	2	170
Land and buildings.....	3	170
Other permanent property.....	4	170
Cash and current assets.....	5	170
Miscellaneous assets.....	6	170
Gross assets.....	7	170
Liabilities, June 30, 1897:		
Capital stock.....	8	171
Funded debt.....	9	171
Real estate mortgages.....	10	171
Current liabilities.....	11	171
Accrued liabilities.....	12	171
Sinking and other special funds.....	13	171
Gross liabilities.....	14	171
Property Accounts: Additions and Deductions During the Year:		
Additions to railway.....	15	172
Additions to equipment.....	16	172
Additions to land and buildings.....	17	172
Additions to other permanent property.....	18	172
Total additions.....	19	172
Deductions	20	172
Net additions.....	21	172
Income for the Year Ending June 30, 1897:		
From passengers.....	22	173
From mails and parcels.....	23	173
From tolls, rents, advertising, etc.....	24	173
Total income from operation.....	25	173
Rentals from lease of railway.....	26	173
Miscellaneous income.....	27	173
Gross income.....	28	173

	Column	Page
Expenditures for the Year Ending June 30, 1897:		
Salaries	29	174
Office expenses and supplies.....	30	174
Legal expenses.....	31	174
Insurance	32	174
Other general expenses.....	33	174
Total general expenses.....	34	174
Repair of road-bed and track.....	35	174
Repair of electric line system.....	36	175
Removing snow and ice.....	37	175
Repair of buildings.....	38	175
Total repairs of roadway and buildings.....	39	175
Repair of cars and vehicles.....	40	175
Repair of electric car equipment.....	41	175
Renewal of horses.....	42	175
Other repairs.....	43	176
Total maintenance of equipment.....	44	176
Provender for horses.....	45	176
Cost of electric power.....	46	176
Wages of employees.....	47	176
Damages for injuries.....	48	176
Tolls for trackage rights.....	49	176
Rents of buildings, etc.....	50	177
Other transportation expenses.....	51	177
Total operating expenses.....	52	177
Percentage to earnings from operation.....	53	177
Interest on funded debt.....	54	177
Interest and discount on loans.....	55	177
Taxes	56	177
Rentals of leased railways.....	57	178
Payments to sinking and other special funds.....	58	178
Other charges on income.....	59	178
Total charges above income.....	60	178
Dividends paid	61	178
Percentage of dividend paid.....	62	178
Gross expenditures.....	63	178
Condensed Exhibit for the Year:		
Net income from operation.....	64	179
All other income.....	65	179
Total income above operating expenses.....	66	179
Interest, taxes and other charges.....	67	179
Net divisible income.....	68	179
Dividends declared.....	69	179
Surplus for the year.....	70	179
Deficit for the year.....	71	180
Surplus, June 30, 1896.....	72	180
Deficit, June 30, 1896.....	73	180

CONTENTS.

168c

	Column	Pag
Condensed Exhibits for the Year:		
Additions during the year.....	74	180
Deductions during the year.....	75	180
Surplus, June 30, 1897.....	76	180
Deficit, June 30, 1897.....	77	180
Description of Railway:		
Main track owned.....	78	181
Sidings, switches, etc., owned.....	79	181
Total track owned.....	80	181
Main track operated.....	81	181
Operated by horse power.....	82	181
Operated by electric power.....	83	181
Operated by horse and electric power.....	84	181
Equipment owned:		
Box passenger cars.....	85	182
Open passenger cars.....	86	182
Other cars and vehicles.....	87	182
Electric cars.....	88	182
Equipped with fenders.....	89	182
Horses.....	90	182
Electric motors.....	91	182
Volume of Traffic:		
Total passengers carried.....	92	183
Average number per mile of main track operated....	93	183
Round trips run.....	94	183
Car miles run.....	95	183
Number of employees.....	96	183
Stockholders:		
Total number of stockholders.....	97	183
Number in Maine.....	98	183
Accidents:		
To passengers.....	99	184
To employees.....	100	184
To other persons.....	101	184
Fatal.....	102	184
Not fatal.....	103	184
Total.....	104	184
Total during preceding year.....	105	184

COMPARATIVE STATEMENTS.

Cost, Capital Stock and Net Debt per Mile of Main Track

Owned:

Construction.....	106	185
Equipment.....	107	185
Land, buildings, and other permanent property.....	108	185
Total permanent investments.....	109	185
Capital stock.....	110	185
Net debt.....	111	185
Total capital stock and net debt.....	112	185

	Column	Page
Gross Income From Operation:		
Per mile of main track operated.....	113	186
Per round trip run.....	114	186
Per car mile run.....	115	186
Per passenger carried.....	116	186
Expenses of Operation:		
Per mile of main track operated.....	117	186
Per round trip run.....	118	186
Per car mile run.....	119	187
Per passenger carried.....	120	187
Net Income From Operation:		
Per mile of main track operated.....	121	187
Per round trip run.....	122	187
Per car mile run.....	123	187
Per passenger carried.....	124	187
Total Permanent Investments, and Permanent Invest- ments, Capital Stock, Net Debt, Capital Stock and Net Debt per Mile of Main Track Owned:		
Permanent investments.....	125	188
Permanent investments per mile owned.....	126	188
Capital stock per mile owned.....	127	188
Net debt per mile owned.....	128	188
Capital stock and net debt, per mile owned.....	129	188

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING JUNE 30, 1897.

Tabulated Statements from Reports of Street Railway Companies Doing Business in Maine for the Year Ending June 30, 1897.

STREET RAILWAYS.	ASSETS JUNE 30, 1897.						
	1.—Construction.	2.—Equipment.	3.—Land and Buildings.	4.—Other Permanent Property.	5.—Cash and Current Assets.	6.—Miscellaneous Assets.	7.—Gross Assets.
Augusta, Hallowell and Gardiner Railroad.....	*\$182,179 64				\$9,644 91	\$4,468 57	\$196,293 12
Bangor, Orono and Old Town Railway.....	*223,885 24				471 75	4,204 51	234,561 50
Bangor Street Railway.....	459,860 77						459,860 77
Bath Street Railroad.....	*170,487 36				4,280 74	637 00	175,405 10
Biddeford and Saco Railroad.....	67,354 92	\$39,423 05	\$27,459 95		14,860 01		149,097 93
Brunswick and Topsham Electric Railway.....	*35,000 00						35,000 00
Calais Street Railway.....	149,000 00	19,800 00	31,200 00		883 14		200,883 14
Fryeburg Horse Railroad.....	6,492 18	957 89	224 00				7,674 07
Lewiston and Auburn Horse Railroad.....	*414,475 84				6,756 71	†143,300 00	564,532 55
Mousam River Railroad.....	†153,289 44		4,066 11	\$2,052 93	5,264 54		164,673 02
Norway and Paris Railway.....	*43,000 00				731 34	918 84	44,650 18
Portland Railroad.....	581,490 78	149,702 42	338,823 92	1,000 00	7,433 96		1,078,451 08
Portland and Cape Elizabeth Railway.....	*807,059 89						807,059 89
Rockland, Thomaston and Camden Street Railway.....	*318,070 27				1,881 94	5,550 38	325,502 59
Skowhegan and Norridgewock Railway.....	*58,000 00				500 00	1,000 00	59,500 00
Somerset Traction Company.....	66,941 64	13,569 69	8,777 60		1,250 70		90,539 63
Waterville and Fairfield Railway.....	56,863 45				4,428 13	1,000 00	62,291 58

* Covers construction, equipment and buildings.

† Consolidated bonds held as collateral.

‡ Covers construction and equipment.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	LIABILITIES JUNE 30, 1897.						
	8.—Capital Stock.	9.—Funded Debt.	10.—Real Estate Mortgages.	11.—Current Liabilities.	12.—Accrued Liabilities.	13.—Sinking and other Special Funds.	14.—Gross Liabilities.
Augusta, Hallowell and Gardiner Railroad.....	\$120,000 00	\$150,000 00	.....	\$5,315 55	.....	.....	\$275,315 55
Bangor, Orono and Old Town Railway.....	100,000 00	125,000 00	.....	4,987 89	.....	.....	229,987 89
Bangor Street Railway.....	200,000 00	200,000 00	.....	46,207 50	.....	.....	446,207 50
Bath Street Railroad.....	100,000 00	70,000 00	.....	4,250 00	.....	.....	174,250 00
Biddeford and Saco Railroad.....	40,000 00	90,000 00	.....	27,900 00	.....	.....	157,900 00
Brunswick and Topsham Electric Railway.....	25,000 00	.....	.....	.....	.....	.....	25,000 00
Calais Street Railway.....	100,000 00	100,000 00	.....	7,994 72	\$1,252 58	.....	209,247 30
Fryeburg Horse Railroad.....	5,075 00	.....	.....	9 01	776 31	.....	5,860 32
Lewiston and Auburn Horse Railroad.....	98,800 00	350,000 00	.....	162,004 19	954 16	.....	610,758 35
Mousam River Railroad.....	65,000 00	65,000 00	.....	30,209 73	.....	.....	160,209 73
Norway and Paris Railway.....	25,000 00	18,000 00	.....	.....	.....	.....	44,014 75
Portland Railroad.....	493,966 70	500,000 00	.....	63,478 32	.....	.....	1,057,445 02
Portland and Cape Elizabeth Railway.....	450,000 00	350,000 00	.....	.....	.....	.....	803,421 95
Rockland, Thomaston and Camden Street Railway.....	250,000 00	250,000 00	.....	30,748 88	.....	.....	580,748 88
Skowhegan and Norridgewock Railway.....	50,000 00	50,000 00	.....	.....	.....	.....	100,000 00
Somerset Traction Company.....	.....	75,000 00	.....	10,113 70	57 33	.....	85,171 03
Waterville and Fairfield Railway.....	36,000 00	.....	.....	4,700 00	.....	.....	40,700 00

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.						
	15.—Additions to Railway.	16.—To Equipment.	17.—To land and buildings.	18.—To Other Permanent Property.	19.—Total Additions.	20.—Deductions.	21.—Net Additions.
Augusta, Hallowell and Gardiner Railroad.....				\$7,216 06	\$7,216 06		\$7,216 06
Bangor, Orono and Old Town Railway.....		\$6,809 25	\$3,018 42		9,827 67		9,827 67
Bangor Street Railway.....	\$8,956 75	2,023 40			10,980 15	426 31	10,553 84
Bath Street Railroad.....							
Biddeford and Saco Railroad.....		1,780 10	5 00		1,785 10		1,785 10
Brunswick and Topsham Electric Railway.....							
Calais Street Railway.....		517 02			517 02		517 02
Fryeburg Horse Railroad.....							
Lewiston and Auburn Horse Railroad.....							
Mousam River Railroad.....	427 40		348 84	1,276 69	2,052 93		2,052 93
Norway and Paris Railway.....							
Portland Railroad.....							
Portland and Cape Elizabeth Railway.....				57,059 89	57,059 89		57,059 89
Rockland, Thomaston and Camden Street Railway.....				261 69	261 69		261 69
Skowhegan and Norridgewock Railway.....							
Somerset Traction Company.....				27,673 24	27,673 24		27,673 24
Waterville and Fairfield Railway.....							

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	INCOME FOR THE YEAR ENDING JUNE 30, 1897.						
	22.—From Passengers.	23.—From Mails and Parcels.	24.—From Tolls, Rents, Advertising etc.	25.—Total Income from Operation.	26.—Rentals from Lease of Railway.	27.—Miscellaneous Income.	28.—Gross Income.
Augusta, Hallowell and Gardiner Railroad.....	\$40,405 53		\$300 00	\$40,705 53		\$134 64	\$40,840 17
Bangor, Orono and Old Town Railway.....	64,474 29	\$2 00	394 35	64,870 64		758 15	65,658 79
Bangor Street Railway.....	64,291 45		203 00	64,494 45	\$4,998 45		69,492 90
Bath Street Railroad.....	19,902 65		100 00	20,002 65			20,002 65
Biddeford and Saco Railroad.....	26,153 65		179 75	26,333 40		50 00	26,383 40
Brunswick and Topsham Electric Railway.....	3,586 72			3,586 72			3,586 72
Calais Street Railway.....	23,907 35		75 00	23,982 35			23,982 35
Fryeburg Horse Railroad.....	691 86			691 86			691 86
Lewiston and Auburn Horse Railroad.....	56,343 85		426 88	56,770 73			56,770 73
Mousam River Railroad.....	*14,442 57	111 92	42 90	14,598 39		4,203 05	18,900 44
Norway and Paris Railway.....	7,745 40		133 50	7,878 90		69 58	7,948 48
Portland Railroad.....	274,849 08		1,705 23	276,554 31		303 22	276,857 53
Portland and Cape Elizabeth Railway.....	58,364 66	233 44	267 50	59,015 60			59,015 60
Rockland, Thomaston and Camden Street Railway.....	†51,626 61	1,643 40	1,432 78	54,702 79		†12,078 97	66,781 76
Skowhegan and Norridgewock Railway.....	4,610 66	271 88		4,882 54			4,882 54
Somerset Traction Company.....	9,690 71	306 31		9,997 02			9,997 02
Waterville and Fairfield Railway.....	19,121 15		200 00	19,321 15			19,321 15
	*\$9,946.52, freight earnings.	†\$4,727.96, freight earnings.		‡Power sold, \$12,050 42.			

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1897.						
	29.—Salaries.	30.—Office Expenses and Supplies.	31.—Legal Expenses.	32.—Insurance.	33.—Other General Expenses.	34.—Total General Expenses.	35.—Repair of Roadbed and Track.
Augusta, Hallowell and Gardiner Railroad.....	\$1,618 00	\$1,465 01	.....	\$196 45	.....	\$4,279 46	\$1,534 82
Bangor, Orono and Old Town Railway	3,361 16	592 72	\$100 00	310 65	\$1,550 34	5,914 87	2,495 78
Bangor Street Railway.....	.....	.....	.....	.....	.....	21,647 29	3,083 49
Bath Street Railroad.....	1,082 00	134 00	.....	162 50	.....	1,328 50	1,447 56
Biddeford and Saco Railroad.....	1,575 00	85 89	.....	1,259 86	232 81	3,153 06	5,884 77
Brunswick and Topsham Electric Railway.....	.....	.....	.....	.....	.....	.....	.....
Calais Street Railway.....	3,465 25	57 90	.....	679 99	600 10	4,803 24	632 62
Fryeburg Horse Railroad.....	.....	.....	.....	.....	.....	.....	150 61
Lewiston and Auburn Horse Railroad.....	4,796 13	103 33	807 00	605 00	1,935 37	8,246 83	1,792 91
Mousam River Railroad.....	1,293 87	331 40	.....	345 07	10 45	1,980 79	128 08
Norway and Paris Railway.....	.....	.....	.....	.....	.....	1,776 59	289 77
Portland Railroad.....	6,384 37	582 08	.....	2,115 59	12,151 38	21,233 42	17,069 79
Portland and Cape Elizabeth Railway.....	3,040 00	236 54	.....	985 14	.....	4,261 68	871 95
Rockland, Thomaston and Camden Street Railway.....	1,778 07	.....	.....	1,514 35	1,544 64	4,837 06	4,969 86
Skowhegan and Norridgewock Railway.....	.....	.....	.....	25 00	318 50	343 50	346 75
Somerset Traction Company.....	.....	\$2 50	.....	.....	625 84	708 43	.....
Waterville and Fairfield Railway.....	624 00	.....	.....	474 86	6,892 97	*7,991 83	239 90

*Includes removal of snow and ice, all repairs and motive power.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1897—Continued.						
	36.—Repair of Electric Line System.	37.—Removing Snow and Ice.	38.—Repair of Buildings.	39.—Total Repairs of Roadway and Buildings.	40.—Repair of Cars and Vehicles.	41.—Repair of Electric Car Equipment.	42.—Renewal of Horses.
Augusta, Hallowell and Gardiner Railroad.....	\$418 64	\$455 09	\$72 10	\$2,480 65	\$2,659 55		
Bangor, Orono and Old Town Railway.....	420 54	246 12	12 00	3,174 42	2,433 38	\$4,196 42	
Bangor Street Railway	558 02	362 70	294 27	4,298 48	*5,992 98		
Bath Street Railroad.....	95 77	80 76	22 48	1,646 57	430 60	764 86	
Biddeford and Saco Railroad.....	44 27	192 30	31 94	6,153 28	349 16	829 82	
Brunswick and Topsham Electric Railway.....							
Calais Street Railway.....	341 75	370 01		1,344 38	909 57	1,595 94	
Fryeburg Horse Railroad.....				150 61	4 00		\$7 92
Lewiston and Auburn Horse Railroad.....	514 85	535 59	983 79	†3,627 14	763 74	1,104 73	
Mousam River Railroad.....	146 21	108 75		383 04	693 34	243 49	
Norway and Paris Railway	15 17	186 56	6 73	498 23	338 29		
Portland Railroad	1,111 50	2,604 59	2,612 61	23,398 49	26,174 43	16,290 38	
Portland and Cape Elizabeth Railway.....	144 42	466 49		1,482 86	299 98	131 56	
Rockland, Thomaston and Camden Street Railway.....	566 08	554 08	259 75	6,349 77	2,781 00		
Skowhegan and Norridgewock Railway.....	25 30	182 35		554 40	128 80	25 31	
Somerset Traction Company.....		9 00	50 07	59 07			
Waterville and Fairfield Railway.....							

*Covers car equipment.

†\$689.02 for supplies.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1897—Continued.						
	43.—Other Repairs.	44.—Total Maintenance of Equipment.	45.—Pro-ender for Horses.	46.—Cost of Electric Power.	47.—Wages of Employees.	48.—Dam-ages for Injuries.	49.—Tolls for Trackage Rights.
Augusta, Hallowell and Gardiner Railroad.....	\$564 36	\$3,223 91		\$5,281 02	\$ 6,551 95	\$216 26	
Bangor, Orono and Old Town Railway.....		6,629 80		8,156 74	11,966 28	210 15	\$5,475 00
Bangor Street Railway.....	150 70	6,143 68			20,967 05	333 50	
Bath Street Railroad.....	102 40	1,297 86		3,121 75	5,293 77	42 00	
Biddeford and Saco Railroad.....	236 32	1,415 30		4,105 05	4,037 37	39 25	
Brunswick and Topsam Electric Railway							
Calais Street Railway		2,505 51		5,134 03	5,180 69		
Fryeburg Horse Railroad.....	2 60	14 52	38 33		434 35		
Lewiston and Auburn Horse Railroad.....	*2,748 15	4,616 32		8,739 98	15,049 27	100 29	
Mousam River Railroad.....		846 83		2,595 23	4,792 55	7 10	
Norway and Paris Railway	685 54	1,023 83		1,164 89	2,233 44	59 50	
Portland Railroad.....	200 00	42,664 81	3,202 45	17,523 86	65,456 09	1,408 68	
Portland and Cape Elizabeth Railway.....	1,814 72	2,246 26		9,652 93	14,994 28	65 32	200 00
Rockland, Thomaston and Camden Street Railway....	619 08	3,400 08		12,639 17	8,878 80	64 65	
Skowhegan and Norridgewock Railway	27 47	181 58		1,200 00	2,488 97		
Somerset Traction Company.....				1,000 00	3,363 14		
Waterville and Fairfield Railway.....					6,728 81		

* \$1,067.58 for stable, \$1,084.08 car house expenses.

Tabulated Statements from Reports of Street Railway Companies—Continued.

12

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1897—Continued.						
	50.—Rents of Buildings etc.	51.—Other Transportation Expenses.	52.—Total Operating Expenses.	53.—Per Cent to Earnings from Operation.	54.—Interest on Funded Debt.	55.—Interest and Discount on Loans.	56.—Taxes.
Augusta, Hallowell and Gardiner Railroad.....			\$22,033 25	.53	\$9,000 00		\$376 03
Bangor, Orono and Old Town Railway.....	\$110 00		41,637 28	.63	7,500 00		147 90
Bangor Street Railway.....		\$5,653 90	59,043 90	.84	12,000 00		
Bath Street Railroad.....		523 59	13,254 04	.66	3,500 00	\$ 48 05	197 41
Biddeford and Saco Railroad.....		1,404 16	20,307 47	.76	5,400 00	1,142 24	321 15
Brunswick and Topsham Electric Railway.....				*1.00			
Calais Street Railway.....			18,967 85	.79	6,522 89	480 82	480 09
Fryeburg Horse Railroad.....			637 81	.92			2 70
Lewiston and Auburn Horse Railroad.....			41,588 29	.73	6,879 16	15,756 60	425 50
Mousam River Railroad.....		1,294 50	11,900 04	.62	3,900 00	1,633 28	167 48
Norway and Paris Railway.....		30 93	6,787 41	.87			
Portland Railroad.....	1,348 50	12,438 02	188,674 32	.68	22,500 00	4,271 73	5,579 27
Portland and Cape Elizabeth Railway.....	300 00	2,264 07	35,467 40	.67		15,018 65	611 00
Rockland, Thomaston and Camden Street Railway.....	49 59	4,869 73	41,088 85	.61	12,500 00	1,585 28	372 41
Skowhegan and Norridgewock Railway.....		55 00	4,823 45	.98			53 86
Somerset Traction Company.....		46 40	5,177 04	.51			57 33
Waterville and Fairfield Railway.....	1,337 50		16,298 04	.85	6,000 00		852 27

* All liabilities to earnings.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1897—Continued.						
	57.—Rentals of Leased Railways.	58.—Payments to Sinking Funds, etc.	59.—Other charges on Income.	60.—Total charges on Income.	61.—Dividends Paid.	62.—Percentage of Dividend Paid.	63.—Gross Expenditures.
Augusta, Hallowell and Gardiner Railroad.....				\$9,376 03	\$4,800 00	.4	\$31,509 28
Bangor, Orono and Old Town Railway.....			*\$9,827 67	17,475 57	12,000 00	.12	59,112 82
Bangor Street Railway				12,000 00			71,043 90
Bath Street Railroad.....				3,745 46	3,500 00	.3½	17,019 50
Biddeford and Saco Railroad.....				6,863 39			27,170 86
Brunswick and Topsham Electric Railway.....							3,586 72
Calais Street Railway.....			517 02	8,000 82			26,968 67
Fryeburg Horse Railway.....			104 25	106 95			744 76
Lewiston and Auburn Horse Railroad.....			2,259 88	25,321 14			56,907 43
Mousam River Railroad.....				5,700 76			17,600 80
Norway and Paris Railway.....					1,000 00	.4	6,787 41
Portland Railroad.....				32,351 00	20,883 00	.6	221,025 53
Portland and Cape Elizabeth Railway.....				15,629 65	6,750 00	.1½	51,097 05
Rockland, Thomaston and Camden Street Railway...				14,457 69			55,546 54
Skowhegan and Norridgewock Railway.....				58 86			4,877 31
Somerset Traction Company.....				57 33			5,234 37
Waterville and Fairfield Railway.....		3,500 00		10,352 27			26,650 31

*\$7,927.67, Addition to car house and new cars—\$2,500, rebuilding bridge and track.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR.						
	64.—Net Income from Operation.	65.—All Other Income.	66.—Total Income above Operating Expenses.	67.—Inter- est, Taxes, and Other Charges.	68.—Net Divisible Income.	69.—Divi- dends Declared.	70.—Sur- plus for the Year.
Augusta, Hallowell and Gardiner Railroad.....	\$18,806 92	.....	\$18,806 92	\$9,376 02	\$9,430 89	\$4,800 00	\$4,630 89
Bangor, Orono and Old Town Railway.....	24,021 51	.....	24,021 51	17,475 57	6,545 94	12,000 00	
Bangor Street Railway.....	10,449 00	.....	10,449 00	12,000 00			
Bath Street Railroad.....	6,748 61	.....	6,748 61	3,745 46	3,003 15	3,500 00	
Biddeford and Saco Railroad.....	6,075 93	.....	6,075 93	6,863 39			
Brunswick and Topsham Electric Railway.....		.....				
Calais Street Railway.....	5,014 50	.....	5,014 50	8,000 82			
Fryeburg Horse Railway.....		.....				
Lewiston and Auburn Horse Railroad.....	14,757 56	426 88	15,184 44	25,321 14			
Mousam River Railroad.....	7,000 40	.....	7,000 40	5,700 76	1,299 64		1,299 64
Norway and Paris Railway.....	957 99	203 08	1,161 07	.....	1,161 07	1,000 00	161 07
Portland Railroad.....	88,183 21	.....	88,183 21	32,351 00	55,832 21	20,883 00	34,949 21
Portland and Cape Elizabeth Railway.....	22,897 26	650 94	23,548 20	15,629 65	7,918 55	6,750 00	1,168 55
Rockland, Thomaston and Camden Street Railway.....	25,692 91	.....	25,692 91	14,457 69	11,235 22		11,235 22
Skowhegan and Norridgewock Railway.....	59 09	.....	59 09	53 86	5 23		5 23
Somerset Traction Company.....	4,819 98	.....	4,819 98	57 33	4,762 65		4,762 65
Waterville and Fairfield Railway.....		.....	16,298 04	10,352 27			

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR—Continued.						
	71.—Deficit for the year.	72.—Sur- plus June 30, 1896.	73.—Deficit June 30, 1896.	74.—Addi- tions during Year.	75.—Deduc- tions during Year.	76.—Sur- plus, June 30, 1897.	77.—Deficit June 30, 1897.
Augusta, Hallowell and Gardiner Railroad		\$24,331 71				\$28,952 60	
Bangor, Orono and Old Town Railway	\$5,454 06	16,006 03				10,551 97	
Bangor Street Railway	1,551 00		\$7,827 19				\$9,378 19
Bath Street Railroad	496 85	1,651 95				1,155 10	
Biddeford and Saco Railroad	787 46		8,014 61				8,802 07
Brunswick and Topsham Electric Railway							
Calais Street Railway	2,986 32		5,377 84				8,364 16
Fryeburg Horse Railway	52 90	46 89					6 01
Lewiston and Auburn Horse Railroad	10,136 70		36,089 10				46,225 80
Mousam River Railroad		3,163 65				4,463 29	
Norway and Paris Railway		474 36				635 43	
Portland Railroad		15,043 35			\$28,986 50	21,006 06	
Portland and Cape Elizabeth Railway		4,536 79				5,705 34	
Rockland, Thomaston and Camden Street Railway		33,518 49				44,753 71	
Skowhegan and Norridgewock Railway			534 25				529 02
Somerset Traction Company		605 95				5,368 60	
Waterville and Fairfield Railway	7,519 96	8,420 68				900 72	

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	DESCRIPTION OF RAILWAY (LENGTH IN MILES).						
	78.—Main Track Owned.	79.—Sidings, Switches, etc., Owned.	80.—Total Track Owned.	81.—Main Track Operated.	82.—By Horse Power.	83.—By Electric Power.	84.—Horse and Electric.
Augusta, Hallowell and Gardiner Railroad.....	7.00	.40	7.40	7.00		7.00	
Bangor, Orono and Old Town Railway.....	14.70	.50	.....	*15.90		15.90	
Bangor Street Railway.....	8.40	†1.30	9.70	8.40		8.40	
Bath Street Railroad.....	4.25	.25	4.50	4.25		4.25	
Biddeford and Saco Railroad.....	5.72	.30	6.02	5.72		5.72	
Brunswick and Topsham Electric Railway.....	3.50	.04	3.54	3.50		3.50	
Calais Street Railway.....	7.00	7.00	7.00	7.00		7.00	
Fryeburg Horse Railway.....	3.00	3.00	3.00	3.00	3	.....
Lewiston and Auburn Horse Railroad.....	14.00	.62	14.62	14.00		14.00	
Mousam River Railroad.....	2.92	.53	3.47	2.92		2.92	
Norway and Paris Railway.....	2.13	2.13	2.13	2.13		2.13	
Portland Railroad.....	22.17	†6.75	28.92	22.17		22.17	
Portland and Cape Elizabeth Railway.....	11.18	†4.00	15.18	11.18		11.18	
Rockland, Thomaston and Camden Street Railway. . .	15.90	.57	16.47	15.90		15.90	
Skowhegan and Norridgewock Railway.....	5.75	.....	5.75	5.75		5.75	
Somerset Traction Company.....	11.00	.....	11.00	11.00		11.00	
Waterville and Fairfield Railway.....							

* 1.20 trackage rights.

† Second track and sidings.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EQUIPMENT OWNED JUNE 30, 1897.						
	85.—Box Passenger Cars.	86.—Open Passenger Cars.	87.—Other Cars and Vehicles.	88.—Elec- tric Cars.	89.—Equip- ped with Fenders.	90.—Horses.	91.—Electric Motors.
Augusta, Hallowell and Gardiner Railroad.....	6	8	2	14			
Bangor, Orono and Old Town Railway.....	8	8	4	16			
Bangor Street Railway.....	10	14	8	29			50
Bath Street Railroad.....	3	5	3	8			12
Biddeford and Saco Railroad.....	4	11	3	7			14
Brunswick and Topsham Electric Railway..	1	2	1	3			3
Calais Street Railway.....	3	4	1	7			5
Fryeburg Horse Railway.....	3	1				1	
Lewiston and Auburn Horse Railroad..	10	20	3	18	4		32
Mousam River Railroad.....	2	2	5	2			1
Norway and Paris Railway.....	2	2	1	4			4
Portland Railroad.....	55	20	23	36		28	140
Portland and Cape Elizabeth Railway.....	10	16	2	26	*36		54
Rockland, Thomaston and Camden Street Railway.....	7	10	4	15			22
Skowhegan and Norridgewock Railway.....	2	3	3	5			1
Somerset Traction Company.....	3	4	3	7			18
Waterville and Fairfield Railway.....							

* Man-guards.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	VOLUME OF TRAFFIC.					STOCKHOLDERS.	
	92.—Total Passengers Carried.	93.—Average Number per Mile of Track Operated.	94.—Round Trips Run.	95.—Car Miles Run.	96.—Number of Employees.	97.—Total Number.	98.—In Maine.
Augusta, Hallowell and Gardiner Railroad.....	823,920	117,702	14,521	203,294	34	39	29
Bangor, Orono and Old Town Railway.....	1,268,642	79,159	*12,106	395,052	35	69	63
Bangor Street Railway.....	1,560,771	185,585	.....	409,095	51	15	12
Bath Street Railroad.....	419,969	98,823	12,242	104,057	12	7	6
Biddeford and Saco Railroad.....	365,488	63,896	†11,964	145,032	.....	59	51
Brunswick and Topsham Electric Railway.....	171,933	51,245	.....	.....	.....	4	4
Calais Street Railway.....	573,649	81,949	13,140	183,960	20	7	7
Fryeburg Horse Railway.....	9,025	3,008	.....	.....	.....	203	20
Lewiston and Auburn Horse Railroad.....	1,017,119	72,645	13,035	365,000	50	56	51
Mousam River Railroad.....	91,923	31,266	5,984	31,236	12	9	8
Norway and Paris Railway.....	185,531	87,163	13,453	60,540	7	7	7
Portland Railroad.....	4,982,809	224,754	141,583	972,327	215	115	103
Portland and Cape Elizabeth Railway.....	1,191,714	106,594	.....	303,094	40	40	14
Rockland, Thomaston and Camden Street Railway.....	937,973	58,990	8,461	269,059	49	39	38
Skowhegan and Norridgewock Railway.....	48,836	8,493	2,912	34,944	6	14	13
Somerset Traction Company.....	90,253	8,204	3,105	69,021	9	.....	.....
Waterville and Fairfield Railway.....	382,425	87,712	11,680	50,613	11	41	32

* Additional, to Great Works, 3,882.

† 8,098 Biddeford to Old Orchard; 11,964 Biddeford to Saco.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	GROSS INCOME FROM OPERATION				EXPENSES OF OPERATION.	
	113.—Per Mile Operated.	114.—Per Round Trip Run.	115.—Per Car Mile Run.	116.—Per Passenger Carried.	117.—Per Mile Operated.	118.—Per Round Trip Run.
Augusta, Hallowell and Gardiner Railroad	\$5,834 31	\$2 81	\$0.02008	\$0.0495	\$3,147 60	\$1.0517
Bangor, Orono and Old Town Railway.....	4,129 48	5 25	.1662	.0517	2,618 76	3.3578
Bangor Street Railway.....	8,272 96	.....	.1698	.0445	7,029 03	.....
Bath Street Railroad.....	4,706 50	1 63	.1922	.0476	3,118 59	1.0826
Biddeford and Saco Railroad	4,612 48	3 20	.1831	.0721	3,550 25	2.4653
Brunswick and Topsham Electric Railway.....	1,024 77	57	.0825	.0208	1,024 77	.57
Calais Street Railway.....	3,426 05	1 82	.1303	.0416	2,709 69	1.4351
Fryeburg Horse Railroad	230 62	.....	.....	.0766	212 60	.....
Lewiston and Auburn Horse Railroad.....	4,024 56	4 32	.1543	.0553	2,970 45	3.1903
Mousam River Railroad.....	6,428 38	3 15	.....	*	4,047 63	1.9886
Norway and Paris Railway.....	3,636 33	.575	.1279	.0417	3,139 62	.5050
Portland Railroad.....	12,487 93	1 95	.2847	.0555	8,510 34	1.3326
Portland and Cape Elizabeth Railway.....	5,278 67	.....	.1947	.0495	3,172 39	.....
Rockland, Thomaston and Camden Street Railway.....	4,200 11	7 89	.2482	†	2,580 41	4.8543
Skowhegan and Norridgewock Railway.....	849 13	1 67	.1397	.0999	838 86	1.65
Somerset Traction Company.....	908 82	3 22	.1448	.1107	470 64	1.6673
Waterville and Fairfield Railway.....	.....	.....	.....	.....	.....	.....

* Largely freight transportation.

† \$4,727.96 of earnings are receipts from freight.

Tabulated Statements from Reports of Street Railway Companies—Concluded.

STREET RAILWAYS.	EXPENSES, ETC.—Continued.		NET INCOME FROM OPERATION.			
	119.—Per Car Mile Run.	120.—Per Passenger Carried.	121.—Per Mile Operated.	122.—Per Round Trip Run.	123.—Per Car Mile Run.	124.—Per Passenger Carried.
Augusta, Hallowell and Gardiner Railroad.....	\$0.1083	\$0.0267	\$2,685 75	\$1,2951	\$0.0925	\$0.0228
Bangor, Orono and Old Town Railway.....	.1053	.0328	1,510 78	1,9372	.6085	.0189
Bangor Street Railway.....	.1443	.0378	1,243 28	.....	.0254	.0066
Bath Street Railroad.....	.1273	.0315	1,587 90	.5521	.0648	.0160
Biddeford and Saco Railroad.....	.1400	.0555	1,062 81	.7320	.0419	.0166
Brunswick and Topsham Electric Railway.....	.0825	.0208	.....	.....	.....	.....
Calais Street Railway.....	.1031	.0330	716 35	.3838	.0272	.0087
Fryeburg Horse Railroad.....	.....	.0706	.....	.....	.....	.0065
Lewiston and Auburn Horse Railroad.....	.1139	.0408	1,054 11	1,1321	.0404	.0145
Mousam River Railroad.....	.3809	*	2,380 88	1,1698	.2241	*
Norway and Paris Railway.....	.1124	.0365	545 10	.0862	.0191	.0062
Portland Railroad.....	.1940	.0378	3,977 59	.5228	.0959	.0177
Portland and Cape Elizabeth Railway.....	.1170	.0298	2,048 05	.....	.0755	.0191
Rockland, Thomaston and Camden Street Railway.....	.1527	†	1,615 30	3,0366	.0955	†
Skowhegan and Norridgewock Railway.....	.1380	.0987	10 27	.0202	.0017	.0012
Somerset Traction Company.....	.0750	.0573	438 18	1,5523	.0698	.0534
Waterville and Fairfield Railway.....	.3217	.0426	649 61	.....	.0559	.0074

* Largely freight transportation.

† Considerable freight is transported by this road.

Total Permanent Investments, and Permanent Investments, Capital Stock, Net Debt, Capital Stock and Net Debt Per Mile of Main Track Owned.

STREET RAILWAYS.	125.— Permanent Investments.	126.— Permanent Investments per mile Owned.	127.—Capital stock per Mile.	128.—Net Debt per Mile.	129.— Capital Stock and Net Debt.
Augusta, Hallowell and Gardiner Railroad.....	\$182,179 64	\$26,025 66	\$17,142 85	\$22,189 36	\$39,332 21
Bangor, Orono and Old Town Railway.....	229,885 24	21,655 39	6,802 72	8,842 71	15,645 43
Bangor Street Railway.....	459,860 77	54,745 32	23,809 52	29,311 99	53,121 51
Bath Street Railroad.....	170,487 36	40,114 66	23,568 38	17,470 58	41,038 96
Biddeford and Saco Railroad.....	134,237 52	23,467 63	6,993 00	20,611 88	27,604 88
Brunswick and Topsham Electric Railway.....	35,000 00	10,000 00	7,142 85	.....	7,142 85
Calais Street Railway.....	200,000 00	28,571 42	14,285 71	15,606 75	29,892 46
Fryeburg Horse Railway.....	7,674 07	2,591 68	1,691 66	261 77	1,953 43
Lewiston and Auburn Horse Railroad.....	414,475 84	29,605 41	6,985 71	36,697 02	43,682 73
Mousam River Railroad.....	159,408 48	54,220 56	22,008 84	10,275 41	32,384 26
Norway and Paris Railway.....	43,000 00	20,187 79	11,741 71	8,927 11	20,668 88
Portland Railroad.....	1,071,017 12	48,715 23	22,281 04	25,416 25	47,697 29
Portland and Cape Elizabeth Railway.....	807,059 89	72,187 82	40,250 44	31,602 95	71,853 39
Rockland, Thomaston and Camden Street Railway.....	318,070 27	20,004 41	15,723 27	17,657 16	33,380 43
Skowhegan and Norridgewock Railway.....	58,000 00	10,086 95	8,695 65	8,695 65	17,391 30
Somerset Traction Company.....	89,288 93	8,117 16	*	7,742 82	7,742 82
Waterville and Fairfield Railway.....	56,863 45	13,042 07	8,256 88	9,332 48	17,589 36

*No stock issued.

APPENDIX

ABSTRACT

OF THE

Returns of Railroad Companies

FOR THE

Year Ending June 30, 1897.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1897.

HISTORY.

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

Date of organization. February 13, 1891.

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

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
A. A. Burleigh.....	Houlton, Me	} Until successors are appointed. } Three directors are chosen annually on the last Tuesday of August by the Senators and Representatives to the Legislature from the county of Aroostook.
F. W. Cram	Bangor, Me	
B. B. Thatcher	Bangor, Me	
C. A. Gibson	Bangor, Me	
H. P. Oliver.....	Bangor, Me	
Edward Stetson	Bangor, Me	
F. H. Appleton.....	Bangor, Me	
W. G. Hersey	Oakfield, Me.	
E. L. Cleveland, Jr.....	Houlton, Me	
R. B. Leavitt	Limestone, Me	

Total number of stockholders at date of last election, 23.

Date of last meeting of stockholders for election of directors, third Tuesday in October, 1896.

Post office address of general office, Bangor, Me.

Post office address of operating office, Bangor, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	A. A. Burleigh	Houlton, Me.
President	A. A. Burleigh	Houlton, Me.
Vice President	F. W. Cram	Bangor, Me.
Secretary	F. H. Appleton	Bangor, Me.
Treasurer	Edward Stetson	Bangor, Me.
Cashier	F. C. Plaisted	Bangor, Me.
Attorney, or General Counsel...	Appleton & Chaplin.....	Bangor, Me.
General Manager	F. W. Cram	Bangor, Me.
Chief Engineer	Moses Burpee	Houlton, Me.
Division Superintendent.....	F. E. Rogers	Brownville, Me.
Division Superintendent.....	W. M. Brown	Bangor, Me.
General Freight Agent	G. F. Snow	Bangor, Me.
General Passenger Agent.....	G. M. Houghton	Bangor, Me.
General Ticket Agent	G. M. Houghton	Bangor, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Bangor and Aroostook Railroad.	Brownville, Me...	Caribou, Me . . .	154.69	154.69
Branch	Fort Fairfield Jct.	Fort Fairfield, Me.	13.31	
Branch	Ashland Junction	Ashland, Me.....	43.35	
Spurs . . . . .	.....	.....	7.50	64.16
Bangor and Piscataquis Railroad	Old Town	Greenville, Me....	76.50	76.50
Spurs . . . . .	.....	.....	.82	.82
Bangor and Katahdin Iron Works Railway.....	Milo Junction . . .	K. I. Works, Me..	18.90	18.90
Spurs . . . . .	.....	.....	.40	.40
Total . . . . .	.....	.....	.....	315.47

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.		
					Rate.	Amount.	
Capital stock: common	10,500	\$100	\$1,050,000	\$1,050,000 00			
Preferred	13,280	100	1,325,000	1,061,723 64			
Total	23,780	....	\$2,375,000	\$2,111,723 64		
Manner of Payment for Capital Stock.				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	10,500	\$1,040,500 00
Preferred	10,537	1,061,723 64
Total	21,037	\$2,102,223 64

Some subscribers to preferred stock have only made partial payments and their certificates have not been issued.

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

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort. 5% gold bonds .	Jan. 1 1893 ..	July 1 1943 ..	\$ 3,360,000	\$3,360,000	\$3,360,000	\$3,360,000	5	Jan. 1, July 1.	\$168,000	\$168,000
2d mort. 5% gold bonds	Jan., 1895 ..	July, 1945 ..	\$* 1,050,000	1,050,000	167,000	167,000	5	Jan. 1, July 1.	8,350	8,350
Total.....			4,410,000	\$4,410,000	\$3,527,000	\$3,527,000			\$176,350	\$176,350

* On February 27, 1895, this company executed a second mortgage at the rate of \$5,000 per mile, payable in gold July 1, 1945, with interest from July 1, 1895, at 5%, payable in January and July each year. The full amount, \$1,050,000, is outstanding; but only \$167,000 have been sold. The balance of the issue, \$883,000, is held by the trustees of the Aroostook Construction Company as collateral for obligations of the Aroostook Construction Company incurred in building the road. They can only sell enough of them to pay the excess of cost of the road over the first mortgage bonds, and amount realized from stock subscriptions.

EQUIPMENT TRUST OBLIGATIONS.
GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
*Car Trust.....	October 1st, 1896	10 years.....	20	758 flat cars. 425 box cars. 20 stock cars. 15 caboose cars. <hr/> 1,218

STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.				Rate.
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	
Car Trust.	\$95,000	\$400,000	\$380,000	\$126,000	\$114,000	\$12,000	\$12,000	6%

* The original Car Trust was the obligation of the Aroostook Construction Company to pay \$180,113.64, of which amount they paid \$45,028.41, to the time of forming the new car trust. The balance of \$135,085.23 they are to pay in monthly amounts of \$2,144.21 (the amt. of each note in the first car trust) to the company which, in turn, pays \$20,000 and the interest on the remaining principal on October 1st and April 1st, for 10 years from October 1st, 1896.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$4,410,000 00	\$3,527,060 00	\$176,350 00	\$176,350 00
Equipment trust obligations.....	400,000 00	380,000 00	9,000 43	9,000 43
Total	\$4,810,000 00	\$3,907,000 00	\$185,350 43	\$185,350 43

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$114,066 14	Loans and bills payable	\$210,067 20
Due from agents	5,128 28	Audited vouchers and accounts	52,845 46
Due from solvent companies and individuals	95,210 04	Matured interest coupons unpaid (including coupons due July 1).....	107,037 50
Net traffic balances due from other companies	16,234 78	Miscellaneous	77 50
Other cash assets (excluding "materials and supplies")*.	175,262 04	Total—current liabilities.	\$370,027 66
Total—cash and current assets	\$405,901 28	Balance—cash assets....	35,873 62
Total	\$405,901 28	Total	\$405,901 28

* Materials and supplies on hand, \$59,249.35.

The interest on Car Trust bonds accrued during year.....	\$12,000 00
This company pay	9,000 43
Balance	\$2,999 57

This balance of \$2,999.57 was adjusted by manufacturers of equipment owing to equipment not being delivered until February, 1897.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$2,378,000 00	\$2,378,000 00	.....	218.85	\$10,865 89
Bonds	4,410,000 00	3,527,000 00	.....	218.85	16,116 06
Equipment trust obligations	380,000 00	380,000 00	.....	218.85	1,736 34
Total	\$7,168,000 00	\$6,285,000 00	.....		\$28,718 30

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Bangor and Piscataquis Railroad.....	\$356,900 00	\$1,225,000 00	\$1,581,900 00	76.50	\$20,678 42
Bangor and Katahdin Iron Works Railway	120,000 00	100,000 00	220,000 00	18.90	11,640 21
Total	\$476,900 00	\$1,325,000 00	\$1,801,900 00	95.40	\$32,318 63

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Total construction.....	\$5,779,492 65	\$5,779,492 65	
Total equipment.....	330,189 92	
Total cost construction, equipment, etc.....	\$5,779,492 65	\$6,109,682 57	

INCOME ACCOUNT.

Gross earnings from operation.....	\$754,780 66	
Less operating expenses.....	461,114 56	
Income from operation..	\$293,666 10	
Total income.....		\$293,666 10
Deductions from income:		
Interest on funded debt accrued.....	\$185,350 43	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	3,305 34	
Rents paid for lease of road.....	83,950 00	
Taxes.....	2,102 53	
Total deductions from income.....		274,708 30
Net income.....		\$18,957 80
Surplus from operations of year ending June 30, 1897.....		\$18,957 80
Surplus on June 30, 1896.....		20,789 10
Surplus on June 30, 1897.....		\$39,746 90

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$217,745 89		
Less repayments—			
Excess fares refunded.....		\$ 445 95	
Other repayments.....		2,100 00	
Total deductions.....		\$2,545 95	
Total passenger revenue.....			\$215,199 94
Mail.....			15,449 85
Express.....			7,521 45
Extra baggage and storage.....			2,041 21
Total passenger earnings.....			\$240,212 45
Freight:			
Freight revenue.....	\$520,803 98		
Less repayments—			
Overcharge to shippers.....		11,576 09	
Total freight revenue.....			509,227 89
Total passenger and freight earnings.....			\$749,440 34
Other earnings from operation:			
Car mileage—balance.....	\$4,236 07		
Rents not otherwise provided for.....	1,104 25		
Total other earnings.....			5,340 32
Total gross earnings from operation.....			\$754,780 66

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$94,924 87
Renewals of rails.....	1,769 87
Renewals of ties.....	2,494 38
Repairs and renewals of bridges and culverts.....	17,378 70
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,818 47
Repairs and renewals of buildings and fixtures.....	11,306 95
Stationery and printing.....	109 76
Other expenses.....	9 00
Total.....	\$129,812 00
Maintenance of equipment:	
Superintendence.....	\$ 723 00
Repairs and renewals of locomotives.....	18,234 84
Repairs and renewals of passenger cars.....	13,182 14
Repairs and renewals of freight cars.....	15,461 29
Repairs and renewals of work cars.....	1,384 94
Repairs and renewals of shop machinery and tools.....	1,183 28
Stationery and printing.....	190 51
Other expenses.....	269 57
Total.....	\$50,629 57
Conducting transportation:	
Superintendence.....	\$ 5,651 78
Engine and roundhouse men.....	45,672 44
Fuel for locomotives.....	75,004 94
Water supply for locomotives.....	4,807 26
Oil, tallow and waste for locomotives.....	3,247 56
Other supplies for locomotives.....	106 55
Train service.....	43,401 67
Train supplies and expenses.....	1,440 33
Switchmen, flagmen and watchmen.....	2,745 98
Telegraph expenses.....	2,345 77
Station service.....	46,731 98
Station supplies.....	4,208 26
Car mileage—balance.....	2,465 39
Loss and damage.....	2,860 95
Injuries to persons.....	231 25
Clearing wrecks.....	119 11
Advertising.....	3,702 80
Stock yards and elevators.....	58 94
Rents of buildings and other property.....	704 00
Stationery and printing.....	3,985 20
Other expenses.....	274 55
Total.....	\$249,766 71
General expenses:	
Salaries of general officers.....	\$12,057 24
Salaries of clerks and attendants.....	6,174 76
General office expenses and supplies.....	2,147 87
Insurance.....	2,973 73
Law expenses.....	3,942 61
Stationery and printing (general offices).....	1,754 06
Other expenses.....	1,856 01
Total.....	\$30,906 28
Recapitulation of expenses:	
Maintenance of way and structures.....	\$129,812 00
Maintenance of equipment.....	50,629 57
Conducting transportation.....	249,766 71
General expenses.....	30,906 28
Grand total.....	\$461,114 56

Percentage of expenses to earnings, 61.09.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Bangor and Piscataquis Railroad.....	\$15,000 00	.....	\$58,850 00	\$73,850 00
Bangor and Katahdin Iron Works Railway..	6,000 00	.....	4,100 00	10,100 00
Total rents	\$21,000 00	.....	\$62,950 00	\$83,950 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$5,779,492 65	Cost of road.....	.....	\$5,779,492 65		
		Cost of equipment		330,189 92	\$330,189 92	
	435,775 86	Cash and current assets		405,901 28	.....	\$29,874 58
		Other assets:				
	14,294 46	Materials and supplies . . .	.....	59,249 35	44,954 89	
	6,492 36	Due on capital stock		9,500 00	3,007 64	
	\$6,236,055 33	Grand total ...	.....	\$6,584,333 20	\$348,277 87	
		LIABILITIES.				
	\$2,108,400 00	Capital stock . . .	.....	\$2,111,723 64	\$ 8,323 64	
	3,672,806 28	Funded debt .....	.....	3,907,000 00	234,193 72	
	439,059 95	Current liabilities		370,027 66	.....	\$69,032 29
		Real estate mortgages:				
		Aroostook Construction Co....	.....	*155,835 00	155,835 00	
	20,789 10	Profit and loss....	.....	39,746 90	18,957 80	
	\$6,236,055 33	Grand total ...	.....	\$6,584,333 20	\$348,277 87	

* The item of Aroostook Construction Company, \$155,835.00, is here shown a liability pending a settlement between the Bangor and Aroostook Railroad Company and the Aroostook Construction Company. This amount will be eventually offset by the issue of a corresponding amount of preferred stock.

IMPORTANT CHANGES DURING THE YEAR.

October 1, 1896, a new car trust was formed, under which bonds at 6 per cent were issued to the amount of \$400,000, payable in semi-annual amounts of \$20,000 for ten years.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 5% gold	Brownville.....	Caribou	154.69	\$16,000 00
First mortgage 5% gold.....	Fort Fairfield Jet	Fort Fairfield. ...	13.31	16,000 00
First mortgage 5% gold.....	Ashland Junction	Ashland	43.35	16,000 00
Second mortgage 5% gold ...	Same	Same	211.35	5,000 00

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	6	1,494	\$10,630 06	\$ 7 11
Other officers	4	1,281	6,100 00	4 76
General office clerks.....	10	3,012	5,225 01	1 73
Station agents.....	51	16,362	23,766 57	1 40
Other station men	67	16,585	20,391 12	1 22
Enginemen.....	33	8,874	23,487 50	2 70
Firemen	35	8,798	14,515 70	1 65
Conductors	31	7,614	19,035 00	2 50
Other trainmen.....	69	16,821	26,913 60	1 60
Machinists	8	3,271	5,747 18	1 75
Carpenters	33	8,366	15,959 04	1 90
Other shopmen	70	17,935	28,238 45	1 60
Section foremen.....	61	18,873	29,748 40	1 57
Other trackmen.....	288	58,642	79,675 89	1 35
Switchmen, flagmen and watchmen.....	4	1,055	1,382 00	1 31
Telegraph operators and dispatchers.....	4	1,161	2,361 63	2 03
All other employees and laborers.....	81	20,847	26,058 21	1 25
Total (including "general officers")	855	210,991	\$339,235 36	\$1 67
Less "general officers".....	6	1,494	10,630 06	7 11
Total (excluding "general officers").....	849	209,497	\$328,605 30	\$1 56
Distribution of above:				
General administration.....	20	5,787	21,955 07	3 79
Maintenance of way and structures	430	98,362	135,482 50	1 37
Maintenance of equipment.....	111	29,572	49,944 67	1 68
Conducting transportation	294	77,270	131,853 12	1 70

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	220,213			
Number of passengers carried one mile.....	8,806,243			
Number of passengers carried one mile per mile of road.....	27,914			
Average distance carried.....	39.98			
Total passenger revenue.....		215,199	94	
Average amount received from each passenger.....			97	723
Average receipts per passenger per mile.....			02	443
Total passenger earnings.....		240,212	45	
Passenger earnings per mile of road.....		793	15	
Passenger earnings per train mile.....		58	30	951
Freight traffic:				
Number of tons carried of freight earning revenue....	341,725			
Number of tons carried one mile.....	33,222,280			
Number of tons carried one mile per mile of road.....	105,314			
Average distance haul of one ton.....	97.21			
Total freight revenue.....		509,227	89	
Average amount received for each ton of freight.....			1	49 013
Average receipts per ton per mile.....			01	531
Total freight earnings.....		509,227	89	
Freight earnings per mile of road.....		1,614	18	
Freight earnings per train mile.....		134	32	
Passenger and freight:				
Passenger and freight revenue.....		724,427	83	
Passenger and freight revenue per mile of road.....		2,296	33	
Passenger and freight earnings.....		749,440	34	
Passenger and freight earnings per mile of road.....		2,375	63	
Gross earnings from operation.....		754,780	66	
Gross earnings from operation per mile of road.....		2,392	55	
Gross earnings from operation per train mile.....		95	322	
Operating expenses.....		461,114	56	
Operating expenses per mile of road.....		1,461	67	
Operating expenses per train mile.....		58	232	
Income from operation.....		293,666	10	
Income from operation per mile of road.....		930	88	
Train mileage:				
Miles run by passenger trains.....	411,961			
Miles run by freight trains (including mixed trains) ..	379,864			
Total mileage trains earning revenue.....	791,825			
Miles run by switching trains.....	163,170			
Miles run by construction and other trains.....	47,495			
Grand total train mileage.....	1,002,490			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	14	13	13	Westinghouse.		
Freight.....	16	13	13	Air Brake.		
Total locomotives in service	30	26				
Less locomotives leased.....	4	4				
Total locomotives owned	26	22	22	Westinghouse Air.		
Cars—owned and leased:						
In passenger service—						
First-class cars	17	17	17	Westinghouse Air...	17	Miller.
Combination cars.....	7	6	6	Westinghouse Air...	6	Miller.
Baggage, express and postal cars	11	11	11	Westinghouse Air...	11	Miller.
Total.....	35	34	34	.....	34	Miller.
In freight service—						
Box cars	185	478	185	Westinghouse Air...	426	Gould.
Flat cars	408	783	428	.....	763	Coupler.
Stock cars	20	20	.....	.....	20	Coupler.
Total	593	1281	613	.....	1209	
In company's service—						
Officers' and pay cars	1	1	1	Westinghouse	1	Miller.
Gravel cars	36	36				
Derrick cars	1	1				
Caboose cars.....	5	15	5	Westinghouse	15	Gould.
Other road cars.	23	23				
Total	5	76	6		16	
Total cars in service.....	1392	1392	6		16	
Less cars leased.....	1218	1218				
Total cars owned.....	174	174				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	154.69	64.16	96.62	315 47	. . .	12.47	303.00
Miles of yard track and sidings	27.62	. . . . .	14.03	41.65	. . . . .	41.65	
Total mileage operated . .	182.31	64.16	110.65	357.12	. . . . .	54.12	303.00

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total miles owned	154.69	64.16	218.85	. . . . .	. . . . .	218.85

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	1,460.43	70	Mixed: Cedar and juniper	38,899	16c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed — tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.	7,558	*750	.....	7,986	411,961	38.78
Freight	11,053	190	.....	11,243	379,864	59.19
Switching	4,428	.....	.....	4,428	163,170	54.30
Construction	432	.....	.....	432	47,495	19.19
Total	23,471	940	.....	24,069	1,002,490	48.05
Average cost at distributing point	\$3 60	\$4 21	.....	.....	.....	.....

* Mixed.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	1	1	.....	.....	.....	1	1	2
Falling from trains and engines .....	.....	2	.....	.....	.....	.....	.....	2
Other causes.....	.....	.....	.....	.....	.....	1	.....	1
Total	1	3	.....	.....	.....	2	1	5

Kind of Accident.	OTHERS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings	1	1	1	1

July 18, 1896, Frank B. Boyer, fireman, passing between freight cars, was caught by draw-head and killed.

December 21, 1896, Richard J. Horsford, in attempting to stop a runaway team from crossing track at Cary's Mills, was struck by engine of train and killed. Coroner's jury exonerated this company from any blame.

H. A. Cousins fell from trestle at Bunker Brook and was injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone ...	5		46.6		6.6		12.0	Bridges	2		15.6
Iron....	55		5,648.9		11.0		781.0				
Wooden,	27		1,817.0		9.6		489.2				
Total .	87		7,512.3								
Trestles ..	48		7,552.0		14.0		687.0				

Gauge of track, 4 feet, 8½ inches—315.47 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.
305.10	792	Northern Telegraph Company	Northern Telegraph Company.

Report of the Boston and Maine Railroad for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. Boston and Maine Railroad.

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 13, 1897.
Samuel C. Lawrence.....	Medford, Mass.....	October 13, 1897.
Joseph S. Ricker	Portland, Me.	October 13, 1897.
*George M. Pullman.....	Chicago, Ill	October 13, 1897.
Richard Olney	Boston, Mass.....	October 13, 1897.
†Wm. T. Hart.....	Boston, Mass.....	October 13, 1897.
A. W. Sulloway	Franklin, N. H. ..	October 13, 1897.
Joseph H. White	Brookline, Mass.....	October 13, 1897.
Walter Hunnewell.....	Wellesley, Mass.	October 13, 1897.
Henry R. Reed.	Boston, Mass.....	October 13, 1897.
Aretos Blood	Manchester, N. H.....	October 13, 1897.
Lewis Cass Ledyard.....	New York, N. Y	October 13, 1897.
Henry M. Whitney.....	Brookline, Mass.	October 13, 1897.
Henry F. Dimock	New York, N. Y.	October 13, 1897.
William Whiting.....	Holyoke, Mass.	October 13, 1897.
John H. Hall	Springfield, Mass ..	October 13, 1897.

* Deceased.

† Died November 17, 1896.

Total number of stockholders at date of last election, 6,354.

Date of last meeting of stockholders for election of directors, October 14, 1896.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Lucius Tuttle	Boston, Mass.
President.....	Lucius Tuttle	Boston, Mass.
First Vice President.....	T. A. Mackinnon	Boston, Mass.
Second Vice President	Wm. F. Berry.....	Boston, Mass.
Corporation Clerk	Sigourney Butler.....	Boston, Mass.
Treasurer	Amos Blanchard	Boston, Mass.
Assistant Treasurer	Herbert E. Fisher	Boston, Mass.
Attorney or General Counsel ...	Solomon Lincoln	Boston, Mass.
General Auditor	Wm. J. Hobbs	Boston, Mass.
Assistant General Manager. ...	Frank Barr	Boston, Mass.
Chief Engineer	H. Bissell	Boston, Mass.
Assistant Chief Engineer	F. A. Merrill	Concord, N. H.
General Superintendent.....	D. W. Sanborn	Boston, Mass.
Division Superintendent.....	Wm. Merritt (West. Div.),	Boston, Mass.
Division Superintendent.....	W. T. Perkins (East. Div.),	Boston, Mass.
Division Superintendent.....	J. W. Sanborn (No. Div.)..	Sanbornville, N. H.
Division Superintendent.....	C. E. Lee (W. N. & P. Div.)	Nashua, N. H.
Division Superintendent	W. G. Bean (South. Div.)..	Boston, Mass.
Assistant Division Superintend- ent	H. C. Robinson (So. Div.)..	Boston, Mass.
Superintendent of Telegraph...	S. A. D. Forrestall.....	Boston, Mass.
General Freight Agent	M. T. Donovan.....	Boston, Mass.
General Passenger and Ticket Agent	D. J. Flanders... ..	Boston, Mass.
Assistant General Passenger and Ticket Agent	Geo. E. Sturtevant	Boston, Mass.
Assistant General Passenger and Ticket Agent	Frank E. Brawn	Concord, N. H.
Assistant General Passenger and Ticket Agent	Geo. W. Storer	Concord, N. H.
General Baggage Agent.....	O. W. Greeley.... ..	Boston, Mass.
Superintendent Union Station..	Geo. H. Folger.	Boston, Mass.
Claims Attorney	E. J. Rich	Boston, Mass.
Division Superintendent.....	H. E. Chamberlain (Coos Div.)	Concord, N. H.
Division Superintendent.....	H. E. Fulsom (Conn. and Pass. Div.)	Lyndonville, Vt.
Assistant Division Superintend- ent.....	H. F. Sampson (Conn. and Pass. Div.)	Springfield, Mass.
Division Superintendent	Geo. E. Cummings (White Mountain Div.)	Woodville, N. H.

BOSTON AND MAINE RAILROAD.

19

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Owned:			
Boston & Maine R. R.—			
Western Division.....	Boston, Mass.	Portland, Me.....	115.31
Eastern Division.....	Boston, Mass.	N. H. State Line..	41.45
Northern Division.....	Conway Jc., Me..	No. Conway, N. H.	73.37
Medford Branch.....	Medford Jc., Mass	Medford, Mass ...	2.00
Methuen Branch.....	Lawrence, Mass..	N. H. State Line..	3.75
Somerworth Branch.....	Rollingsford, N. H	Somerworth, N. H	2.75
Dover & Winnipiseogee Branch	Dover, N. H.....	Alton Bay, N. H ..	29.00
East Boston Branch.....	Ea. Boston, Mass.	Revere, Mass.....	3.47
Charleston Branch.....	Freight track in..	Charlestown.....	1.09
Saugus Branch.....	Everett, Mass ...	West Lynn, Mass.	9.55
Chelsea Beach.....	Revere, Jc., Mass	Saugus R. Jc., Mass	3.34
Swampscott Branch.....	Swampscott, Mass	Marblehead, Mass	3.96
Marblehead Branch.....	Salem, Mass.....	Marblehead, Mass	3.52
Lawrence Branch.....	Salem, Mass.....	N. Andover, Mass	19.89
North Reading Branch.....	Peabody, Mass ..	Wakef'ld Jc., Mass	8.12
Gloucester Branch.....	Beverly, Mass...	Rockport, Mass ..	16.94
Essex Branch.....	Wenham, Mass...	Essex, Mass.....	6.00
Asbury Grove Branch.....	Wenham, Mass...	Asbury Gr., Mass.	1.06
Salisbury Branch.....	Salisbury, Mass..	Amesbury, Mass ..	3.79
Wolboro Branch.....	Sanbornv'le, N. H.	Wolboro, N. H....	12.03
Newburyport City Branch.....	East'n R.R.tracks	Newb'rypt whvs.	1.97
Orchard Beach Branch.....	Saco River, Me...	O.Orch. Beach, Me.	*3.27
West Amesbury Branch R. R.....	Merrimac, Mass..	Newton, N. H.....	4.45
Total owned.....			370.08
Leased:			
Eastern R. R. in New Hampshire	N. H. State Line ..	Me. State Line....	16.08
Portland, Saco & Portsmouth...	Maine State Line.	Portland, Me.....	50.76
Worcester, Nashua & Rochester...	Worcester, Mass.	Rochester, N. H. ...	94.48
Boston & Lowell R. R.....	Boston, Mass....	Lowell, Mass.....	26.75
Mystic Branch.....	Somerville, Mass.	Mystic wharves...	2.25
Lexington Branch.....	Somerville, Mass.	Lexington, Mass.	8.11
Middlesex Central Branch.....	Lexington, Mass.	Concord, Mass....	11.08
Bedford & Billerica Branch.....	Bedford, Mass...	N. Billerica, Mass	7.63
Woburn Branch.....	Winchester, Mass	N. Woburn Jc., Mass	6.20
Stonham Branch.....	Montvale Jc. Mass	Stonham, Mass....	2.50
Lawrence Branch.....	Wilmington, Mass	Wilm'gn Jc., Mass	3.21
Salem & Lowell Branch.....	Peabody, Mass ...	Tewksbury, Mass	16.80
Lowell & Lawrence Branch.....	Lowell, Mass....	Lawrence, Mass...	12.42
Nashua & Lowell R. R.....	Lowell, Mass....	Nashua, N. H.	14.50
Concord & Montreal R. R.....	Nashua, N. H....	Groveton, N. H....	180.71
Hooksett Branch.....	Hooksett, N. H ..	Bow Jc., N. H.	7.59
Hedding Camp Ground Branch	East Hedding, N. H	Hedding C. Grnd..	1.78
Mt. Washington Branch.....	Wing Road, N. H.	Base Mt. Wash....	20.17
Nashua, Acton & Boston.....	No. Acton, Mass..	Nashua, N. H.....	20.12
Manchester & North Weare.....	Manchester, N. H.	Hemiker, N. H....	24.50
Lake Shore.....	Lakeport, N. H.	Alton Bay, N. H..	17.28
Tilton & Belmont.....	Belmont Jc., N. H	Belmont, N. H....	4.17
Whitefield & Jefferson.....	Whitefield, Jc. N. H	Berlin Mills, N. H	} 33.69
Profile & Franklin Notch.....	Jefferson Mendw's	Jefferson, N. H....	
	Bethlehem, N. H..	Profile House.....	} 12.84
	Bethlehem, N. H..	Bethlehem, N. H.	
Franklin & Tilton.....	Franklin, N. H....	Tilton, N. H.....	4.95
New Boston Branch.....	Parkers, N. H....	New Boston, N. H	5.19
Concord & Portsmouth Branch	Portsmouth, N. H.	Manchester, N. H.	139.87
Suncook Valley.....	Suncook, N. H....	Pittsfield, N. H....	17.41
Suncook Valley Extension.....	Pittsfield, N. H ..	Gen. Barns'td....	4.46
Pemigewassett Valley.....	Plymouth, N. H...	Lincoln, N. H....	} 22.93
	Campton.....	Campton Village..	

Mileage decreased, .53.
 * Mileage increased, .27.
 Mileage increased, .11. } Remeasurement.

PROPERTY OPERATED—CONCLUDED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Northern R. R.....	Concord, N. H....	White Riv. Jc., Vt.	69.50
Peterboro & Hillsboro Br....	Peterboro, N. H....	Hillsboro, N. H....	18.51
Bristol Br.....	Franklin, N. H....	Bristol, N. H....	13.41
Concord & Claremont Br.....	Contoocook, N. H.	Hillsboro Bd'g....	70.90
Connecticut & Pass. Rivers R. R.	White River Jc....	Jc. Canada Line..	110.30
Massawippi Valley Ry.....	Canada Line....	Lennoxville, P. Q.	34.75
Stanstead Br.....	Stanstead Jc., P. Q.	Stanstead, P. Q....	* 3.51
Central Massachusetts R. R.....	No. Camb., Mass..	Northamp'n, Mass	98.77
Connecticut River R. R.....	Springfield, Mass.	Keene, N. H.....	74.00
Chicopee Falls Br.....	Chicopee Jc., Mass	Chic'pee F's, Mass	2.35
Easthampton Br.....	Mt. Tom Jc.....	Easthamp'n, Mass	3.50
Danvers R. R. Branch.....	Wakefield, Mass..	Danvers, Mass....	9.26
Newburyport R. R. Branch.....	Bradford, Mass...	Newburyp't, Mass	} 26.98
	Georgetown, Mass	Danvers, Mass....	
Lowell & Andover Branch.....	Lowell Jc., Mass..	Lowell, Mass....	8.73
Manchester & Lawrence Branch.	State Line.....	Manchester, N. H.	22.39
Kennebunk & Kennebunkport Br	Kennebunk, Me...	Kennebunkp't, Me	4.50
Portsmouth & Dover Branch.....	Portsmouth, N. H.	Dover, N. H.....	10.88
Stony Brook Branch.....	N. Chemsf'd, Mass	Ayer Jc., Mass....	13.16
Wilton Branch.....	Nashua, N. H....	Wilton, N. H.....	15.50
Peterborough Branch.....	Wilton, N. H.....	Greenfield, N. H..	10.50
Manchester & Keene Branch.....	Greenfield, N. H..	Keene, N. H.....	29.59
Trackage Rights Branch.....	No. Acton, Mass..	Concord Jc., Mass.	4.21
Trackage Rights Branch.....	Lennoxville, P. Q.	Sherbrooke, P. Q.	3.02
Total leased.....	.....	.....	1,347.65
Total owned.....	.....	.....	370.08
Grand total operated.....	.....	.....	1,717.73

* Mileage increased 1.11.

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 ..	Owned.....	New Hampshire.
Steamer Lady of the Lake..	Passenger and freight on Lake Memphremagog,	Leased	Vermont.
Eastern Transfer.....	Freight barge, Boston harbor.....	Owned jointly with N. E. R. R.	Massachusetts.
Lyndonville Water Works..	Water supply for locomotives, and Lyndonville, Vt..	Leased	Vermont.
Portsmouth Bridge	Toll bridge.....	Owned jointly by B. & M. R. R. and P. S. & P. R. R.	New Hampshire and Maine.
Penigewasset Valley Stage Line	Stage line	One half interest leased	New Hampshire.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
B. & M., common.....	187,542	\$100	\$18,754,200	\$18,738,300 00	*6%	\$1,045,014 00
B. & M., scrip.				816 72		
Eastern railroad				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	.....	\$1,234,002 00
Manner of Payment for Capital Stock.						
			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					116,406	\$11,561,874 52
Issued in exchange for the stock of sundry roads					102,483	
Total					218,889	\$11,561,874 52
* July 1, 1896, 1½% on 174,169 shares						\$261,253 50
October 1, 1896, 1½% on 174,169 shares						261,253 50
January 1, 1897, 1½% on 174,169 shares.....						261,253 50
April 1, 1897, 1½% on 174,169 shares.....						261,253 50
						\$1,045,014 00
No dividends are paid on 13,214 shares owned by Boston and Maine Railroad.						
† September 1, 1896, 3% on 31,498 shares.....						\$94,494 00
March 1, 1897, 3% on 31,498 shares						94,494 00
						\$188,988 00

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.

Eastern railroad stock 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. All but one share has now been exchanged.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Bonds	Jan. 1, 1894	Jan. 1, 1944	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$5,700,000 00	4 1/2	Jan. and July 1	\$270,000 00	\$269,662 50
Bonds	Aug. 1, 1892	Aug. 1, 1942	2,500,000 00	2,500,000 00	2,500,000 00	2,515,458 60	4	Feb. and Aug. 1	100,000 00	99,860 00
Improvement bonds	Feb. 2, 1885	Feb. 2, 1905	1,000,000 00	1,000,000 00	1,000,000 00	1,036,352 70	4	Feb. and Aug. 2	40,000 00	40,000 00
Improvement bonds	Feb. 1, 1887	Feb. 1, 1907	500,000 00	500,000 00	500,000 00	527,650 00	4	Feb. and Aug. 1	20,000 00	20,000 00
Improvement bonds	Feb. 1, 1887	Feb. 1, 1937	2,000,000 00	1,919,000 00	1,919,000 00	1,947,000 00	4	Feb. and Aug. 1	76,760 00	76,760 00
Eastern R. R. certificates of indebtedness, U. S. gold	Sept. 1, 1876	Sept. 1, 1906	10,392,645 77	10,392,645 77	* 7,001,000 21	10,392,645 77	6	Mar. and Sept. 1	420,945 00	422,685 00
Eastern R. R. certificates of indebtedness, £ sterling....	Sept. 1, 1876	Sept. 1, 1906	3,070,274 85	3,070,274 85	1,557,280 00	3,070,274 85	6	Mar. and Sept. 1	93,436 80	93,436 80
P. G. F. & C. bonds	June 1, 1877	June 1, 1937	1,000,000 00	998,000 00	998,000 00	998,000 00	4 1/2	June and Dec. 1	44,910 00	44,669 25
P. G. F. & C. bonds	June 1, 1877	Dec. 1, 1892	.....	.....	† 2,000 00	.....	4 1/2	June and Dec. 1	90 00	.....
Total .....	.....	.....	\$26,462,920 62	\$26,379,920 62	\$21,477,280 21	\$26,187,381 92	.....	.....	\$1,066,144 80	\$1,067,100 55
Mortgage bonds .....	.....	.....	\$14,462,920 62	\$14,460,920 62	\$ 9,558,280 21	\$14,460,920 62	.....	.....	\$559,381 80	\$560,818 05
Miscellaneous obligations .....	.....	.....	12,000,000 00	11,919,000 00	11,919,000 00	11,726,461 30	.....	.....	506,760 00	506,282 50
Grand total .....	.....	.....	\$26,462,920 62	\$26,379,920 62	\$21,477,280 21	\$26,187,381 92	.....	.....	\$1,066,141 80	\$1,067,100 55

* Eastern Railroad United States gold certificates, \$7,001,000.21, one year at 6%, \$420,060. Bonds purchased and cancelled, \$89,500, two months 6% \$885; total, \$420,945.

† P. G. F. & C. bonds. The \$2,000 of old bonds have not yet been presented for exchange for the new bonds due January 1, 1937.

BOSTON AND MAINE RAILROAD.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds....	\$14,460,920 62	\$9,558,280 21	\$559,381 80	\$560,818 05
Miscellaneous obligations..	11,919,000 00	11,919,000 00	506,760 06	506,282 50
Total	\$26,379,920 62	\$21,477,280 21	\$1,066,141 80	\$1,067,100 55

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$1,453,638 84	Audited vouchers and accounts	\$961,356 18
Bills receivable	865,720 01	Wages and salaries	346,993 26
Due from agents	752,733 84	Net traffic balances due to other companies	343,359 49
Due from solvent companies and individuals	2,553,105 60	Dividends not called for... .	21,255 25
		Matured interest coupons unpaid (including coupons due July 1).....	163,828 87
		Rents due July 1.....	957,813 16
		Miscellaneous, Concord and Montreal R. R. Imp. Fund..	670,981 25
		Total—current liabilities.	\$3,465,587 46
Total—cash and current assets	\$5,625,198 29	Balance—cash assets.....	2,159,610 83
		Total	\$5,625,198 29

* Materials and supplies on hand, \$1,767,086.42.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.*

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$21,889,000 00	\$21,889,000 00	.....	370.08	\$59,147
Bonds	21,477,280 21	21,477,280 21	.....	.....	58,094
Total	\$43,366,280 21	\$43,366,280 21	.....	370.08	\$117,181

* Operations included in the income account.

RECAPITULATION—CONCLUDED.

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

Name.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Boston and Maine Railroad	\$21,889,000 00	\$21,477,280 21	\$43,366,280 21	370.08	\$117,181
Worcester, Nashua and Rochester Railroad	3,099,800 00	1,776,000 00	4,875,800 00	94.48	51,607
Eastern Railroad in New Hampshire	738,750 00	.....	738,750 00	16.08	45,942
Portland, Saco and Portsmouth Railroad	1,500,000 00	.....	1,500,000 00	50.76	29,727
Portsmouth and Dover Railroad	769,000 00	.....	769,000 00	10.88	70,680
Danvers Railroad	* 58,300 00	125,000 00	183,300 00	9.26	19,795
Newburyport Railroad	†200,900 00	†445,800 00	646,700 00	26.98	23,970
Lowell and Andover Railroad ..	625,000 00	.....	625,000 00	8.73	71,592
Manchester and Lawrence Railroad	1,000,000 00	274,000 00	1,274,000 00	22.39	56,900
Kennebunk and Kennebunkport Railroad	65,000 00	.....	65,000 00	4.50	14,444
Boston and Lowell Railroad ..	6,529,400 00	8,321,900 00	14,851,300 00	96.95	153,185
Stony Brook Railroad ..	300,000 00	.....	300,000 00	13.16	22,976
Wilton Railroad ..	240,000 00	.....	240,000 00	15.50	15,484
Peterboro Railroad	385,000 00	.....	385,000 00	10.50	36,667
Central Massachusetts Railroad	7,421,592 33	2,100,000 00	9,521,592 33	98.77	96,402
Connecticut and Passumpsic River Railroad	2,500,000 00	1,900,000 00	4,400,000 00	110.30	39,891
Mississippi Valley Railway	800,000 00	.....	800,000 00	38.26	20,910
Northern Railroad	3,068,400 00	.....	3,068,400 00	82.91	37,009
Concord and Claremont, N. H., Railroad ..	412,400 00	500,000 00	912,400 00	70.90	12,869
Peterboro and Hillsboro Railroad	45,000 00	165,000 00	210,000 00	18.51	11,345
Manchester and Keene Railroad .....	.....	.....	.....	.....	\$29.59

Connecticut River Railroad	2,580,000 00	2,290,000 00	4,870,000 00	79.85	60,989
Nashua and Lowell Railroad	800,000 00	100,000 00	900,000 00	14.50	62,075
Concord and Montreal Railroad	7,197,600 00	5,500,000 00	12,697,600 00	209.25	60,681
Whitefield and Jefferson Railroad	789,300 00	.....	789,300 00	33.69	23,428
Nashua, Alton and Boston Railroad	500,000 00	500,000 00	1,000,000 00	20.12	49,702
Pemigewasset Valley Railroad	541,500 00	.....	541,500 00	22.93	23,615
Concord and Portsmouth Railroad	350,000 00	.....	350,000 00	39.87	8,779
Suncook Valley Railroad	341,700 00	.....	341,700 00	17.41	19,627
Suncook Valley Extension Railroad	77,000 00	.....	77,000 00	4.46	17,264
Lake Shore Railroad	329,800 00	.....	329,800 00	17.28	19,086
Franklin and Tilton Railroad	250,000 00	.....	250,000 00	4.95	50,505
Profile and Franconia Notch Railroad	200,000 00	.....	200,000 00	12.84	15,576
Manchester and North Weare Railroad	256,600 00	.....	256,600 00	24.50	10,473
New Boston Railroad	84,000 00	.....	84,900 00	5.19	16,185
Tilton and Belmont Railroad	47,200 00	.....	47,200 00	4.17	11,319
Grand total	\$65,992,242 33	\$45,474,980 21	\$111,467,222 54	1,710.50	65,166

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

† Excludes \$19,440, amount paid in on shares not issued.

‡ Owned by Boston and Maine Railroad, for which the liabilities of the Newburyport Railroad at the termination of its lease is \$300,000.

§ Owned jointly by Boston and Lowell Railroad and Concord and Montreal Railroad.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses. Transferred from construction.	Not included in operating expenses. Charged to construction or equipment.			
Construction :					
Right of way		\$13,734 04	\$7,489,955 04	\$7,503,689 08	\$20,275 86
Other real estate					
Grading and bridge and culvert masonry.....		3,490 68	6,557,306 66	6,560,797 34	17,728 05
Bridges and trestles.....		1,784 49	3,409,867 37	3,411,651 86	9,218 69
Rails					
Ties	\$ 3,183 70		6,472,537 70	6,469,354 00	17,480 96
Other superstructure.....					
Buildings, furniture and fixtures	13,766 60		3,452,691 38	3,438,924 78	9,292 38
Shop machinery and tools			989,005 89	989,005 89	2,672 38
Engineering expenses ...	11 25		1,311,980 19	1,311,968 94	3,545 12
Interest during construction			82,028 44	82,028 44	221 65
Eliminating grade crossings		23,675 87	269,653 57	293,329 44	792 61
Boston pass terminals ...			2,234,134 97	2,234,134 97	6,036 90
Total construction.....	\$16,961 55	\$42,685 08	\$32,269,161 21	\$32,294,884 74	\$87,264 60
Equipment:					
Locomotives			\$1,423,165 06	\$1,423,165 06	\$3,845 56
Passenger cars.....					
Sleeping, parlor and dining cars.....			1,560,379 51	1,560,379 51	4,216 33
Baggage, express and postal cars.....					
Combination cars.....					
Freight cars.....			1,575,839 03	1,575,829 03	4,258 10
Other cars of all classes.....			18,766 31	18,766 31	50 71
Floating equipment.....			5,000 00	5,000 00	13 51
Total equipment.....			\$4,583,149 91	\$4,583,149 91	\$12,384 21
Grand total cost construction, equipment, etc.....	\$16,961 55	\$42,685 08	\$36,852,311 12	\$36,878,034 65	\$99,648 82

INCOME ACCOUNT.

Gross earnings from operation.....	\$	
19,640,846 30		
Less operating expenses.....		13,564,271 67
Income from operation.....		\$6,076,574 63
Dividends on stocks owned.....	\$198,605 80	
Interest on bonds owned.....	5,000 00	
Miscellaneous income—less expenses.....	349,217 49	
Income from other sources.....		552,823 29
Total income.....		\$6,629,397 92
Deductions from income:		
Interest on funded debt accrued.....	\$1,066,141 80	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	14,612 15	
Interest on real estate mortgages.....	23,972 00	
Rents paid for lease of road.....	3,198,427 61	
Taxes.....	988,347 92	
Total deductions from income.....		\$5,291,501 48
Net income.....		\$1,337,896 44
Dividends, common stock, 6%.....	\$1,045,014 00	
Dividends, preferred stock, 6%.....	188,988 00	
Sinking fund payments account B. & M. bonds.....	51,285 00	
Sinking fund payments account E. R. R. bonds.....	17,316 25	
Total.....		1,302,603 25
Surplus from operations of year ending June 30, 1897.....	\$	35,293 19
Surplus on June 30, 1896.....		1,677,157 54
Surplus on June 30, 1897....		\$1,712,450 73

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$8,658,283 60		\$8,658,283 60
Less repayments—			
Tickets redeemed.....		\$12,657 33	
Excess fares refunded		99,348 05	
Other repayments		8,000 00	
Total deductions		\$120,005 38	
Total passenger revenue			\$8,538,278 22
Mail	\$323,572 48		
Express	614,451 58		
Extra baggage and storage.....	104,949 18		
			1,042,973 24
Total passenger earnings.....			\$9,581,251 46
Freight:			
Freight revenue.....	\$10,075,523 59		
Less repayments—			
Overcharge to shippers.....		\$100,087 68	
Total freight revenue.			\$9,975,435 91
Elevators	\$61,842 25		
Eastern transfer.....	6,667 59		
			68,509 84
Total freight earnings			\$10,043,945 75
Total passenger and freight earnings			\$19,625,197 21
Other earnings from operation:			
Telegraph companies.....	\$ 4,557 48		
Rent from tracks, yards and terminals . .	11,091 61		
Total other earnings.....			15,649 09
Total gross earnings from operation.....			\$19,640,846 30

STOCKS OWNED.

Railway Stock.	Total par value.	Rate—%.	Income or dividends received.	Valuation.	Shares.
Maine Central Railroad.....	\$2,516,900 00	6	\$150,960 00	\$2,516,000 00	25,160
Boston and Maine Railroad.....	1,321,400 00	..	.....	1,585,755 91	13,214
Portland and Rochester Railroad.....	482,100 00	6	28,926 00	482,050 00	4,821
York Harbor and Beach Railroad.....	248,550 00	4	9,942 00	248,550 00	4,971
Portland and Ogdensburg Railroad.....	395,240 00	3	7,904 80	146,238 80	3,952 ⁸⁰ / ₁₀₀
Franklin and Tilton Railroad.....	125,000 00	..	.....	125,000 00	250
Portland, Saco and Portsmouth Railroad	3,500 00	6	210 00	4,375 00	35
St. Johnsbury and Lake Champlain R. R.	40,450 00	..	.....	4,303 56	809
Newburyport Railroad.....	136,800 00	..	.....	4,104 00	1,368
Danvers Railroad.....	47,100 00	..	.....	2,345 00	471
Eastern Railroad in New Hampshire...	1,500 00	3	45 00	900 00	15
St. John Bridge and Railway Express Co.	12,000 00	5	600 00	684 00	240
Portsmouth and Dover Railroad.....	300 00	6	18 00	390 00	3
Concord and Claremont, N. H., Railroad	3,000 00	..	.....	600 00	30
Total.....	\$5,332,940 00	..	\$198,605 80	\$5,121,296 27	
OTHER STOCK.					
Portland Union Railway Station Co. ..	\$25,000 00	..	.....	\$25,000 00	
Portland, Mt. Desert and Machias Steam- boat Company.....	15,000 00	..	.....	15,000 00	
Total.....	\$40,000 00	..	.....	\$40,000 00	
Grand total.....	\$5,372,940 00	..	\$198,605 80	\$5,161,296 27	

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Newburyport Railroad.....	\$300,000 00	..	.....	\$298,464 95
Danvers Railroad.....	125,000 00	..	.....	125,000 00
St. Johnsbury and Lake Champlain Railroad..	260,000 00	..	.....	260,000 00
Central Massachusetts Railroad.....	100,000 00	5	\$5,000 00	100,000 00
Total.....	\$785,000 00	..	\$5,000 00	\$783,464 95

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:				
Sundry track rentals..				\$4,627 86
Terminals:				
Passenger and freight	Lowell, Mass ...	N. Y., N. H. & H. R. R.	\$3,600 00	
	Sterling Junction Mass	N. Y., N. H. & H. R. B	371 75	
	Rochester, N. H.	Port. & Roch. R. R.	1,392 00	
	Worcester, Mass.	Fitchburg Railroad.	600 00	
	Sherbrooke, Que.	Quebec Central R. R.	300 00	
	Newport, Vt.	Canadian Pacific R.R.	200 00	
Total				6,463 75
Grand total rents received				\$11,091 61

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents, tenements, lands, etc	\$329,011 30	\$52,988 96	\$276,022 34
Portsmouth and Dover bridge tolls	10,188 78	1,430 00	8,758 78
Dividend on 9,734 shares V. V. R. Co. stock owned by Connecticut River R. R.	29,202 00		29,202 00
Dividend on 331 shares Peterboro R. R. stock owned by Boston & Lowell R. R.	1,324 00		1,324 00
Dividend on 381 shares Penn. Valley R. R. stock.	2,286 00		2,286 00
Dividend on 100 shares New Boston R. R. stock owned by Concord & Montreal railroad	400 00		400 00
Interest renewed	28,909 75		28,909 75
Sundry items	1,914 62		1,914 62
Interest on Woodsville aqueduct bonds (\$10,000) owned by Concord & Montreal railroad	400 00		400 00
Total	\$403,636 45	\$54,418 96	\$349,217 49

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,314,353 05
Renewals of rails	103,635 67
Renewals of ties	377,538 89
Repairs and renewals of bridges and culverts	221,525 30
Repairs and renewals of fences, road crossings, signs and cattle guards	97,322 25
Repairs and renewals of buildings and fixtures	353,743 27
Repairs and renewals of docks and wharves	19,547 66
Repairs and renewals of telegraph	5,689 18
Stationery and printing.....	3,122 42
Other expenses.....	375 21
Total	\$2,526,852 90
Maintenance of equipment:	
Superintendence	\$ 49,124 41
Repairs and renewals of locomotives.....	571,529 87
Repairs and renewals of passenger cars	642,921 81
Repairs and renewals of freight cars	531,225 85
Repairs and renewals of work cars	17,719 47
Repairs and renewals of shop machinery and tools.....	44,380 99
Stationery and printing.....	3,077 10
Other expenses.....	54,697 71
Total	\$1,914,677 21
Conducting transportation:	
Superintendence	\$ 296,813 75
Engine and roundhouse men	1,220,923 02
Fuel for locomotives	1,674,839 01
Water supply for locomotives.....	85,884 71
Oil, tallow and waste for locomotives	14,466 97
Other supplies for locomotives	26,093 27
Train service.....	1,079,355 71
Train supplies and expenses	290,485 30
Switchmen, flagmen and watchmen	1,040,834 25
Telegraph expenses	195,672 21
Station service	1,443,024 37
Station supplies.....	214,755 08
Car mileage—balance	305,924 06
Loss and damage	50,375 55
Injuries to persons	290,851 96
Clearing wrecks.....	14,152 71
Operating marine equipment.....	3,459 53
Advertising	58,434 17
Outside agencies	29,593 54
Rents for tracks, yards and terminals	51,848 58
Rents of buildings and other property.....	18,100 00
Stationery and printing	124,103 55
Other expenses	1,140 98
Total	\$8,531,132 28
General expenses:	
Salaries of general officers.....	\$ 73,445 55
Salaries of clerks and attendants.....	148,364 04
General office expenses and supplies.....	24,739 19
Insurance	110,785 02
Law expenses.....	128,678 27
Stationery and printing (general offices).....	11,822 23
Other expenses	93,774 98
Total	\$591,609 28
Recapitulation of expenses:	
Maintenance of way and structures	\$2,526,852 90
Maintenance of equipment	1,914,677 21
Conducting transportation.....	8,531,132 28
General expenses.....	591,609 28
Grand total	\$13,564,271 67

Percentage of expenses to earnings—entire line, 69.062.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Boston and Lowell Railroad	\$746,569 00	\$746,569 00
Concord and Montreal Railroad	\$503,640 08	.....	230,000 00	733,640 08
Connecticut River Railroad	258,000 00	.....	93,600 00	351,600 00
Worcester, Nashua and Rochester Railroad	250,000 00	250,000 00
Connecticut and Passumpsic River Railroad	200,500 00	200,500 00
Northern Railroad	185,420 00	185,420 00
Central Massachusetts Railroad	160,283 53	160,283 53
Manchester and Lawrence Railroad.....	\$10,960	.....	102,000 00	112,960 00
Portland, Saco and Portsmouth Railroad	90,000 00	90,000 00
Nashua and Lowell Railroad	73,000 00	73,000 00
Lowell and Andover Railroad	52,500 00	52,500 00
Portsmouth and Dover Railroad.....	46,140 00	.....	46,140 00
Massawippi Valley Railway	38,000 00	38,000 00
Pemigewasset Valley Railway.....	32,790 00	32,790 00
Concord and Portsmouth Railroad	25,000 00	25,000 00
Eastern Railroad in New Hampshire.....	22,500 00	22,500 00
Stony Brook Railroad	21,500 00	21,500 00
Wilton Railroad	20,400 00	20,400 00
Peterboro Railroad	15,700 00	15,700 00
Suncook Valley Railroad	14,700 00	14,700 00
Kennebunk and Kennebunkport Railroad	2,925 00	2,925 00
New Boston Railroad	2,800 00	2,800 00
Newport and Richford Railroad .. \$17,500	500 00	500 00
Sub-let to Canadian Pacific R'y... 18,000
Total rents	\$10,960	\$807,780 08	\$2,379,687 53	\$3,198,427 61

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	Grand Trunk Railway,	\$1,750 00	
	Portland, Me.....	Port. and Roch. R. R. ..	2,731 13	
	Chelsea, Mass.....	Boston & Albany R. R.	2,021 25	
	North Acton to Concord Junction	N. Y., N. H. & H. R. R. R.	3,082 20	
Total .....	.....	.....	.....	\$9,584 58
Terminals:				
Passenger sta's	Springfield, Mass....	Boston & Albany R. R.	\$22,000 00	
	Worcester, Mass....	Boston & Albany R. R.	7,000 00	
	Ware, Mass	Boston & Albany R. R.	234 00	
	Keene, N. H.	Fitchburg Railroad ...	1,520 00	
	Peterboro, N. H.	Fitchburg Railroad ...	480 00	
	Greenfield, Mass	Fitchburg Railroad ...	1,800 00	
	Portland, Me....	Port. Union R'y Sta.Co.	8,750 00	
	Concord Junc., Mass.	N. Y., N. H. & H. R. R. R.	480 00	
Total .....	.....	.....	.....	\$42,264 00
Grand total rents..	.....	.....	.....	\$51,848 58

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$			\$		
	32,269,161 21	Cost of road.....		32,294,884 74	\$25,723 53	
	4,583,149 91	Cost of equipment		4,583,149 91		
	5,160,672 27	Stocks owned.....		5,161,296 27	624 00	
	707,464 95	Bonds owned . . .		783,464 95	76,000 00	
\$ 73,455 32	.....	Str. Mt. Washing-				
		ton and wharves	\$ 73,455 32			
		Richford, Vt., ele-				
52,261 43	.....	vation	52,261 43			
	125,716 75			125,716 75		
	888,544 27	Land owned		992,959 01	104,414 74	
	5,893,776 71	Cash and current				
		assets		5,625,198 29		\$268,578 42
		Other assets:				
2,230,284 48	.....	Materials and				
		supplies . . .	1,767,086 42			
		Sinking fund:				
		Trustees E. R. R.		892 15		
1,444 07	.....	Trustees B. & M.	704,930 61			
628,264 76	.....	Sundries.....	756,317 97			
916,560 86	.....				
	3,776,554 17			3,229,227 15		547,327 02
	53,405,040 24	Grand total ...		52,795,897 07		\$609,143 17
		LIABILITIES.				
	21,889,000 00	Capital stock . . .		21,889,000 00		
	21,565,780 21	Funded debt		21,477,280 21		88,500 00
	4,174,621 16	Current liabilities		3,465,587 46		709,033 70
	597,800 00	Real estate mort-				
		gages		597,800 00		
291,820 73	.....	Accrued interest				
		on funded debt				
		not yet payable.	273,580 61			
178,000 64	.....	Accrued rents not				
		yet due	183,000 13			
427,682 19	.....	Accrued taxes not				
		yet due	418,581 26			
1,139,396 97	.....	Sundry lease ac-				
		counts.	1,162,405 38			
684,071 97	.....	Suspense account.	760,388 53			
	2,720,972 50			2,797,953 91	\$76,983 41	
\$628,264 76	.....	Sinking fund for				
		redemption of B.				
		& M. bonds.....	704,930 61			
1,444 07	.....	E. R. R. bonds ..	892 15			
	629,708 83	Injury fund.....		705,822 76	76,113 93	
	150,000 00	Profit and loss....		150,000 00		
	1,677,157 54			1,712,450 73	35,293 19	
	53,405,040 24	Grand total ...		52,795,897 07	\$609,143 17	

IMPORTANT CHANGES DURING THE YEAR.

Concord & Portsmouth railroad mileage decreased .53 miles }
 Orchard Beach Branch mileage increased .27 miles, } Account of
 Hedding Camp Ground Branch mileage increased .12 miles, } remeasurements.
 Stanstead branch extended 1.11 miles.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Eastern Railroad certificates of indebtedness	Boston, Mass., and branches ..	N. H. State Line..	110.72	\$772 97
Portland, Great Falls and Conway bonds	Conway Jct., Me.	No. Conway, N. H.	72.86	137 25

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, Portland, Mt. Desert and Machias Steamboat Company, Portland and Rochester Railroad, also Wolfboro and Portsmouth, Great Falls and Conway stocks which have since been exchanged for that of the Boston and Maine Railroad.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	58	18,400	\$215,294 02	\$11 70
General office clerks.....	430	134,468	255,132 69	2 12
Station agents.....	602	203,406	347,943 96	1 71
Other station men.....	2,088	668,230	1,115,827 20	1 67
Enginemen.....	702	228,552	735,891 17	3 22
Firemen.....	667	216,108	406,276 12	1 88
Conductors.....	578	190,162	522,980 54	2 75
Other trainmen.....	1,675	542,700	998,598 00	1 84
Machinists.....	328	104,304	241,975 13	2 32
Carpenters.....	743	231,373	456,160 57	1 97
Other shopmen.....	882	273,504	516,552 96	1 89
Section foremen.....	498	164,390	317,176 20	1 93
Other trackmen.....	2,602	863,814	1,200,770 96	1 39
Switchmen, flagmen and watchmen.....	1,372	470,467	693,348 47	1 47
Telegraph operators and dispatchers.....	270	87,480	153,942 80	1 76
Employees—account floating equipment.....	1	313	780 00	2 49
All other employees and laborers.....	1,233	398,827	634,941 92	1 59
Total (including "general officers").....	14,729	4,796,498	\$8,843,592 71	\$1 84
Less "general officers".....	58	18,400	215,294 02	11 70
Total (excluding "general officers").....	14,671	4,778,098	\$8,628,298 69	\$1 81
Distribution of above:				
General administration.....	488	152,868	\$500,426 71	\$3 27
Maintenance of way and structures.....	3,881	1,277,417	2,004,388 21	1 57
Maintenance of equipment.....	1,996	628,601	1,172,025 95	1 86
Conducting transportation.....	8,364	2,737,612	5,166,751 84	1 89

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	32,658,341			
Number of passengers carried one mile.....	483,987,417			
Number of passengers carried one mile per mile of road	281,759			
Average distance carried	14.82			
Total passenger revenue.....		8,538,248	22	
Average amount received from each passenger.....			26	144
Average receipts per passenger per mile			01	764
Total passenger earnings		9,581,251	46	
Passenger earnings per mile of road		5,577	86	
Passenger earnings per train mile			17	658
Freight traffic:				
Number of tons carried of freight earning revenue	9,892,705			
Number of tons carried one mile.	688,011,072			
Number of tons carried one mile per mile of road.....	400,535			
Average distance haul of one ton	69.54			
Total freight revenue		9,975,435	91	
Average amount received for each ton of freight.....			100	836
Average receipts per ton per mile.....			01	450
Total freight earnings.....		10,043,945	75	
Freight earnings per mile of road.....		5,847	22	
Freight earnings per train mile			186	366
Passenger and freight:				
Passenger and freight revenue		18,513,714	13	
Passenger and freight revenue per mile of road..		10,778	01	
Passenger and freight earnings		19,625,197	21	
Passenger and freight earnings per mile of road.....		11,425	08	
Gross earnings from operation.....		19,640,846	30	
Gross earnings from operation per mile of road.....		11,434	18	
Gross earnings from operation per train mile			145	137
Operating expenses		13,564,271	67	
Operating expenses per mile of road		7,896	62	
Operating expenses per train mile			100	233
Income from operation		6,076,574	63	
Income from operation per mile of road		3,537	56	
Income from operation per train mile			44	903
Train mileage:				
Miles run by passenger trains..	8,143,335			
Miles run by freight trains.....	5,389,361			
Total mileage trains earning revenue	13,532,696			
Miles run by switching trains	3,085,636			
Miles run by construction and other trains	436,841			
Grand total train mileage.....	17,055,173			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	296	291	291	Westinghouse.		
Freight.....	225	198	198	Westinghouse.		
Switching.....	139	46	46	Westinghouse.		
Total locomotives in service ...	*5	660	535	Westinghouse.		
Total locomotives owned .	*5	660	535	Westinghouse.		
Cars—owned and leased:						
In passenger service—						
First-class cars	826	826	826	Westinghouse	8	Nat'l. }
Combination cars	174	174	174	Westinghouse	818	Miller. }
Parlor cars	9	9	9	Westinghouse	174	Miller. }
Baggage, express and postal cars	207	207	207	Westinghouse	9	Miller. }
Total	19	1216	1216	Westinghouse	199	Miller. }
					12	Nat'l. }
					4	Gould. }
In freight service—						
Box cars	4659	2042	2042	.....**	2613	
Flat cars	4301	1337	1337	.....†	1935	
Stock cars.....	61	20	20	.....	30	26 Gould }
Coal cars.....	2937	293	293	.....	4	Tr'n }
Refrigerator cars	30	30	30	.....	333	327 Go'd }
Other cars in freight service....	3			.....	5	Trojan }
Logging trucks basis (8 wheels)....	80			.....	1	Nat'l. }
Total	*396	12071	3722	.....	30	Gould. }
In company's service—						
Officers' and pay cars	4	4	4	.....	1	Miller. }
Air brake instruction car	1	1	1	.....	3	National. }
Derrick cars	47	13	13	.....	1	Miller. }
Caboose cars.....	255	33	33	.....	13	12 Gould. }
Other road cars	162	13	13	.....	1	Trojan. }
Snow ploughs	68			.....	67	Gould. }
Total	8	537	64	.....	109	Gould. }
Total cars in service.....	*396	13824	5002	.....	6266	
Total cars owned.....	*369	13824	5002	.....	6266	
Cars contributed to fast freight line service.....		617		.....	1447	

* Decrease.

** 2278 Gould, 61 Janney, 19 Drexel, 14 National, 180 Trojan, 39 Thurmond, 19 Burns, 2 Norton, 1 Tower—1933.

† 1686 Gould, 188 Trojan, 22 Janney, 8 Thurmond, 10 Burns, 5 Dowling, 7 National, 2 Norton, 5 Richardson, 1 Hitchcock, 1 Tower—1935.

‡ 409 Gould, 29 Trojan, 6 Thurmond, 2 Burns, 1 National.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	230.13	139.95	1,340.42	7.23	1,717.73	3.94	1706.56*
Miles of second track..	120.62	28.84	159.78	.....	309.24	.....	309.24
Miles of third track... ..	.83	.....	.....	.....	.83	.....	.83
Miles of yard track and sidings.....	166.96	66.30	582.30	....	815.56	273.98	541.58
Total mileage operated (all tracks).....	518.54	235.09	2,082.50	7.23	2,843.36	277.92	2558.21

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Massachusetts... ..	78.01	90.58	373.63	421	546.43	1.16	541.06
New Hampshire.	105.20	46.10	762.02	.....	913.32	.....	913.32
Vermont.....	.....	.....	111.25	.....	111.25	.....	111.25
Maine.....	46.92	3.27	55.26	.....	105.45	2.78	102.67
Canada.....	.....	.....	38.26	3.02	41.28	.....	38.26
Total mileage operated (single track).....	230.13	139.95	1,340.42	7.23	1,717.73	3.94	1766.56

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Massachusetts.....	78.01	90.58	168.59	.....	1.16	167.43
New Hampshire.....	105.20	46.10	151.30	.....	.....	151.30
Maine.....	46.92	3.27	50.19	.....	2.78	47.41
Total mileage owned (single track).....	230.13	139.95	370.08	.....	3.94	366.14

* Trackage rights not included.

MILEAGE OF ROAD OPERATED IN MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	46.92	3.27	55.26	105.45	2.78	102.67
Miles of second track	19.82	.....	.....	19.82	.....	19.82
Miles of yard track and sidings.....	26.76	.36	19.98	47.10	16.37	30.73
Total mileage operated (all tracks)	93.50	3.63	75.24	172.37	19.15	153.22

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES.

Total mileage operated (single track)	46.92	3.27	55.26	105.45	2.78	102.67
---	-------	------	-------	--------	------	--------

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage owned (single track)	46.92	3.27	50.19	.....	2.78	47.41

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	12,419	29½c.
New	121.825	75	\$30.25	Chestnut	4,659	40c.
Old	584.201	60	15.00	Oak	219	35c.
Total steel	706.602	72		Hemlock	590	23c.
				Hackmatack	191	
				Pine	20,010	42c.
				Switch	1,295	\$1.00
				Total	39,383	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger. ....	.....	235,716	.....	204	235,818	8,143,335	57.92
Freight .....	.....	207,142	.....	163	207,224	5,389,361	76.90
Switching	1,148	65,141	.....	72	66,325	3,085,636	42.99
Construction ..	.....	8,740	.....	29	8,754	436,841	40.08
Total	1,148	516,739	.....	468	518,121	17,055,173	60.76
Average cost at distributing point	\$4 35	\$3 23	.....			

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling .....	.....	5	.....	.....	.....	.....	.....	5
Overhead obstructions .....	.....	1	.....	.....	.....	.....	.....	1
Other causes	1	6	.....	.....	.....	1	1	7
Total	1	12	.....	.....	.....	1	1	13

Kind of Accident.	OTHERS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At stations	1	.....	1
Other causes	3	2	3	.....	12	2	15
Total	3	2	3	.....	13	2	16

ACCIDENTS OCCURRING IN MAINE DURING THE YEAR JUNE 30, 1897.

July 18th—Pine Point: Bridget Joyce, passenger, jumped from moving train; slightly injured, if any.

July 22d—Kennebunk: H. Leonard, employe, had his finger jammed while coupling cars.

July 24th—Biddeford: W. C. Rowe, employe, struck switch rail and received a scalp wound.

August 1st—Portland: Thomas P. Rogers, end of finger jammed; caught in projecting timber.

August 17th—Biddeford: H. A. Allard, employe, struck switch-stand and has left arm broken.

August 19th—Old Orchard: Oliver Wentworth, jumped from moving train and cut his head.

August 20th—Portland: Mrs. Geo. Kingsley, jumped from moving train, fell down and sprained her ankle.

August 29th—H. C. Bryant, passenger, slightly injured in getting off car while in motion.

September 1st—Kennebunk: E. Fitts, had his ankle sprained in getting off car.

September 19th—Saco: Orrin Greene, caught foot between rail and station platform, spraining his ankle.

September 17th—Saco: Frank Reed and George Fuller, were in car loaded with horses. When car was shifted it struck another car throwing them out. Reed received injuries to his leg and head and Fuller sprained his hip.

September 21st—Saco: J. H. Danielson, employe, while coupling had end of finger jammed.

October 1st—West Kennebunk: F. H. Hill, employe, struck overhead bridge and slightly cut his head.

October 4th—Portland: Robert Hunter, employe, while coupling had his finger bruised.

October 10th—Kennebunk: J. H. Wagner, received slight injuries by being struck with bridge guard.

October 16th—Biddeford: Chas. Lougee, passenger, jumped from moving train. Extent of injury unknown.

October 24th—Kittery: E. A. Dixon and W. Tetherly, while driving across track was struck by engine. Dixon was badly injured and Tetherly killed.

November 7th—Portland: Joe Conley, trespasser, was struck by shifter, thrown down and slightly injured.

November 8th—Saco: J. B. Plummer, in attempting to board engine fell and crushed his toe.

November 24th—Biddeford: Geo. Bour, employe, while coupling had his thumb jammed.

January 7th—Conway Junction: Geo. E. Goodwin, employe, found beside car fatally injured.

January 27th—North Berwick: R. E. Norton, employe, in getting off car fell and cut his knee.

February 6th—Biddeford: John H. Keefe, employe, while coupling cars had his thumb jammed.

March 11th—Portland: F. O. Rush, employe, hand bruised by draw-bar falling on it.

March 25th—Portland: Albert Lambert, employe, finger bruised while removing bolster from flat car.

April 2d—Biddeford: Geo. A. Bowe, while coupling had his left foot injured.

April 16th—Portland: Geo. A. Pettingill, while coupling had his hand badly bruised.

May 18th—Arundel: James E. Haynes, employe, while working on track bar slipped injuring his arm and shoulder.

May 24th—Wells: W. S. Seavey, finger bruised; caught in car door.

June 2d—Conway Junction: Richard Furlong, as cars came together he was thrown against car window and his face cut.

June 7th—Portland: Jeremiah Hurley, struck by train and fatally injured.

June 12th—Portland: John Coyne, while handling a block of granite, the same fell and bruised his right foot.

June 25th—West Kennebunk: Middo Southern, employe, back and rib hurt by being knocked against car by cable.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone ...	13	367.3		10.0		68.0		Bridges	24	14.8 $\frac{3}{4}$	
Iron....	32	2,596.2		11.0		606.0		Trestles	15	14.9 $\frac{1}{4}$	
Wooden,	5	342.0		13.0		157.11					
Total .	50	3,305.5							39		
Trestles ..	9	4,472.9		45.3		1,406.4					

Gauge of track, 4 feet, 8 $\frac{1}{2}$ inches—50.19 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.
50.19	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, 1897.

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.
Wm. F. Perry.....	Bridgton, Me.	
Albion H. Burnham.....	Bridgton, Me.	
Jos. A. Bennett.....	Bridgton, Me.	
Samuel S. Fuller.....	Bridgton, Me.	
Edward Kimball.....	North Bridgton, Me.	
Albert A. Ingalls.	South Bridgton, Me.	
Almon Young	Hiram, Me.	

Total number of stockholders at date of last election, 78.

Date of last meeting of stockholders for election of directors, November 18, 1896.

Post office address of general office, Bridgton, Me.

Post office address of operating office, Bridgton, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	William F. Perry.....	Bridgton, Me.
President.....	William F. Perry.....	Bridgton, Me.
Secretary	Joseph A. Bennett	Bridgton, Me.
Treasurer	Perley P. Burnham....	Bridgton, Me.
Attorney, or General Counsel...	Augustus H. Watker...	Bridgton, Me.
General Manager	Joseph A. Bennett	Bridgton, Me.
General Superintendent.....	Joseph A. Bennett	Bridgton, Me.
General Freight Agent	Joseph A. Bennett	Bridgton, Me.
General Passenger Agent	Joseph A. Bennett	Bridgton, Me.
General Ticket Agent	Joseph A. Bennett	Bridgton, Me.
General Baggage Agent	Joseph A. Bennett	Bridgton, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Bridgton and Saco River Railroad	Bridgton	Bridgton Junct., Hiram, Me.	16

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:	1,800	\$50	\$90,000	\$90,000	2%	\$1,800
Manner of Payment for Capital Stock.			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 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds.	1882...	1902...	\$80,000	\$80,000	\$80,000	\$80,000	6	March and Sept.	\$4,800	\$4,800
2d mort. bonds.	1884...	1904...	30,000	26,500	26,500	26,500	6	March and Sept.	1,590	1,590
Total ...	.....	.....	\$110,000	\$106,500	\$106,500	\$106,500	.....	.....	\$6,390	\$6,390

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$106,500 00	\$106,500 00	\$6,390 00	\$6,390 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$4,890 91	Audited vouchers and accounts	\$203 15
		Wages and salaries	1,070 49
Due from solvent companies and individuals	62 85	Net traffic balances due to other companies	864 73
		Matured interest coupons unpaid (including coupons due July 1).....	81 00
		Total—current liabilities.	\$2,219 37
		Balance—cash assets....	2,734 39
Total	\$4,953 76	Total	\$4,953 76

* Materials and supplies on hand, \$609.00.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$ 90,000 00	\$ 90,000 00	.....	16	\$5,625 00
Bonds	106,500 00	106,500 00	.....	16	6,656 25
Total	\$196,500 00	\$196,500 00	.....	.....	\$12,281 25

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses. Transferred from construction.	Not included in operating expenses. Charged to construction or equipment.			
Total construction.....	\$171,058 94	\$171,058 94	\$10,691 18
Total equipment.....	33,592 00	33,592 00	2,099 50
Grand total cost construction, equipment, etc....	\$204,650 94	\$204,650 94	\$12,790 68

INCOME ACCOUNT.

Gross earnings from operation	\$28,065 44	
Less operating expenses	19,019 60	
Income from operation		\$9,045 84
Miscellaneous income—less expenses		339 93
Total income		\$9,385 77
Deductions from income:		
Interest on funded debt accrued	\$6,390 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	54 10	
Taxes	204 06	
Total deductions from income		6,648 16
Net income		\$2,737 61
Dividends, 2%, common stock		1,800 00
Surplus from operations of year ending June 30, 1897		\$ 937 61
Surplus on June 30, 1896		8,426 72
Surplus on June 30, 1897		\$9,364 33

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$9,482 17
Mail	\$ 800 36		
Express	2,785 60		
Extra baggage and storage	144 47		3,730 43
Total passenger earnings			\$13,212 60
Total freight earnings			14,852 84
Total passenger and freight earnings			\$28,065 44

MISCELLANEOUS INCOME

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Interest on bank deposit	\$ 88 34		
Bridgton Telegraph Company	180 00		
Rent of derrick	52 25		
Dividend on nine shares its stock	9 00		
Old materials, etc., sold	10 34		
Total	\$339 93		

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$3,336 64
Renewals of ties.....	474 09
Repairs and renewals of bridges and culverts.....	2,233 61
Repairs and renewals of fences, road crossings, signs and cattle guards.....	50 23
Repairs and renewals of buildings and fixtures.....	181 20
Total	\$6,275 77
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$852 23
Repairs and renewals of passenger cars.....	528 06
Repairs and renewals of freight cars.....	633 09
Repairs and renewals of shop machinery and tools.....	1 80
Total	\$2,015 18
Conducting transportation:	
Enginemen.....	\$1,638 96
Fuel for locomotives.....	1,293 49
Water supply for locomotives.....	6 68
Oil, tallow, and waste for locomotives.....	76 82
Other supplies for locomotives.....	5 93
Train service.....	1,117 23
Train supplies and expenses.....	111 99
Watchmen.....	500 05
Telegraph expenses.....	4 88
Station service.....	3,926 33
Station supplies.....	118 58
Loss and damage.....	275 48
Advertising.....	175 09
Stationery and printing.....	197 40
Total	\$9,448 91
General expenses:	
Salaries of general officers.....	\$1,017 50
General office expenses and supplies.....	72 17
Insurance.....	144 43
Stationery and printing (general offices).....	45 64
Total	\$1,279 74
Recapitulation of expenses:	
Maintenance of way and structures.....	\$6,275 77
Maintenance of equipment.....	2,015 18
Conducting transportation.....	9,448 91
General expenses.....	1,279 74
Grand total.....	\$19,019 60

Percentage of operating expenses to earnings, 66.95.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$171,058 94	Cost of road		\$171,058 94		
	33,592 00	Cost of equipment		33,592 00		
	3,998 52	Cash and current assets		4,953 76	\$955 24	
	782 39	Other assets:				
		Materials and supplies.		609 00	.....	\$173 39
	\$209,431 85	Grand total.....		\$210,213 70	\$955 24	\$173 39
		LIABILITIES.				
	\$ 90,000 00	Capital stock		\$90,000 00		
	106,500 00	Funded debt		106,500 00		
	2,375 13	Current liabilities		2,219 37	.....	\$155 76
	2,130 00	Accrued interest on funded debt not yet payable,		2,130 00		
	8,426 72	Profit and loss		9,364 33	937 61	
	\$209,431 85	Grand total.....		\$210,213 70	\$937 61	\$155 76

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount of mortgage per mile of line.
	From—	To—			
First mortgage bonds	Bridgton	Bridgton Junct., Hiram		16	\$5,000 00
Second mortgage bonds. ...	Bridgton	Bridgton Junct., Hiram		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	\$1,017 50	\$1 62
Station agents	4	1,552	1,522 00	1 21
Other station men	6	1,737	2,417 65	1 39
Enginemen.....	2	404	1,021 30	2 52
Firemen	2	411	616 65	1 50
Conductors	1	314	488 25	1 55
Other trainmen.	2	437	628 98	1 43
Machinists	1	217	596 75	2 75
Carpenters and painters	1	84	168 50	2 00
Other shopmen	2	400	567 50	1 41
Section foremen.....	3	942	1,482 24	1 57
Other trackmen	5	1,390	1,737 50	1 25
Watchmen.....	1	365	500 05	1 37
All other employees and laborers, on bridges and culverts.....	3	947	1,774 35	1 87
Total (including "general officers") ..	35	9,528	14,539 22	\$1 52
Less "general officers".....	2	626	1,017 50	1 52
Total (excluding "general officers").....	33	8,902	\$13,521 22	\$1 52
Distribution of above:				
General administration	2	626	\$1,017 50	\$1 62
Maintenance of way and structures	11	3,279½	994 09	1 52
Maintenance of equipment.....	3	701	1,332 75	1 90
Conducting transportation	18	4,921	7,194 88	1 46

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	13,745			
Number of passengers carried one mile	200,677			
Number of passengers carried one mile per mile of road	12,542			
Average distance carried	14.6			
Total passenger revenue		9,482	17	
Average amount received from each passenger			68	987
Average receipts per passenger per mile			04	72
Total passenger earnings		13,212	60	
Passenger earnings per mile of road		825	78	75
Freight traffic:				
Number of tons carried of freight earning revenue....	14,303			
Number of tons carried one mile	215,591			
Number of tons carried one mile per mile of road	13,474			
Average distance haul of one ton	15.7			
Total freight revenue		14,852	84	
Average amount received for each ton of freight			1	04
Average receipts per ton per mile			06	889
Total freight earnings		14,852	84	
Freight earnings per mile of road		928	35	
Passenger and freight:				
Passenger and freight revenue....		24,334	01	
Passenger and freight revenue per mile of road		1,520	87	562
Passenger and freight earnings		28,065	44	
Passenger and freight earnings per mile of road		1,754	09	
Gross earnings from operation		25,065	44	
Gross earnings from operation per mile of road		1,754	09	
Operating expenses		19,019	60	
Operating expenses per mile of road		1,188	72	5
Income from operation		9,045	84	
Income from operation per mile of road		565	36	5
Train mileage:				
Miles run by mixed trains.....	29,215			
Miles run by switching trains	1,200			
Grand total train mileage.....	30,415			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Total locomotives owned		3	3	Eames Vacuum.		
Cars—owned and leased:						
In passenger service—						
First-class cars.....		2	2	Eames Vacuum		Miller.
Baggage, express and postal cars		2	1	Eames Vacuum		Miller.
Total		4	3			
In freight service—						
Box cars		10				
Flat cars.....		17				
Total		27				
Total cars in service.....		31				
Total cars owned		31				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track ...	16	.....	.....	16	.....	.....	16
Miles of yard track and sidings	1	.....	.....	1	.....	.....	1
Total mileage operated (all tracks) ...	17	.....	.....	17	.....	.....	17

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	3,928	11c.
Pine	284	14c.
Total	4,212	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds con- sumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Mixed trains	379	.....	.....	.....	379	.....	25
Average cost at distributing point	3.38						

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Wooden,	8	224		7.7		55		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.

Report of the Canadian Pacific Railway Company for the Year Ending June 30, 1897.

(International Railway of Maine.)

HISTORY.

Name of common carrier making this report. International Railway of Maine.
Houlton Branch Railroad of Maine and Aroostook River Railroad of Maine.

Date of organization. 1881.

Under laws of what government, state or territory organized? Under laws of
Maine.

What carrier operates this company? The Canadian Pacific Railway Company.

ORGANIZATION.

CANADIAN PACIFIC RAILWAY COMPANY, OPERATING LINES IN MAINE.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Rt. Hon. Lord Strathcona and Mount Royal	Montreal	April, 1898.
Sir Wm. C. Van Horne, K. C. M. G.	Montreal	April, 1898.
Mr. R. B. Angus	Montreal	April, 1898.
Mr. T. G. Shaughnessy	Montreal	April, 1898.
Mr. E. B. Oster	Toronto	April, 1898.
Sir Sanford Fleming, K. C. M. G.	Ottawa	April, 1898.
Mr. Geo. R. Harris	Boston	April, 1898.
Mr. Wilnot D. Matthews	Toronto	April, 1898.
Hon. Donald MacInnes	Hamilton	April, 1898.
His Hon. Lt. Gov. Sir G. A. Kirk- patrick	Toronto	April, 1898.
Mr. Thomas Skinner	London, Eng.	April, 1898.
Gen'l Samuel Thomas	New York	April, 1898.
Mr. John W. Mackay	New York	April, 1898.

Total number of stockholders at date of last election: International Railway of
Maine, 13; Aroostook River Railroad of Maine, 15; Houlton Branch Railroad of
Maine, 20.

Post office address of general office, Canadian Pacific Railway, Montreal, P. Q.

Post office address of operating office, Montreal, P. Q.

OFFICERS.

Title.	Name.	Location of Office.
President	Sir Wm. C. Van Horne, K. C. M. G.	Montreal.
Vice-President	Mr. T. G. Shaughnessy ..	Montreal.
Secretary	Mr. C. Drinkwater ..	Montreal.
Treasurer	Mr. W. S. Taylor	Montreal.
Chief Solicitor	Mr. G. M. Clark	Montreal.
Comptroller	Mr. I. G. Ogden	Montreal.
Auditor of Disbursements	Mr. H. L. Penney	Montreal.
Manager of lines east of Fort Wayne	Mr. Thomas Tait	Montreal.
Manager of lines west of Fort Wayne	Mr. Wm. Whyte	Winnipeg.
General Superintendent Atlan- tic Division	Mr. H. P. Timmerman ..	St. John.
Manager of Telegraphs	Mr. C. R. Hosmer	Montreal.
Freight Traffic Manager	Mr. G. M. Bosworth	Montreal.
Passenger Traffic Manager	Mr. D. McNicoll	Montreal.
Asst. General Passenger Agent,	Mr. C. E. E. Ussher	Montreal.
General Baggage Agent	Mr. A. D. McTier	Montreal.
Land Commissioner	Mr. L. A. Hamilton	Winnipeg.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
International Railway of Maine..	Boundary	Mattawamkeag ..	144.5	176.7
Houlton Branch R. R. of Maine..	Boundary	Houlton	3.	
Aroostook River R. R. of Maine..	Boundary	Presque Isle	29.2	
Maine Central R. R.....	Mattawamkeag ..	Vanceboro	56.1	232.8
Total				

The International Railway of Maine sold to the Atlantic and Northwestern Railway December 6, 1886; the Atlantic and Northwestern Railway leased August 1, 1883, to Ontario and Quebec Railway, which company is leased to the Canadian Pacific Railway in perpetuity.

The Houlton Branch Railroad of Maine is leased to the New Brunswick Railway Company, which company is leased to the Canadian Pacific Railway for 990 years, from July 1, 1890.

The Aroostook River Railroad of Maine is also leased to the New Brunswick Railway, which company owns the entire stock.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common International R'y of Me., Atlantic & North Western R'y 5% guaranteed stock-lien on this road.....		\$100	\$1,445,000	\$1,445,000	6%	
Houlton Branch R. R. of Maine.....			28,000	28,000		
Aroostook River R. R. of Maine.....			800,000	800,000		
Total			\$2,273,000	\$2,273,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
International Railway of Me., Atlantic and N. W. Railway 1st mort. bonds—lien on this road	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
Aroostook River R. R. in Maine, N. B. Railway 1st mortgage bonds proportion .....	....	....	600,000	600,000	600,000	.....	5	Feb. & May	30,000	30,000
Houlton Br. R. R. 1st mort. bonds .....	..	....	24,000	24,000	24,000	.....	6	Jan. & July	1,440	1,440
Grand total .....	...	....	3,514,000	3,514,000	3,514,000	.....	.....	.....	\$60,440	\$60,440

* Less \$115,500, proportion of amount paid by Dominion Government.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$3,514,000 00	\$3,514,000 00	\$60,440 00	\$60,440 00

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$2,273,000 00	\$2,273,000 00	.....	176.7	\$12,863 61
Bonds	3,514,000 00	3,514,000 00	.....	176.7	19,886 81
Total	\$5,787,000 00	\$5,787,000 00	.....	176.7	\$32,750 42

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
International Railway of Maine.....	\$1,445,000 00	\$2,890,000 00	\$4,335,000 00	144.5	\$30,000 00
Houlton Branch Railroad of Maine.....	28,000 00	24,000 00	52,000 00	3	17,333 33
Aroostook River Railroad of Maine.....	800,000 00	600,000 00	1,400,000 00	29.2	47,945 00
Total	\$2,273,000 00	\$3,514,000 00	\$5,787,000 00	176.7	\$32,750 42

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1886.	Total cost to June 30, 1887.	Cost per mile.
	Included in operating expenses. Transferred from construction.	Not included in operating expenses. Charged to construction or equipment.			
Grand total cost construction, equipment, etc....	\$67,173 07	\$6,176,424 92	\$6,243,597 99	

INCOME ACCOUNT.

Gross earnings from operation.....	\$419,664 32	
Less operating expenses.....	399,069 13	
Income from operation		\$20,595 19
Deductions from income:		
Interest on funded debt accrued	\$60,440 00	
Rents paid for lease of road .. .	1,680 00	
Taxes	2,539 59	
Total deductions from income .. .		64,659 59
Deficit from operations of year ending June 30, 1897		\$ 44,064 40
Deficit on June 30, 1896 (from Report of 1896)		145,899 18
Deficit on June 30, 1897 (paid by lessees, C. P. R'y Co.).....		\$189,963 58

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.			\$82,889 14
Mail			29,251 59
Express			10,634 80
Other items.....			4,966 85
Total passenger earnings			\$127,742 38
Total freight earnings			291,302 17
Total passenger and freight earnings...			\$419,044 55
Other earnings from operation:			
Rents not otherwise provided for.....	\$343 56		
Other sources	276 21		
Total other earnings.....			619 77
Total gross earnings from operation.....			\$419,664 32

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$67,030 65
Renewals of ties	40,694 65
Repairs and renewals of bridges and culverts	11,574 71
Repairs and renewals of fences, road crossings, signs and cattle guards	1,440 01
Repairs and renewals of buildings and fixtures	4,505 93
Repairs and renewals of telegraph	48 84
Total	\$125,294 79
Maintenance of equipment:	
Repairs and renewals of locomotives	\$15,396 65
Repairs and renewals of passenger cars	10,933 70
Repairs and renewals of freight cars	14,100 16
Repairs and renewals of shop machinery and tools	2,055 21
Other expenses	1,421 45
Total	\$43,907 17
Conducting transportation:	
Engine and roundhouse men	\$34,222 68
Fuel for locomotives	43,831 82
Water supply for locomotives	5,339 18
Oil, tallow and waste for locomotives	1,386 46
Train service	25,869 21
Train supplies and expenses	8,572 13
Telegraph expenses	8,001 66
Station service	16,299 40
Station supplies	5,130 80
Car mileage—balance	3,733 35
Loss and damage	3,421 67
Injuries to persons	4,150 89
Clearing wrecks	767 71
Advertising	3,349 96
Outside agencies	4,929 55
Rents for tracks, yards and terminals	23,800 00
Rents of buildings and other property	912 38
Other expenses	2,170 79
Total	\$195,889 64
General expenses:	
Salaries of general officers	\$12,143 35
Salaries of clerks and attendants	11,010 07
General office expenses and supplies	6,575 05
Insurance	1,163 50
Stationery and printing (general offices)	1,579 98
Other expenses	1,565 58
Total	\$33,977 53
Recapitulation of expenses:	
Maintenance of way and structures	\$125,294 79
Maintenance of equipment	43,907 17
Conducting transportation	195,889 64
General expenses	33,977 53
Grand total	\$399,069 13

Percentage of expenses to earnings, .95.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Houlton Branch Railroad of Maine	\$1,680 00	.....	\$1,680 00

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Maine Central R. R. tracks	Mattawamkeag to Vanceboro	Maine Central R. R....	\$23,800 00	

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$6,176,424 92	Cost of road.....	.....	\$6,243,597 99	\$67,173 07	
	Cost of equipment	.....		
\$6,176,424 92	Grand total ...	.....	\$6,243,597 99	\$67,173 07	
		LIABILITIES.				
\$2,273,000 00	Capital stock		\$2,273,000 00		
3,514,000 00	Funded debt		3,514,000 00		
389,424 92	Amount included by Can. Pac. R'y in cost of C. P. R'y .....	.....	456,597 99	\$67,173 07	
\$6,176,424 92	Grand total ...	.....	\$6,243,597 99	\$67,173 07	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
International Ry. of Maine: A. & N. W. Ry. 1st Mort. bonds lien on this road....	Boundary	Mattawankeag ..	144.5	\$20,000 00
Aroostook River R. R. of Maine: N. B. Ry. 1st Mort. bonds proportion.....	Boundary	Presque Isle	29.2	20,548 00
Houlton Br. R. R. of Maine: 1st Mortgage bonds....	Boundary	Houlton	3	8,000 00

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers (proportion only).....	5	1,565	\$7,450 00	\$4 76
General office clerks.....	8	2,504	6,545 00	2 61
Station agents.....	10	3,650	6,600 00	1 81
Other station men	7	2,410	2,844 33	1 18
Enginemen.....	20	6,260	17,457 90	2 79
Firemen	21	6,573	10,365 60	1 58
Conductors	21	4,266	11,262 66	2 64
Other trainmen.....	44	8,848	14,334 32	1 62
Machinists	7	2,191	3,888 24	1 77
Carpenters	1	313	600 00	1 92
Other shopmen	27	8,451	9,621 32	1 14
Section foremen	31	9,810	16,704 54	1 70
Other trackmen	118	30,624	37,910 94	1 24
Telegraph operators and dispatchers ..	9	3,299	5,278 43	1 60
All other employees and laborers.....	62	15,778	22,850 66	1 45
Total (including "general officers")	391	106,542	\$173,713 94	\$1 63
Less "general officers".....	5	1,565	7,450 00	4 76
Total (excluding "general officers").....	386	104,977	\$166,263 94	1 59
Distribution of above:				
General administration.....	13	4,069	\$13,995 00	\$3 44
Maintenance of way and structures	180	46,509	65,466 14	1 41
Maintenance of equipment.....	66	20,658	26,109 56	1 27
Conducting transportation	132	35,306	68,143 24	1 93

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	66,356			
Number of passengers carried one mile.....	4,119,033			
Number of passengers carried one mile per mile of road	17,693			
Average distance carried.....	62.07			
Total passenger revenue.....		82,889	14	
Average amount received from each passenger.....			1 24	916
Average receipts per passenger per mile.....			02	012
Total passenger earnings.....		127,742	38	
Passenger earnings per mile of road.....		548	72	
Passenger earnings per train mile.....			83	715
Freight traffic:				
Number of tons carried of freight earning revenue....	289,120			
Number of tons carried one mile.....	48,970,822			
Number of tons carried one mile per mile of road.....	210,356			
Average distance haul of one ton.....	169.38			
Total freight revenue.....		291,302	17	
Average amount received for each ton of freight.....			1 00	755
Average receipts per ton per mile.....			00	595
Total freight earnings.....		291,302	17	
Freight earnings per mile of road.....		1,251	30	
Freight earnings per train mile.....			1 00	723
Passenger and freight:				
Passenger and freight revenue.....		374,191	31	
Passenger and freight revenue per mile of road.....			1,607	35
Passenger and freight earnings.....		419,044	55	
Passenger and freight earnings per mile of road.....			1,800	02
Gross earnings from operation.....		419,664	32	
Gross earnings from operation per mile of road.....			1,802	68
Gross earnings from operation per train mile.....				94 989
Operating expenses.....		399,069	13	
Operating expenses per mile of road.....			1,714	21
Operating expenses per train mile.....				90 327
Income from operation.....		20,595	19	
Income from operation per mile of road.....			88	47
Train mileage:				
Miles run by passenger trains.....	151,769			
Miles run by freight trains.....	286,743			
Miles run by mixed trains.....	3,292			
Total mileage trains earning revenue.....	441,804			
Miles run by construction and other trains.....	20,952			
Grand total train mileage.....	462,756			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight	10	10	10	Westinghouse.		
Total locomotives in service	10	10				
Total locomotives owned.....		10	10	Westinghouse.		
Cars—owned and leased:						
In freight service—						
Box cars	500	500			500	Trojan.
In company's service—						
Other road cars.....	6	6			6	
Total cars in service.....	506	506			506	
Total cars owned.....		506			506	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	176.7	.....	.....	56.1	232.8	.....	176.7
Miles of yard track and sidings.....	27.0	.....	.....	.....	27.0	4.9	22.1
Total mileage operated (all tracks).....	203.7	.....	.....	56.1	259.8	4.9	198.8

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

State of Maine.....	176.7	56.1	232.8	176.7
---------------------	-------	-------	-------	------	-------	-------	-------

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Maine	176.7	.....	176.7	.....	.....	176.7

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar and hemlock	157,824	23c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.		4,594			4,594	148,199	61.99
Freight		9,011			9,011	290,699	61.99
Switching		3,180			3,180	102,600	61.98
Construction ..		884			884	28,500	62.
Total		17,669			17,669	569,998	61.99
Average cost at distributing point		\$2 49					

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		2						2
Falling from trains and engines		1						1
Other train accidents.....						3		3
Other causes.....						4		4
Jumping off train while moving						1		1
Walking on track						1		1
Total		3				9		12

Kind of Accident.	OTHERS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At stations				1				1

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.	Ft.	In.	Ft.	In.			
Bridges:								Overhead Highway Crossings:		
Stone ...	1		15					Overhead Railway Crossings: Bridges—Plate Girder.....		
Iron....	6		74		70	260				
Wooden.	5		144		16	37				
Combina- tion ...	2	5,176		152		1,405				
Total .	20	6,109							1	
Trestles ..	47	5,336.6		14		691				

Gauge of track, 4 feet, 8½ inches—176.7 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.		
		Miles of line.	Miles of wire.	Name of Operating Company.
3	6	3	6	Canadian Pacific Railway.

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.
200	856	Postal Telegraph Company.	Canadian Pacific Railway Co.
	56	Commercial Cable Company.	Commercial Cable Company.
29	29	Western Union Telegraph Co.	Western Union Telegraph Co.
12	12	Northern Telegraph Company.	Northern Telegraph Company.

**Report of the Franklin and Megantic Railroad for the Year
Ending June 30, 1897.
(Narrow Gauge—Two Feet.)**

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railroad.

Date of organization. January 1, 1864.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John Winter	Kingfield, Me	August 25, 1898.
Orrin Tufts	Kingfield, Me	August 25, 1898.
W. S. Heath.....	Salem, Me.....	August 25, 1898.
Philip H. Stubbs	Strong, Me	August 25, 1898.
John O. Teele.....	Boston, Mass	August 25, 1898.

Total number of stockholders at date of last election, 136.

Date of last meeting of stockholders for election of directors, August 25, 1897.

Post office address of general office, Strong, Me.

Post office address of operating office, Strong, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	John Winter	Kingfield, Me.
President	John Winter	Kingfield, Me.
Secretary	Philip H. Stubbs.....	Strong, Me.
Treasurer	Philip H. Stubbs.....	Strong, Me.
Attorney or General Counsel ...	Philip H. Stubbs.....	Strong, Me.
Superintendent	Geo. M. Vose.....	Kingfield, Me.
General Freight Agent	Philip H. Stubbs.....	Strong, Me.
General Passenger Agent	Philip H. Stubbs.....	Strong, Me.
General Ticket Agent	Philip H. Stubbs.....	Strong, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Franklin and Megantic Railroad.	Strong.. .. .	Kingfield.....	15.00
Mt. Abram Branch	Mt. Abram Junct.	Mt. Abram.....	1.70
Kingfield and Dead River R. R. . . .	Kingfield.....	Carrabasset.....	10.00
Total .....	.....	.....	26.70

PROPERTY LEASED.

Name.	TERMINALS.		By what company operated.	Miles of line.
	From—	To—		
Kingfield & Dead River Railroad.....	Kingfield.....	Carrabasset.....	Franklin and Megantic ...	10

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	1,000	\$50	\$50,000	\$43,225		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME ACCOUNT.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds....	Sept. 15, 1894	Sept. 15, 1904	\$50,000	\$50,000	\$50,000	\$45,000 00	6	March and Sept. 15	\$3,000	
2d mort. bonds....	Nov. 15, 1885	Nov. 15, 1895	30,000	3,000	5,000	1,487 67	6	May and Nov. 15	180	
Total.....			\$80,000	\$53,000	\$53,000	\$46,487 67			\$3,180	

EQUIPMENT TRUST OBLIGATIONS.
GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
Equipment note A	Jan. 2, 1893	On demand.	One ...	No. 2 locomotive, one express and baggage car, seven flat, three box and four log cars.*
Equipment note B.....	July 8, 1893	On demand.	.....	One combination passenger car.*
Equipment note C. ...	July 8, 1893	On demand.	.....	One combination passenger car.*
Equipment note D.....	July 7, 1890	On demand.	.....	Five flat cars.*
Equipment note E.....	July 7, 1890	On demand.	.....	Five flat cars.*

STATEMENT OF AMOUNT.

Series or other designation.	DEFERRED PAYMENTS —PRINCIPAL.		DEFERRED PAYMENTS —INTEREST.			
	Original amount.	Amount outstanding.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
Equipment note A.	\$15,000 00	\$13,500 00	\$ 371 25	\$742 50	\$371 25	5 1/2%
Equipment note B and C	1,750 00	1,750 00	418 24	105 00		
Equipment note D and E	2,634 04	2,634 04	1,113 66	157 44		
Total	\$19,384 04	\$17,884 04	\$1,903 15	\$1,004 94	\$371 25	

*Renewal of note.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$53,000 00	\$53,000 00	\$3,180 00	
Equipment trust obligations.....	19,384 04	17,884 04	1,004 94	\$371 25
Total	\$72,384 04	\$70,884 04	\$4,184 94	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$677 36	Notes payable, including interest to July 1, 1897.....	\$27,241 98
Due from agents	416 52	Audited vouchers and accounts	5,753 36
Due from solvent companies and individuals	773 65	Wages and salaries	736 44
Net traffic balances due from other companies	230 13	Rents due July 1	38,375 00
Total—cash and current assets	\$ 2,097 66	Miscellaneous	2,092 50
Balance—current liabilities..	72,101 62		
Total.	\$74,199 28	Total—current liabilities.	\$74,199 28

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$43,225 00	\$43,225 00	.....	16.70	\$2,195 44
Bonds	53,000 00	53,000 00	.....	15.00	3,533 33
Equipment trust obligations	17,884 04	17,884 04	.....	15.00	1,192 27
Total	\$114,109 04	\$114,109 04	.....	.....	\$6,921 04

First and second mortgages cover road, except branch (1.70 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.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Franklin and Megantic R. R.	\$43,225 00	\$53,000 00	\$96,225 00	15	\$6,415 00
Bonds and equipment trust obligations .....	.....	17,884 04	17,884 04	15	1,192 27
Total	\$43,225 00	\$70,884 04	\$114,109 04	.....	\$7,607 27

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction.....				\$100,984 45	\$100,984 45	
Grading and bridge and culvert masonry.....					200 44	
Bridges and trestles.....					31 00	
Total construction.....					\$101,215 89	
Total equipment.....				\$20,008 25	\$20,008 25	
Grand total cost construction, equipment, etc.....					\$121,224 14	

INCOME ACCOUNT.

Gross earnings from operation.....	\$13,866 68	
Less operating expenses.....	10,551 16	
Income from operation.....		\$3,315 52
Deductions from income:		
Interest on funded debt accrued.....	\$4,184 94	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	1,362 50	
Taxes.....	56 17	
Permanent improvements.....	231 44	
Total deductions from income.....		5,835 05
Deficit.....		\$2,519 53

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$3,667 43
Mail			898 80
Express			493 40
Total passenger earnings.....			\$5,059 63
Total freight earnings			8,660 68
Total passenger and freight earnings			\$13,720 33
Other earnings from operation:			
Car mileage—balance.....	\$ 21 35		
Rents from tracks, yards and terminals ..	125 00		
Total other earnings.....			146 35
Total gross earnings from operation			\$13,866 68

STOCKS OWNED.

Railway Stock.	Total par value.	Rate—%.	Income or dividends received.	Valuation.	Shares.
Franklin and Megantic Railroad.....	\$700 00				
Kingfield and Dead River Railroad.....	2,000 00				
Total	\$2,700 00				

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Franklin and Megantic Railroad second mort.	\$27,000 00			

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks	Foster's mill yard	C. Foster .....	.....	\$125 00

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures	\$4,159 12
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$119 30
Repairs and renewals of passenger cars	} 715 33
Repairs and renewals of freight cars	
Repairs and renewals of work cars	
Total	\$834 63
Conducting transportation:	
Fuel for locomotives	\$1,048 07
Oil, tallow, and waste for locomotives	136 56
Train service.....	} 2,254 69
Train supplies and expenses	
Watchmen.....	365 00
Station service.....	} 963 03
Station supplies.....	
Advertising	35 00
Total	\$4,802 35
General expenses:	
Salaries of general officers.....	\$600 00
Insurance.....	25 00
Stationery and printing (general offices).....	130 00
Total	\$755 06
Recapitulation of expenses:	
Maintenance of way and structures	\$4,159 12
Maintenance of equipment.....	834 63
Conducting transportation	4,802 35
General expenses	755 06
Grand total.....	\$10,551 16

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Strong	Kingfield.....	15	\$3,333 00
Second mortgage bonds. ...	Strong	Kingfield.....	15	200 00
Equipment trust obligations ...	.....	.....	.....	*

*Mortgaged—No. 2 locomotive, one combination passenger car, one express and baggage car, three box cars, seventeen flat cars, four log cars.

Equipment mortgaged—All equipment except what is named in the general statement.

Income mortgaged—\$3,000 second mortgage bonds outstanding and \$27,000 second mortgage bonds pledged to secure outstanding notes.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	.....	\$600 00	\$2 00
Station agents	3	939	987 15	1 05
Enginemen.....	2	626	939 00	1 50
Firemen	2	513	641 25	1 25
Conductors	1	313	547 75	1 75
Other trainmen, brakeman..	1	313	391 25	1 25
Machinists	1	213	372 75	1 75
Other shopmen	1	175	192 50	1 10
Section foremen.....	4	1,252	1,684 69	1 35
Other trackmen	4	1,220	1,525 00	1 25
Watchmen.....	1	365	365 00	1 00
Total (including "general officers") ..	21	5,929	\$8,246 34	
Less "general officers".....	1	.....	600 00	
Total (excluding "general officers").....	20	5,929	\$7,446 34	
Distribution of above:				
General administration	1	.....	\$600 00	
Maintenance of way and structures	8	2,472	3,209 69	
Maintenance of equipment.....	3	753	930 25	
Conducting transportation	9	2,704	3,506 40	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	6,890			
Number of passengers carried one mile	99,461			
Total passenger revenue.....		3,667	43	
Total passenger earnings		5,059	63	
Freight traffic:				
Number of tons carried of freight earning revenue....	8,641			
Total freight revenue.....		8,660	68	
Total freight earnings.....		6,660	68	
Train mileage:				
Miles run by passenger trains.....	15,650			
Miles run by mixed trains.....	15,650			
Total mileage trains earnings revenue	31,300			
Miles run by construction and other trains	3,000			
Grand total train mileage.....	34,300			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Total locomotives owned and leased		2	2	Eames Vacuum	2	Miller.
Cars—owned and leased:						
In passenger service—						
Combination cars	1	1	1	.....	1	Miller.
Baggage, express and postal cars	1	1	1	.....	1	Miller.
Total						
In freight service—						
Box cars	7	7				
Flat cars	21	21				
Other cars in freight service—log	4	4				
Total		34				
In company's service—						
Flanging car	1	1				
Other cars	2	2				
Other cars	5	5				
Total		8				
Total cars owned		42				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	New line constructed during year.	RAILS-	
	Main line.	Branches and spurs.				Iron.	Steel.
Total mileage operated (all tracks) ...	15	1.7	10	26.7	.....	1.7	25

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	3,000	10c.
Ash, etc.....	750	10c.
Total.....	3,750	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds con- sumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....						31,300	
Freight.....			275	300			
Switching.....							
Construction.....							
Total.....			275	300			
Average cost at distributing point.....			\$2.50				

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Trestles ..	6	823		36		327		Overhead Railway Crossings:			
								Trestles	2	17	

Gauge of track, 2 feet—16.70 miles.

TELEPHONE.

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	Franklin Telephone Company— Farmington via Strong, King- field and Carrabasset to Eustis..	Franklin Telephone Company....

Report of the Georges Valley Railroad Company for the Year Ending June 30, 1897.

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? State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
James Mitchell.	Union, Me.....	October 6, 1897.
William T. Cobb	Rockland, Me.....	October 6, 1897.
W. W. Case	Rockland, Me.....	October 6, 1897.
S. M. Bird	Rockland, Me	October 6, 1897.
A. F. Crockett	Rockland, Me.....	October 6, 1897.
J. M. Robbins	Union, Me.....	October 6, 1897.
I. C. Thurston	South Union, Me	October 6, 1897.

Total number of stockholders at date of last election, 104.

Date of last meeting of stockholders for election of directors, October 6, 1896.

Post office address of general office, Union, Me.

Post office address of operating office, Union, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	James Mitchell.....	Union, Me.
President	James Mitchell.....	Union, Me.
Secretary	W. S. Mitchell	Union, Me.
Treasurer	W. S. Mitchell.....	Union, Me.
Attorney or General Counsel ...	C. E. Littlefield	Rockland, Me.
General Manager	James Mitchell.....	Union, Me.
General Superintendent.....	J. A. Mitchell	Union, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Main line.....	Warren	Union	8	8
Branch	Main Line	Lime Kilns . . . . .	.50	.50
Total.....			8.50	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.	Amount.
Capital stock: common	1,000	\$100	\$100,000	\$100,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mortgage bonds	1893.	1913.	\$50,000	\$50,000	\$50,000	\$49,808 97	6	Jan. & July.	\$3,000	\$3,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$50,000 00	\$50,000 00	\$3,000 00	\$3,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.	
Cash.....	\$584 68	Loans and bills payable, \$3,948.62 at 6% semi-annually	\$4,067 08
Balance—current liabilities..	4,982 40	Matured interest coupons unpaid (including coupons due July 1).....	1,500 00
Total ...	\$5,567 08	Total—current liabilities.	\$5,567 08

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$100,000 00	.....	.....	8.50	\$11,764 70
Bonds	50,000 00	.....	.....	.....	5,882 35
Total	\$150,000 00	.....	.....	.....	\$17,647 05

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Right of way.			\$ 1,660 51	\$ 1,660 51	
Rails			30,126 87	30,126 87	
Ties			6,854 34	6,854 34	
Engineering expenses ..			1,056 40	1,056 40	
Discount on securities sold for construction..			191 03	191 03	
Road built by contract..			41,102 85	41,102 85	
Total construction			\$80,992 00	\$80,992 00	\$9,528 47
Equipment:					
Locomotives.			\$2,000 00	\$2,000 00	
Combination cars			852 36	852 36	
Freight cars ..			800 00	800 00	
Other cars of all classes..			520 00	520 00	
Total equipment			\$4,172 36	\$85,164 36	\$10,019 34
Grand total cost construction, equipment, etc....			\$85,164 36	\$85,164 36	\$10,019 34

INCOME ACCOUNT.

Gross earnings from operation.	\$10,642 87	
Less operating expenses.....	6,863 83	
Income from operation		\$3,779 04
Deductions from income:		
Interest on funded debt accrued	\$3,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	247 68	
Taxes	128 21	
Other deductions	187 33	
Total deductions from income		3,563 22
Net income		\$215 82
Surplus from operations of year ending June 30, 1897		\$ 215 82
Deficit on June 30, 1896		70,269 82
Deficit on June 30, 1897		\$70,054 00

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.			\$2,005 96
Mail	\$351 24	\$35 00	316 24
Express	293 12		293 12
Total passenger earnings			\$2,615 32
Freight:			
Freight revenue	\$7,992 55	\$152 33	
Total freight revenue.			7,840 22
Total passenger and freight earnings			\$10,455 54
Total gross earnings from operation	\$10,642 87	\$187 33	\$10,455 54

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$935 74
Repairs and renewals of fences, road crossings, signs and cattle guards.....	27 65
Repairs and renewals of buildings and fixtures.....	16 87
Total	\$980 26
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$162 16
Repairs and renewals of passenger cars.....	121 44
Other expenses.....	36 60
Total	\$320 20
Conducting transportation:	
Engine and roundhouse men	\$1,416 53
Fuel for locomotives	1,799 37
Other supplies for locomotives.....	53 13
Train service.....	601 92
Train supplies and expenses	22 00
Station service.....	890 00
Station supplies.....	40 16
Car mileage—balance	20 03
Loss and damage	25 50
Total	\$4,868 64
General expenses:	
Salaries of general officers.....	\$600 00
General office expenses and supplies.....	46 60
Insurance	16 95
Stationery and printing (general offices).....	29 18
Other expenses	2 00
Total	\$694 73
Recapitulation of expenses:	
Maintenance of way and structures	\$980 26
Maintenance of equipment	320 20
Conducting transportation.....	4,868 64
General expenses.....	694 73
Grand total	\$6,863 83

Percentage of operating expenses to earnings, 64.5.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$80,992 00	\$80,992 00	Cost of road	\$80,992 00	\$80,992 00		
4,172 36	4,172 36	Cost of equipment	4,172 36	4,172 36		
584 68	584 68	Cash and current assets	584 68	584 68		
69,818 04	69,818 04	Profit and loss . . .	69,818 04	69,818 04		
\$155,567 08	\$155,567 08	Grand total	\$155,567 08	\$155,567 08		
		LIABILITIES.				
\$100,000 00	\$100,000 00	Capital stock	\$100,000 00	\$100,000 00		
50,000 00	50,000 00	Funded debt	50,000 00	50,000 00		
5,567 08	5,567 08	Current liabilities	5,567 08	5,567 08		
\$155,567 08	\$155,567 08	Grand total	\$155,567 08	\$155,567 08		

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st mort. 6% 20 year bond . . .	Warren	Union	8.50	\$58,823 52

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	313	\$600 00	\$1 92
Station agents	3	939	720 00	76
Enginemen	1	313	600 00	1 92
Firemen	1	313	486 35	1 55
Conductors	1	313	600 00	1 92
Section foremen	1	313	469 50	1 50
Other trackmen	1	313	422 55	1 35
Switchmen, flagmen and watchmen	1	313	313 00	1 00
Total (including "general officers")	11	3,130	\$4,211 40	\$11 92
Less "general officers"	1	313	600 00	1 92
Total (excluding "general officers")	10	2,717	\$3,611 40	\$10 00

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	4,422			
Number of passengers carried one mile.....	31,561			
Number of passengers carried one mile per mile of road.....	3,713.176			
Average distance carried.....	7.14			
Total passenger revenue.....		2,005	96	
Average amount received from each passenger.....			45	363
Average receipts per passenger per mile.....			02	957
Total passenger earnings.....		2,615	32	
Passenger earnings per mile of road.....		307	68	
Passenger earnings per train mile.....			17	052
Freight traffic:				
Number of tons carried of freight earning revenue.....	15,558			
Number of tons carried one mile.....	71,269			
Number of tons carried one mile per mile of road.....	8,384.588			
Average distance haul of one ton.....	4.79			
Total freight revenue.....		7,840	22	
Average amount received for each ton of freight.....			50	393
Average receipts per ton per mile.....			03	279
Total freight earnings.....		7,840	22	
Freight earnings per mile of road.....		922	38	
Freight earnings per train mile.....			51	119
Passenger and freight:				
Passenger and freight revenue.....		9,846	18	
Passenger and freight revenue per mile of road.....		1,276	61	
Passenger and freight earnings.....		10,455	54	
Passenger and freight earnings per mile of road.....		1,230	06	
Gross earnings from operation.....		10,642	87	
Gross earnings from operation per mile of road.....		1,252	10	
Gross earnings from operation per train mile.....			69	393
Operating expenses.....		6,863	83	
Operating expenses per mile of road.....		807	39	
Operating expenses per train mile.....			44	753
Income from operation.....		3,779	04	
Income from operation per mile of road.....		444	59	
Train mileage:				
Miles run by mixed trains.....	15,337			
Total mileage trains earning revenue.....	15,337			
Grand total train mileage.....	15,337			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.		Total number at end of year.		EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
	Number.	Name.	Number.	Name.	Number.	Name.	Number.	Name.
Locomotives—owned and leased:								
Passenger	1		2					
Total locomotives in service.....			2					
Total locomotives owned			2					
Cars—owned and leased:								
In passenger service—								
Combination cars.....			1					
In freight service—								
Flat cars			4					
Total cars in service.....			5					
Total cars owned			5					

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	8	.50	.....	8.50	.....	8.50
Total mileage operated (all tracks)	8	.50	.....	8.50	.....	8.50

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Mixed trains .....	.....	400					
Total .....	.....	400	.....	.....	400	15,337	58.42
Average cost at distributing point	\$4.09 a gross ton.						

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.					Ft.	In.
Bridges:						Overhead Highway Crossings:			
Iron.....	1	50				Overhead Railway Crossings:			
Wooden,	1	144							
Total..	2	194							

Gauge of track, 4 feet, 8½ inches—8.50 miles.

Report of the Grand Trunk Railway Company for the Year Ending June 30, 1897.

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?
 Chartered by the State of Maine, February 10, 1845.
 Chartered by the State of New Hampshire, June 30, 1847.
 Chartered by the State of Vermont, October 27, 1848.
 What carrier operates the road of this company? The Grand Trunk Railway Company of Canada.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Charles M. Hays	Montreal, Canada	} First Tuesday in August, 1897, or until successors are elected.
G. P. Wescott	Portland, Me	
F. R. Barrett	Portland, Me	
W. W. Duffett	Portland, Me	
S. R. Small	Portland, Me	
P. G. Brown	Portland, Me	
W. W. Brown	Portland, Me	
Edw. A. Noyes	Portland, Me	
Geo. B. Reeve	Montreal, Canada	

Total number of stockholders at date of last election, 1,623.

Date of last meeting of stockholders for election of directors; August 4, 1896.

Post office address of general office, Portland, Me.

Post office address of operating office, Montreal, Canada.

OFFICERS.

Title.	Name.	Location of Office.
President	Charles M. Hays	Montreal, Canada.
Vice President	Geo. P. Wescott	Portland, Me.
Secretary	F. R. Barrett	Portland, Me.
Treasurer	W. W. Duffett	Portland, Me.
General Solicitor	A. A. Strout	Portland, Me.

PROPERTY OPERATED—STATE OF MAINE.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Atlantic and St. Lawrence R. R. Leased Lines.	Portland, Me	Boundary line New Hampshire	82.60	
Norway Branch Railroad.....	South Paris	Norway, Me	1.36	
Lewiston and Auburn Branch Railroad.....	Lewiston, June... ..	Lewiston, Me.	5.41	
Total.....				89.37

PROPERTY OPERATED.

Atlantic and St. Lawrence R. R. Extension	Portland, Me	Island Pond, Vt . .	149.58	
Leased Lines.	Island Pond, Vt ..	Boundary line Canada	15.64	165.22
Norway Branch Railroad.....	South Paris, Me ..	Norway, Me	1.36	
Lewiston and Auburn Branch Railroad.....	Lewiston June	Lewiston, Me....	5.41	6.77
Total				171.99

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The Atlantic and St. Lawrence Railroad is leased to the Grand Trunk Railway Company for nine hundred and ninety-nine years from August 5, 1853. Interest and dividends are guaranteed by the latter company at the rate of six per cent per annum.

The Norway Branch Railroad is leased to the Grand Trunk Railway Company at a nominal rent of one dollar per annum.

The Lewiston and Auburn Branch Railroad is leased to the Grand Trunk Railway Company, the latter paying the sum of \$18,000 per annum. The lessees paying all expenses and receiving all income.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	54,840	\$100 ¢ 100	\$5,484,000	\$5,484,000	6%	\$329,040 00
Manner of Payment for Capital Stock.			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 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds...	Oct. 1 1864.	Oct. 1 1884.	\$1,500,000	\$1,499,916	All					
2d mort. bonds...	May 1 1871.	May 1 1891.	713,000	712,932	All					
3d mort. bonds...	July 1 1889.	July 1 1909.	787,000	786,984	All					
Island Pond de ventures	Dec. 1 1852.	Dec. 1 1882.	438,000	438,000	All					
Bal. on exchange of bonds				168						
Total..			\$3,438,700	\$3,438,000						

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$3,438,000	\$3,438,000		

CURRENT ASSETS AND LIABILITIES.

The line is leased and operated by the Grand Trunk Railway, hence there are no current balances.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		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	.....		\$54,000 73

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Atlantic and St. Lawrence Railroad	\$5,484,000	\$3,000,000	} \$8,922,000	165.22	\$54,000 73
Extension to boundary line, Canada. ....	.....	438,000			
Norway Branch Railroad	8,750	.....	8,750	1.36	6,433 82
Lewiston and Auburn Branch Railroad	300,000	.....	300,000	5.41	55,452 86
Total	\$5,792,750	\$3,438,000	\$9,230,750	171.99	

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1886.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
		Charged to income account as permanent improvements.				Charged to construction or equipment.
Grand total cost construction, equipment, etc			\$8,922,000 00	\$8,922,000 00	\$54,000 73

Equipment furnished by the lessees.

INCOME ACCOUNT.

Gross earnings from operation.....	\$1,163,233 20	
Less operating expenses.....	934,556 88	
Income from operation		\$228,676 32
Income from other sources.....		\$3,211 01
Total income.....		\$231,887 33
Deductions from income:		
Interest on funded debt accrued and capital stock.....	\$553,920 00	
Taxes	59,182 92	
Total deductions from income.....		612,502 92
Deficit (paid by lessees)		\$380,615 59
Deficit from operations of year ending June 30, 1897.....		\$380,615 59
Deficit on June 30, 1896.....		439,849 75
Deficit on June 30, 1897.....		\$20,465 34

The lessees receive all income and pay all expenses.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$257,037 49
Mail			26,895 60
Express			17,014 85
Total passenger earnings.....			\$300,947 94
Total freight earnings			862,285 26
Total passenger and freight earnings .			\$1,163,233 2

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures... ..	\$216,242 50
Maintenance of equipment	124,667 24
Conducting transportation	567,574 84
General expenses.....	26,072 30
Grand total.....	\$934,556 88
Operating expenses—State of Maine	506,035 01

Percentage of expenses to earnings—entire line, 80.34%.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.
Norway Branch Railroad	\$1.00 per annum.
Lewiston and Auburn Branch Railroad..	\$18,000 per annum.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease
		Cost of road .....	.....	\$8,922,000		
		Grand total....	.....	\$8,922,000		
		LIABILITIES.				
		Capital stock .....	.....	\$4,484,000		
		Funded debt . .	.....	3,438,000		
		Grand total ...	.....	\$8,922,000		

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage bonds	Portland, Me	Island Pond, Vt ..	149.58	\$20,056 15
Island Pond debentures. ...	Island Pond, Vt..	Boundary line, Canada	15.64	28,005 11

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Officers	3	783	\$3,719 25	\$4 75
General office clerks	6	1,726	2,847 90	1 65
Station agents	23	7,199	13,495 00	1 87
Other station men.....	112	35,056	43,733 14	1 39
Enginemen.....	26	9,788	28,221 31	2 88
Firemen	32	9,060	16,875 33	1 86
Conductors	18	5,477	13,605 50	2 48
Other trainmen	37	11,581	20,408 27	1 76
Machinists	17	5,083	9,739 19	1 92
Carpenters	42	13,099	23,288 74	1 77
Other shopmen	24	6,883	13,711 13	1 99
Section foremen.....	21	6,907	11,075 04	1 60
Other trackmen	68	18,977	22,408 60	1 18
Switchmen, flagmen and watchmen.....	60	18,780	29,592 10	1 58
Telegraph operators and dispatchers	18	5,634	9,730 36	1 73
All other employees and laborers	135	43,887	70,080 97	1 60
Total (including "general officers") ..	642	199,920	337,529 83	\$1 69
Less "general officers".....	3	783	3,719 25	\$4 75
Total (excluding "general officers").....	639	\$199,137	\$333,810 58	\$1 68
Distribution of above:				
General administration	9	2,509	\$ 6,567 15	\$2 62
Maintenance of way and structures	183	57,488	85,685 88	1 49
Maintenance of equipment.....	119	35,753	61,130 87	1 71
Conducting transportation	331	104,170	184,145 93	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MAINE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	283,818			
Number of passengers carried one mile	8,139,289			
Number of passengers carried one mile per mile of road	91,074			
Average distance carried	28.68			
Total passenger revenue		174,807	44	
Average amount received from each passenger			61	591
Average receipts per passenger per mile			02	148
Total passenger earnings		197,251	99	
Passenger earnings per mile of road		2,207	14	
Passenger earnings per train mile			1	02 456
Freight traffic:				
Number of tons carried of freight earning revenue	956,061			
Number of tons carried one mile	62,364,806			
Number of tons carried one mile per mile of road	697,827			
Average distance haul of one ton	65.23			
Total freight revenue		505,097	83	
Average amount received for each ton of freight			52	831
Average receipts per ton per mile			00	810
Total freight earnings		505,097	83	
Freight earnings per mile of road		5,651	76	
Freight earnings per train mile			1	40 369
Passenger and freight:				
Passenger and freight revenue		679,905	27	
Passenger and freight revenue per mile of road			7,607	76
Passenger and freight earnings		702,349	82	
Passenger and freight earnings per mile of road			7,858	90
Gross earnings from operation		702,349	82	
Gross earnings from operation per mile of road			7,858	90
Gross earnings from operation per train mile			1	27 154
Operating expenses		506,035	01	
Operating expenses per mile of road			5,662	25
Operating expenses per train mile				91 613
Income from operation		196,314	81	
Income from operation per mile of road			2,186	65
Train mileage:				
Miles run by passenger trains	191,203			
Miles run by freight trains	355,877			
Miles run by mixed trains	5,280			
Total mileage trains earnings revenue	552,360			
Miles run by switching trains	136,045			
Miles run by construction and other trains	10,270			
Grand total train mileage	698,675			

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	358,864			
Number of passengers carried one mile.....	11,740,009			
Number of passengers carried one mile per mile of road	68,260			
Average distance carried	32.71			
Total passenger revenue.		257,037	49	
Average amount received from each passenger.....			71	629
Average receipts per passenger per mile			02	189
Total passenger earnings		300,947	94	
Passenger earnings per mile of road		1,749	80	
Passenger earnings per train mile			68	609
Freight traffic:				
Number of tons carried of freight earning revenue	1,247,025			
Number of tons carried one mile.....	123,411,961			
Number of tons carried one mile per mile of road.	717,553			
Average distance haul of one ton ..	98.96			
Total freight revenue.....		862,285	26	
Average amount received for each ton of freight			69	147
Average receipts per ton per mile			69	699
Total freight earnings.....		862,285	26	
Freight earnings per mile of road		3,013	58	
Freight earnings per train mile			1	10 366
Passenger and freight:				
Passenger and freight revenue		1,119,322	75	
Passenger and freight revenue per mile of road.....			6,508	06
Passenger and freight earnings		1,163,233	20	
Passenger and freight earnings per mile of road.....			6,763	58
Gross earnings from operation		1,163,233	20	
Gross earnings from operation per mile of road.....			6,763	58
Gross earnings from operation per train mile			95	352
Operating expenses		934,556	88	
Operating expenses per mile of road ..			5,433	78
Operating expenses per train mile.			76	607
Income from operation.		228,676	32	
Income from operation per mile of road		1,329	69	
Train mileage:				
Miles run by passenger trains	417,966			
Miles run by freight trains.....	719,260			
Miles run by mixed trains	82,712			
Total mileage trains earning revenue.....	1,219,938			
Miles run by switching trains	248,560			
Miles run by construction and other trains ..	35,235			
Grand total train mileage.	1,503,733			

DESCRIPTION OF EQUIPMENT.

Equipment furnished by the Grand Trunk Railway Company.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	165.22	.....	6.77	.....	171.99	.....	All.

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Maine	82.60	.....	6.77	.....	89.37		
New Hampshire.....	52.06	.....			52.06		
Vermont (including extension to boundary line)	30.56	.....			30.56		
Total mileage operated (single track).....	165.22	.....	6.77	.....	171.99	.....	171.99

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	82.60	.....	82.60			
New Hampshire.....	52.06	.....	52.06			
Vermont	30.56	.....	30.56			
Total mileage owned (single track).....	165.22	.....	165.22	.....	.....	165.22

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.	
Total steel	1,970.39	80	\$30	White oak	350	(1)59c	(2)39c
				Tamarack.....	4,651	35c.	
				Hemlock	49,684	28c.	
				Cedar	43,731	28c.	
				Total.....	98,416		

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	12,835.75	...	79	12,875.25	412,647	62.45	
Freight	32,252	.....	135.75	32,319.87½	801,033	80.70
Switching	3,398	...	41.75	3,418.87½	241,263	28.34	
Construction	712.25	.....	5.75	715.12½	35,235	40.59
Total	49,198	.....	262.25	49,329.12½	1,490,178	66.21

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		4					1	5
Falling from trains and engines		4						4
Derailments.....		2						2
Other train accidents.....		*3				1		3
Other causes.....		†2						2
Total.....		14				1	1	15

Kind of Accident.	OTHERS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments.....		10						10
At highway crossings						1		1
Total.....		10				1		11

*One injured—Getting on train in motion. One injured—Struck when working at culvert. One killed—Struck by a train.

†One injured—Struck on head by semaphore. One injured—Baggage car door falling on him.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.					Ft.	In.	Ft.	In.
Bridges:						Overhead Highway Crossings:			
Stone ...	1	177.6		19.10	177.6	Bridges	6	15.4	
Iron....	32	3,157.11		18	420				
Wooden,	17	350.3		12	29	Overhead Railway Crossings:			
Combina-	1	1,358	piling.			Bridges	2	16.6	
tion ...									
Total .	51	5,043.8							
Trestles ..	1	65							

Gauge of track, 4 feet, 8½ inches—89.37 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING
THIS REPORT.

Miles of line.	Miles of wire.	Name of Operating Company.
89.37	89.37	The Great Northwestern Telegraph Company.

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1897.

(Narrow Gauge—Two Feet.)

HISTORY.

Name of common carrier making this report. Kennebec Central Railroad Company.

Date of organization. October 3, 1889.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Weston Lewis.....	Gardiner, Me	September 20, 1897.
A. C. Stilphen	Gardiner, Me	September 20, 1897.
J. S. Maxcy	Gardiner, Me	September 20, 1897.
H. W. Jewett	Gardiner, Me	September 20, 1897.
J. B. Dingley	Gardiner, Me	September 20, 1897.

Total number of stockholders at date of last election, 77.

Date of last meeting of stockholders for election of directors, Sept. 21, 1896.

Post office address of general office, Gardiner, Me.

Post office address of operating office, Gardiner, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Weston Lewis	Gardiner, Me.
President.....	Weston Lewis	Gardiner, Me.
Secretary	H. S. Webster	Gardiner, Me.
Treasurer	P. H. Winslow	Gardiner, Me.
Auditor	A. C. Stilphen.....	Gardiner, Me.
General Manager	Weston Lewis	Gardiner, Me.
Chief Engineer.....	Frederic Danforth . . .	Gardiner, Me.
General Superintendent.....	F. A. Lawton	Gardiner, Me.
General Freight Agent	P. H. Winslow	Gardiner, Me.
General Passenger Agent	P. H. Winslow	Gardiner, Me.
General Ticket Agent	P. H. Winslow	Gardiner, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
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.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	500	\$100	\$50,000	\$40,000	5%	\$2,000
Payments on stock not issued				1,250		
Total	500	\$100	\$50,000	\$41,250		\$2,000
Manner of Payment for Capital Stock.			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 .....			.....	.....	400	\$40,000 00
Payments on stock not issued .....			.....	.....	.....	1,250 00
Total .....			.....	.....	400	\$41,250 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds....	Nov. 15, 1890.	Nov. 15, 1910.	\$40,000	\$40,000	\$30,000	\$30,000	5	May and Nov.	\$1,500	\$1,500

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds....	\$40,000 00	\$30,000 00	\$1,500 00	\$1,500 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$1,974 58	Loans and bills payable.....	\$4,000 00
Due from agents	212 35	Audited vouchers and accounts	929 12
Due from solvent companies and individuals	295 10	Wages and salaries	408 35
Net traffic balances due from other companies	43 00		
Total—cash and current assets	\$2,525 03		
Balance—current liabilities..	2,812 44		
Total.	\$5,337 47	Total—current liabilities.	\$5,337 47

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$41,250 00	\$41,250		5	\$ 8,250 00
Bonds	30,000 00	30,000		5	6,000 00
Total	\$71,250 00	\$71,250		5	\$14,250 00

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Kennebec Central	\$41,250 00	\$30,000 00	\$71,250 00	5	\$14,250 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
		Charged to construction or equipment.			
Construction:					
Right of way			\$5,564 99	\$5,564 99	\$1,112 99
Other real estate			2,200 00	2,200 00	440 00
Fences			275 48	275 48	55 09
Grading and bridge and culvert masonry			17,609 05	17,609 05	3,521 81
Bridges and trestles			338 32	338 32	67 66
Rails			10,241 05	10,241 05	2,048 21
Other superstructure			11,455 68	11,455 68	2,291 13
Buildings, furniture and fixtures			5,943 18	5,943 18	1,188 63
Engineering expenses			4,639 57	4,639 57	927 91
Terminal facilities and elevators			3,250 00	3,250 00	650 00
Total construction			61,517 32	61,517 32	12,303 46
Equipment:					
Locomotives			\$8,224 85	\$8,224 85	\$1,644 97
Passenger cars			9,663 07	9,663 07	1,932 61
Freight cars			2,173 41	2,173 41	434 68
Total equipment			\$20,061 33	\$20,061 33	\$4,012 26
Grand total cost construction, equipment, etc....			\$81,578 65	\$81,578 65	\$16,315 73

INCOME ACCOUNT.

Gross earnings from operation.....	\$15,253 66	
Less operating expenses.....	9,991 26	
Income from operation		\$5,262 40
Deductions from income:		
Interest on funded debt accrued	\$1,500 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	290 33	
Taxes	189 42	
Total deductions from income		1,979 75
Net income		\$3,282 65
Dividends, 5 per cent, common stock.....		2,000 00
Surplus from operations of year ending June 30, 1897.....		\$1,282 65
Surplus on June 30, 1896		6,362 68
Surplus on June 30, 1897.....		\$7,645 33

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$5,909 45
Mail	\$289 84		
Express	393 85		
Other items.....	24 26		
			707 95
Total passenger earnings.....			\$6,617 40
Freight:			
Freight revenue	\$8,457 17		
Less repayments— Overcharge to shippers.		\$10 91	
Total freight earnings			8,446 26
Total passenger and freight earnings .			\$15,063 66
Other earnings from operation:			
Rents not otherwise provided for			190 00
Total gross earnings from operation			\$15,253 66

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,619 48
Renewals of ties.....	70 50
Repairs and renewals of fences, road crossings, signs and cattle guards.....	16 74
Repairs and renewals of buildings and fixtures.....	286 48
Total.....	\$1,993 20
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$657 94
Repairs and renewals of passenger cars.....	303 56
Repairs and renewals of freight cars.....	151 78
Total.....	\$1,113 28
Conducting transportation:	
Superintendence.....	\$ 550 00
Engine and roundhouse men.....	1,810 85
Fuel for locomotives.....	915 93
Water supply for locomotives.....	125 00
Other supplies for locomotives.....	89 26
Train service.....	1,219 20
Train supplies and expenses.....	174 97
Station service.....	960 00
Station supplies.....	154 01
Loss and damage.....	20 00
Advertising.....	96 15
Stationery and printing.....	93 09
Total.....	\$6,208 46
General expenses:	
Salaries of general officers.....	\$500 00
Insurance.....	96 50
Other expenses.....	79 82
Total.....	\$676 32
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,993 20
Maintenance of equipment.....	1,113 28
Conducting transportation.....	6,208 46
General expenses.....	676 32
Grand total.....	\$9,991 26

Percentage of operating expenses to earnings, .65.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$61,517 32	Cost of road.....		\$61,517 32		
	20,061 33	Cost of equipment.....		20,061 33		
	2,609 96	Cash and current assets.....		2,525 03		\$84 93
	868 72	Other assets: Materials and supplies.....		276 62		592 10
	\$85,057 33	Grand total ...		\$84,380 30		\$677 03
		LIABILITIES.				
\$40,000 00	\$41,250 00	Capital stock.....		\$41,250 00		
1,250 00	30,000 00	Funded debt.....		30,000 00		
	7,257 15	Current liabilities.....		5,337 47		\$1,919 68
	187 50	Accrued interest on funded debt not yet payable.....		147 50		40 00
	6,362 68	Profit and loss ...		7,645 33	\$1,282 65	
	\$85,057 33	Grand total ...		\$84,380 30	\$1,282 65	\$1,959 68

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st mortgage bonds	Randolph	Togus	5	\$8,000 00

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	312	\$500 00	\$1 60
Other officers.....	1	333	550 00	1 65
Station agents.....	2	628	960 00	1 53
Enginemen.....	2	428	855 86	2 00
Firemen	2	353	529 99	1 50
Conductors	1	325	650 00	2 00
Other trainmen....	1	355½	569 20	1 60
Section foremen	1	313	626 00	2 00
Other trackmen.	3	613½	767 34	1 25
Switchmen, flagmen and watchmen.....	1	365	427 05	1 17
Total (including "general officers")	15	4,026½	\$6,435 44	\$1 60
Less "general officers".....	2	645	1,050 00	1 63
Total (excluding "general officers").....	13	3,381½	\$5,385 44	\$1 60
Distribution of above:				
General administration.....	2	645	\$1,050 00	\$1 63
Maintenance of way and structures	4	926½	1,333 34	1 50
Maintenance of equipment.....	1	365	427 05	1 17
Conducting transportation	8	2,089½	3,565 05	1 70

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	38,121			
Number of passengers carried one mile.....	185,586			
Number of passengers carried one mile per mile of road	37,117			
Average distance carried	4.87			
Total passenger revenue.....		5,909	45	
Average amount received from each passenger.....			15	501
Average receipts per passenger per mile			03	100
Total passenger earnings.....		6,617	40	
Passenger earnings per mile of road		1,323	48	
Passenger earnings per train mile			45	854
Freight traffic:				
Number of tons carried of freight earning revenue	6,342			
Number of tons carried one mile	31,710			
Number of tons carried one mile per mile of road	6,342			
Average distance haul of one ton	5			
Total freight revenue		8,446	26	
Average amount received for each ton of freight.....			1	33
Average receipts per ton per mile.....			26	635
Total freight earnings.....		8,446	26	
Freight earnings per mile of road.....		1,689	25	2
Freight earnings per train mile			4	22
				578
Passenger and freight:				
Passenger and freight revenue		14,355	71	
Passenger and freight revenue per mile of road ..		2,871	14	2
Passenger and freight earnings		15,063	66	
Passenger and freight earnings per mile of road.....		3,012	73	2
Gross earnings from operation.....		15,253	66	
Gross earnings from operation per mile of road.....		3,050	73	2
Gross earnings from operation per train mile			92	840
Operating expenses		9,991	26	
Operating expenses per mile of road		1,998	25	2
Operating expenses per train mile.....			60	811
Income from operation		5,262	40	
Income from operation per mile of road		1,052	48	
Train mileage:				
Miles run by passenger trains ..	13,765			
Miles run by mixed trains	2,665			
Total mileage trains earning revenue	16,430			
Miles run by construction and other trains	4,300			
Grand total train mileage.....	20,730			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Total locomotives owned and leased	2	2	2	Eames.		
Cars—owned and leased:						
In passenger service—						
First-class cars	2	2	2	Eames.		
Combination cars	1	1	1	Eames.		
Excursion cars	2	2	2	Eames.		
Total	5	5	5	Eames.		
In freight service—						
Box cars	2	2				
Flat cars	6	6				
Total	8	8				
Total cars owned	13	13	5	Eames.		

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Total mileage operated (all tracks)	5	.....	.....	5	.....	.....	5

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	705	10c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....	168.30				168.30	13,765	
Freight.....	29.73				29.73	2,665	
Switching.....		49.97			49.97	4,300	
Construction.....							
Total.....	248				248	20,730	23.92
Average cost at distributing point.....	\$3 69						

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.					Ft.	In.
Bridges:						Overhead Highway Crossings:			
Trestles ..	1	45				Overhead Railway Crossings:			
	1	42							
	2	87							

Gauge of track, 2 feet—5 miles.

Report of the Lime Rock Railroad Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. Lime Rock Railroad Company.

Date of organization. 1864.

Under laws of what government, state or territory organized? State of Maine.
By special charter amended 1873, 1887 and 1889.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
William T. Cobb	Rockland, Me.....	Last Tuesday in January, 1898.
A. F. Crockett	Rockland, Me.....	Last Tuesday in January, 1898.
John T. Berry	Rockland, Me.....	Last Tuesday in January, 1898.
E. R. Spear	Rockland, Me.....	Last Tuesday in January, 1898.
G. L. Farrand.....	Rockland, Me.....	Last Tuesday in January, 1898.
S. M. Bird	Rockland, Me	Last Tuesday in January, 1898.
N. F. Cobb	Rockland, Me	Last Tuesday in January, 1898.

Total number of stockholders at date of last election, 44.

Date of last meeting of stockholders for election of directors, January 26, 1897.

Post office address of general office, Rockland, Me.

Post office address of operating office, Rockland, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Wm. T. Cobb.....	Rockland, Me.
President	Wm. T. Cobb.....	Rockland, Me.
Secretary	H. N. Pierce.....	Rockland, Me.
Treasurer	H. N. Pierce.....	Rockland, Me.
Attorney or General Counsel ...	C. E. Littlefield.....	Rockland, Me.
General Superintendent.....	R. L. Fogg.....	Rockland, Me.

LIME ROCK RAILROAD.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Lime Rock Railroad	Quarries	Kilns .....	.....	11.09
Lime Rock Railroad	In Rockland .....	.....	.....	1.27
Total.....	.....	.....	.....	12.36

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	4,500	\$100	\$450,000	\$450,000	1½	\$6,750 00
Manner of Payment for Capital Stock.			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 .....			.....	.....	4,500	\$48,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds...	1888.	1908.	\$250,000	\$231,000	\$231,000	\$218,250	5	Apr. & Oct..	\$11,434 80	\$11,434 80
2d mort. bonds...	1891.	1901.	150,000	150,000	150,000	149,905	6	Jan. & July.	9,022 50	9,022 50
Total..	.....	.....	\$400,000	\$381,000	\$381,000	\$368,155			\$20,457 30	\$20,457 30

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$381,000 00	\$381,000 00	\$20,457 30	\$20,457 30

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash.....	\$177 01	Loans and bills payable.....	\$47,000 00
Due from solvent companies and individuals	13,029 60	Audited vouchers and accounts	3,789 19
Due from insolvent individuals	757 02	Dividends not called for	238 12
Total—cash and current assets	\$13,963 63	Matured interest coupons unpaid (including coupons due July 1)	2,437 50
Balance—current liabilities..	39,764 76	Other unpaid interest.....	263 58
Total	\$53,728 39	Total—current liabilities.	\$53,728 39

Materials and supplies on hand, \$3,581.20.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$450,000	.....	.....	11.09	\$40,577 00
Bonds	381,000	.....	.....	.....	34,355 27
Total	\$831,000	.....	.....	11.09	\$74,932 27

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1886.	Total cost to June 30, 1887	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
Construction:					
Right of way.....		\$1,492 95	\$84,990 45	\$86,483 40	
Fences.....			1,115 43	1,115 43	
Grading and bridge and culvert masonry.....			2,480 10	2,480 10	
Bridges and trestles.....		95 32	147,876 64	147,971 96	
Rails.....		379 79	40,945 50	41,325 29	
Ties.....			6,607 05	6,607 05	
Other superstructure.....			20,318 25	20,318 25	
Buildings, furniture and fixtures.....			10,852 15	10,852 13	
Tools.....			664 48	664 48	
Engineering expenses.....		55 25	5,273 08	5,328 33	
Interest during construction.....			13,190 73	13,190 73	
Road built by contract.....			19,000 00	19,000 00	
Other items.....		327 45	22,628 06	22,955 51	
Total construction.....		\$2,350 76	\$375,941 90	\$378,292 66	\$34,111 00
Equipment:					
Locomotives.....			\$18,811 53	\$18,811 53	
Other cars of all classes.....			96,282 83	96,182 83	
Total equipment.....			\$115,094 36	\$114,994 36	\$10,369 00
Grand total cost construction, equipment, etc.....			\$491,036 26	\$493,287 02	\$44,480 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$71,386 50	
Less operating expenses.....	29,167 38	\$42,219 12
Miscellaneous income—less expenses.....		4,252 45
Total income.....		\$46,471 57
Deductions from income:		
Interest on funded debt accrued.....	\$20,457 30	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	3,023 70	
Taxes.....	1,310 47	
Total deductions from income.....		24,791 47
Net income.....		\$21,680 10
Dividends, 1½ per cent, common stock.....		6,750 00
Surplus from operations of year ending June 30, 1897.....		\$14,930 10
Surplus on June 30, 1896.....		12,390 21
Surplus on June 30, 1897.....		\$27,320 31
Deductions for year, credited surplus fund.....		6,000 00
Surplus on June 30, 1897.....		\$21,320 31

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Freight revenue.....			\$70,537 50
Other earnings from operation:			
Switching charges—balance.....			849 00
Total gross earnings from operation....			\$71,386 50

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Stunpage and rents.....			\$2,592 03
Income from sinking fund.....			1,660 42
Total.....			\$4,252 45

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$3,575 84
Renewals of ties.....	316 68
Repairs and renewals of culverts.....	79 46
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	62 48
Repairs and renewals of buildings and fixtures.....	424 38
Repairs and renewals of trestles.....	1,787 13
Other expenses—land rent.....	416 67
Total.....	\$6,662 64
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$ 990 92
Repairs and renewals of freight cars.....	3,247 26
Total.....	\$4,238 18
Conducting transportation:	
Engine and roundhouse men.....	\$3,383 37
Fuel for locomotives.....	2,274 69
Water supply for locomotives.....	226 11
Oil, tallow, and waste for locomotives.....	293 06
Train service.....	3,972 58
Train supplies and expenses.....	94 58
Flagmen.....	630 00
Loss and damage.....	1,467 00
Total.....	\$12,341 39
General expenses:	
Salaries of general officers.....	\$4,000 00
General office expenses and supplies.....	106 11
Insurance.....	1,680 60
Other expenses.....	138 46
Total.....	\$5,925 17
Recapitulation of expenses:	
Maintenance of way and structures.....	\$6,662 64
Maintenance of equipment.....	4,238 18
Conducting transportation.....	12,341 39
General expenses.....	5,925 17
Grand total.....	\$29,167 38

Percentage of expenses to earnings, 40.85.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$375,941 90		Cost of road	\$378,292 66	.. .....	\$2,350 76	
115,094 36	\$491,036 26	Cost of equipment	114,994 36	\$493,287 02	.. .....	\$100 00
	37,500 00	Real estate .....	.. .....	37,500 00		
	9,406 78	Cash and current assets .....	.. .....	13,963 63	4,556 85	
1,713 76		Other assets:				
		Materials and supplies	3,581 20	.. .....	1,867 44	
30,000 00		Sinking fund....	36,000 00	.. .....	6,000 00	
62 02	31,775 78	Sundries	62 02	39,643 22		
	\$569,718 82	Grand total		\$584,393 87	\$14,675 05	
		LIABILITIES.				
	\$ 48,000 00	Capital stock	\$450,000 00	\$ 48,000 00		
	375,000 00	Funded debt .....	.. .....	381,000 00	\$6,000 00	
	59,120 01	Current liabilities .. ..	.. ..	53,728 39		\$5,391 62
\$33,169 51		Depreciation acc't	33,069 51	.. .....		100 00
11,275 66		Contingent fund .	11,275 66	.. .....	
30,000 00	74,445 17	Surplus fund	36,000 00	80,345 17	6,000 00	
	763 43	Fire damage un-	.. ..	.. ..		763 43
	12,390 21	settled .. ..	.. ..	.. ..
		Profit and loss .. ..	.. ..	21,320 31	8,930 10	
	\$569,718 82	Grand total		584,393 87	\$14,675 05	

* \$450,000 issued, \$48,000 paid in.

IMPORTANT CHANGES DURING THE YEAR.

Issued \$6,000 first mortgage bonds.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First and second mortgage .	Whole line .....	.....	11.09	\$34,355

Total equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	939	\$3,700 00	\$3 94
Round-house men	1	325	489 00	1 50
Enginemen	2	649	1,767 90	2 72
Firemen	2	645	1,126 47	1 75
Conductors	2	575	1,293 75	2 25
Other trainmen	6	1,739	2,678 83	1 54
Section foremen	1	271	475 13	1 75
Other trackmen	4	1,009	1,513 50	1 50
Switchmen, flagmen and watchmen	2	626	630 00	1 00
Total (including "general officers")	23	6,778	\$13,674 58	\$2 10
Less "general officers"	3	939	3,700 00	
Total (excluding "general officers")	20	5,839	\$9,974 58	\$1 70
Distribution of above:				
General administration	3	939	\$3,700 00	\$3 94
Maintenance of way and structures	5	1,280	1,988 63	1 55
Conducting transportation	15	4,559	7,985 95	1 75

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Freight traffic:				
Number of tons carried of freight earning revenue	236,122			
Total freight revenue		70,537 50	29	873
Average amount received for each ton of freight		5,706 91		747
Total freight earnings		70,537 50		
Freight earnings per mile of road		71,386 50		
Gross earnings from operation		5,775 60		679
Gross earnings from operation per mile of road		29,167 38		
Operating expenses		2,359 82		038
Operating expenses per mile of road		42,219 12		
Income from operation		3,415		78 640
Income from operation per mile of road				

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight.....	3	3				
Total locomotives in service..	3	3		Steam—name unknown.		
Total locomotives owned ...	3	3				
Cars—owned and leased:						
In freight service—						
Flat cars	12	12				
Dump cars.....	401	401				
Total	413	413				
In company's service—						
Caboose cars	1	1				
Total cars in service.....	414	414				
Total cars owned.....	414	414				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	11.09	.....	1.27	12.36	3.18	7.91
Total mileage operated (all tracks)	11.09	.....	1.27	12.36	3.18	7.91

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.		Kind.	Number.	Average price at distributing point.
		Average price per ton at distributing point.				
				Hemlock	617	
				Cedar	538	
				Tamarack.....	43	
				Total.....	1,198	26c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Freight .....	.....	668	.....	.....	668		
Total .....	.....	668					
Average cost at distributing point	\$3.35 a gross ton.						

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.					Ft.	In.
Bridges: Wooden,	1	33.6				Overhead Highway Crossings:			
Total..	1	33.6				Overhead Railway Crossings:			
Trestles ..	10	14,992.6	48	3,396					

Gauge of track, 4 feet, 8½ inches—11.9 miles.

Report of the Maine Central Railroad Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. Maine Central Railroad Company.

Date of organization. October 28, 1862.

Under laws of what Government, State or Territory organized. Under Laws of State of Maine, Special Acts of April 1, 1856, March 17, 1862, February 25, 1867, February 18, 1869, February 17, 1872, February 26, 1873, February 27, 1873, February 25, 1874, February 18, 1876, February 19, 1878, January 30, 1885, January 28, 1887, March 13, 1889, February 17, 1891.

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

Androscoggin and Kennebec Railroad Company, charter March 28, 1845.

Penobscot and Kennebec Railroad Company, charter April 5, 1845.

Portland and Kennebec Railroad Company, formed by foreclosure on Kennebec and Portland Railroad, and organized May 20, 1862.

Somerset and Kennebec Railroad Company, charter August 10, 1848.

Androscoggin Railroad Company, charter August 10, 1848.

Leeds and Farmington Railroad Company, formed by foreclosure of part of Androscoggin Railroad and organized May 11, 1865.

Maine Shore Line Railroad Company, charter March 4, 1881.

European and North American Railway Company, charter August 20, 1850.

Eastern Maine Railroad Company, foreclosure of Bucksport and Bangor Railroad and organized February 1, 1882.

Portland and Ogdensburg Railway, foreclosure of Portland and Ogdensburg Railroad Company, and organized June 8, 1886.

Dexter and Newport Railroad Company, charter March 30, 1853.

Dexter and Piscataquis Railroad Company, charter October 24, 1888.

Belfast and Moosehead Lake Railroad Company, charter February 28, 1867.

Upper Coos Railroad Company, charter August 23, 1883.

Herford Railway Company, charter June 23, 1887, and May 4, 1888.

Knox and Lincoln Railway, chartered August 13, 1849.

Date and authority for each consolidation.

Androscoggin and Kennebec and Penobscot and Kennebec consolidated with Maine Central Railroad Company, October 25, 1862.

Portland and Kennebec, Somerset and Kennebec, and Leeds and Farmington merged November 16, 1874, act of February 26, 1873.

Androscoggin Railroad, June 29, 1871, lease for 999 years.

Maine Shore Line Railroad, January 28, 1887, purchased by authority of special law of January 28, 1887.

European and North American Railway, April 1, 1882, lease for 999 years.

Eastern Maine Railroad, May 1, 1883, lease for 999 years.

Portland and Ogdensburg Railroad, August 20, 1888, lease for 999 years.

Dexter and Newport Railroad, December 13, 1888, lease for 999 years.

Dexter and Piscataquis Railroad, December 30, 1888, lease for 999 years.

Belfast and Moosehead Lake Railroad, May 10, 1871, lease for 50 years.

Upper Coos Railroad, May 1, 1890, lease for 999 years.

Herford Railway, May 1, 1890, lease for 999 years.

Knox and Lincoln Railway, July 20, 1891, lease for 999 years.

The Knox and Lincoln Railway, chartered August 13, 1849, sold to Penobscot Shore Line Railway, chartered March 2, 1889. Name of Penobscot Shore Line Railway changed by special law of Maine, January 21, 1891, to Knox and Lincoln Railway.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Payson Tucker.....	Portland, Me.....	October 20, 1897.
Lucius Tuttle.	Boston, Mass.....	October 20, 1897.
Samuel C. Lawrence.....	Medford, Mass.....	October 20, 1897.
George M. Pullman.....	Chicago, Ill	October 20, 1897.
William G. Davis	Portland, Me.	October 20, 1897.
Joseph S. Ricker.	Portland, Me.....	October 20, 1897.
Lewis C. Ledyard... ..	New York, N. Y.....	October 20, 1897.
Henry M. Whitney.....	Boston, Mass.....	October 20, 1897.
Henry R. Reed.....	Boston, Mass.....	October 20, 1897.
Thomas W. Hyde	Bath, Me.....	October 20, 1897.
John Ware	Waterville, Me.....	October 20, 1897.
Franklin A. Wilson	Bangor, Me.....	October 20, 1897.
Joseph H. Manley.....	Augusta, Me.....	October 20, 1897.

Total number of stockholders at date of last election, 807.

Date of last meeting of stockholders for election of directors, October 21, 1896.

Post office address of general office, Portland, Me.

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Franklin A. Wilson	Portland, Me.
First Vice President	Payson Tucker	Portland, Me.
Clerk of Corporation	Josiah H. Drummond. .	Portland, Me.
Treasurer.....	George W. York.	Portland, Me.
Paymaster... ..	Thomas P. Shaw	Portland, Me.
General Auditor	William W. Colby.	Portland, Me.
General Manager and Vice Pres	George F. Evans	Portland, Me.
Superintendent	Elton A. Hall	Portland, Me.
Division Superintendent.....	Jonas Hamilton	Portland, Me.
Division Superintendent....	Wellington Sprague. ..	Lancaster, N. H.
Division Superintendent.....	W. L. White.....	Bath, Me.
Division Superintendent.....	Henry F. Dowst	Bangor, Me.
General Freight Agent	D. C. Prescott.....	Portland, Me.
General Pass. and Ticket Agent	F. E. Boothby.....	Portland, Me.
General Baggage Agent.....	H. H. Towle.....	Portland, Me.

PROPERTY OPERATED—STATE OF MAINE.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Maine Central R. R.....	Portland	Bangor	136.6	
	Brunswick.....	Bath.....	8.9	
	Cumberland	Skowhegan	91.2	
	Leeds Junction. . .	Farmington . . .	36.4	
	Penobscot Junct .	Mt. Desert Ferry.	41.13	
	Crowley's.....	Lewiston	4.8	
	Brunswick	Leeds Junction...	26.2	345.23
Dexter & Newport R. R.....	Newport Junction	Dexter	14.23	
Dexter & Piscataquis R. R.....	Newport	Dover & Foxcroft	16.54	
Belfast & Mooshead Lake R. R..	Burnham	Belfast	33.13	
European & No. American R'y..	Bangor	Vanceboro 114.3		
Stillwater Branch	Orono	Stillwater 3.01		120.34
Enfield Branch	Enfield	Montague 3.03		
Eastern Maine Railroad	Bangor	Bucksport	18.8	
Portland & Ogdensburg R'y.....	Portland	N. H. State Line..	51.1	
Knox & Lincoln Railway..	Bath.....	Rockland	48.39	302.53
Total.....	.....	.....	.....	647.76

PROPERTY OPERATED.

Maine Central Railroad.....	Portland	Bangor	136.6	
	Brunswick.....	Bath.....	8.9	
	Cumberland	Skowhegan	91.2	
	Leeds Junction... .	Farmington	36.4	
	Penobscot Junct .	Mt. Desert Ferry.	41.13	
Androscoggin Railroad.....	Crowley's	Lewiston ...4.8	31	345.23
	Brunswick.....	Leeds Junct.26.2		
Dexter & Newport Railroad.	Newport Junction	Dexter	14.23	
Dexter & Piscataquis Railroad .	Dexter	Dover & Foxcroft	16.54	
Belfast & Moosehead Lake R. R..	Burnham	Belfast	33.13	
European & North American R'y	Bangor	Vanceboro 114.3		
Stillwater Branch	Orono	Stillwater. 3.01		120.34
Enfield Branch.....	Enfield	Montague . 3.03		
Eastern Maine Railroad .	Bangor	Bucksport ..	18.8	
Portland & Ogdensburg R'y	Portland ..	Lunenburg	109.1	
Upper Coos Railroad.....	Quebec Junction.	Beecher's Falls...	55	
Herford Railway	Beecher's Falls.	Lime Ridge.....	53	
Knox & Lincoln Railway.....	Bath.....	Rockland	48.39	468.53
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.....	Owned.....	Maine.
Bath Ferry.....	Steam ferry.....	Leased	Maine.

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, 5.6-10.0 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.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	100,000	\$100	\$10,000,000	\$4,975,400	6%	\$298,524 00
Manner of Payment for Capital Stock.			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					13,744	\$1,374,400 00
Issued for reorganization					36,010	
Total					49,754	\$1,374,400 00

Dividend No. 37, July 1, 1896, 1½% on \$4,975,400	\$74,631
Dividend No. 38, October 1, 1896, 1½% on \$4,975,400	74,631
Dividend No. 39, January 1, 1897, 1½% on \$4,975,400	74,631
Dividend No. 40, April 1, 1897, 1½% on \$4,975,400	74,631
Total	\$298,524

The amount of capital stock on general ledger is \$4,983,500; of this amount, \$8,100 has not been issued, being exchangeable for securities not yet presented; so that the amount of capital stock on which dividends are payable is \$4,975,400.

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

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
And. & Ken. R. R. bonds.....	Jan. 1, 1860,	Aug. 1, 1890,	\$1,100,000 00	\$1,100,000 00	\$1,500 00	No record.	6	First each mo.		
City of Bath loan.....	Jan. 1, 1861,	to Sept. 1891	425,000 00	425,000 00	500 00	No record.	6	April and Oct.		
Port. & Ken. R. R. consols...	Apr. 1, 1865,	Apr. 1, 1895,	1,500,000 00	1,166,700 00	900 00	No record.	6	April and Oct.		\$ 12 00
Leeds & Farmington bonds...	Feb. 1, 1871,	July 1, 1896,	633,000 00	633,000 00	1,500 00	No record.	6	Jan. and July.		24,628 00
Maine Central 7/8 bonds.....	Sept. 1, 1868,	July 1, 1898,	1,100,000 00	756,800 00	756,800 00	\$732,450 00	7	Jan. and July.	\$52,976 00	50,953 00
Maine Central extens'n bonds	Oct. 1, 1870,	Oct. 1, 1900,	500,000 00	496,500 00	496,500 00	436,400 00	6	April and Oct.	29,790 00	30,090 00
Maine Central consols.....	Apr. 1, 1872,	Apr. 1, 1912,		3,924,000 00	3,924,000 00	3,767,119 00	7	April and Oct.	274,680 00	273,161 00
Maine Central consols.....	Apr. 1, 1872,	Apr. 1, 1912,		269,500 00	269,500 00	269,500 00	5	April and Oct.	13,475 00	13,377 50
Maine Central consols.....	Apr. 1, 1872,	Apr. 1, 1912,		1,525,000 00	1,525,000 00	1,632,528 85	4 1/2	April and Oct.	68,625 00	67,781 25
Maine Central consols.....	Apr. 1, 1872,	Apr. 1, 1912,		2,007,000 00	2,007,000 00	2,006,158 50	4	April and Oct.	80,280 00	79,950 00
Maine Central col. trust bonds	June 1, 1883,	June 1, 1923,	700,000 00	700,000 00	669,000 00	706,500 00	5	June and Dec.	33,479 87	33,450 00
Maine Shore Line.....	June 1, 1883,	June 1, 1923,	750,000 00	76,000 00	76,000 00	95,137 80	6	June and Dec.	4,560 00	4,710 00
MISCELLANEOUS OBLIGATIONS			\$15,708,000 00	\$13,079,500 00	\$9,728,200 00	\$9,645,794 15	..	.....	\$557,865 87	\$578,118 75
Me. Cent. sinking fund bonds.	Feb. 1, 1885,	Feb. 1, 1905,	\$600,000 00	\$600,000 00	\$600,000 00	\$600,000 00	4 1/2	Feb. and Aug.	\$27,000 00	\$27,000 00
Me. Cent. impt. Class A.....	July 1, 1886,	July 1, 1916,	200,000 00	200,000 00	200,000 00	204,000 00	4 1/2	Jan. and July	20,250 00	20,250 00
Me. Cent. impt. Class B.....	July 1, 1887,	July 1, 1917,	250,000 00	250,000 00	250,000 00	255,000 00	4 1/2	Jan. and July		
			\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,059,000 00	..	.....	\$47,250 00	\$47,250 00
Total:										
Mortgage bonds.....			\$15,708,000 00	\$13,079,500 00	\$9,728,200 00	\$9,645,794 15	..	.....	\$557,865 87	\$578,118 75
Miscellaneous obligations.....			1,050,000 00	1,050,000 00	1,050,000 00	1,059,000 00	..	.....	47,250 00	47,250 00
Grand total			\$16,758,000 00	\$14,129,500 00	\$10,778,200 00	\$10,704,794 15	..	.....	\$605,115 87	\$625,368 75

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$13,079,500 00	\$9,728,200 00	\$557,865 87	\$578,118 75
Miscellaneous obligations.....	1,050,000 00	1,050,000 00	47,250 00	47,250 00
Total	\$14,129,500 00	\$10,778,200 00	\$605,115 87	\$625,368 75

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$501,691 05	Loans and bills payable.....	\$1,188,000 00
Bills receivable	120,000 00	Audited vouchers and accounts	202,816 19
Due from agents	116,292 68	Wages and salaries	141,415 94
Due from solvent companies and individuals	149,372 31	Dividends not called for	8,731 54
Net traffic balances due from other companies	47,943 74	Matured interest coupons unpaid (including coupons due July 1)	104,793 25
Total—cash and current assets	\$935,299 78		
Balance—current liabilities..	710,457 14		
Total.	\$1,645,756 92	Total—current liabilities.	\$1,645,756 92

Materials and supplies on hand, \$485,737.24.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$ 4,975,400 00	\$ 4,975,400 00	.....	345.23	\$15,834 00
Bonds	10,778,200 00	10,778,200 00	.....	345.23	31,220 00
Total	\$15,753,600 00	\$15,753,600 00	.....	345.23	\$45,632 00

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Maine Central Railroad ...	\$4,975,400	\$10,778,200	\$15,753,600	345.23	\$45,632
Belfast and Mooselhead Lake Railroad	648,100	150,000	798,100	33.13	24,090
Dexter and Newport Railroad	122,000	175,000	297,000	14.23	20,871
Dexter and Piscataquis Railroad	122,000	175,000	297,000	16.54	17,956
European and North American Railway	2,491,300	1,000,000	3,491,300	120.34	29,012
Eastern Maine Railroad	200,000	.....	200,000	18.80	10,638
Knox and Lincoln Railway ..	200,000	1,656,000	1,856,000	48.39	38,355
Portland and Ogdensburg Railway	4,390,968	2,119,000	6,509,968	109.1	59,670
Upper Coos Railroad	350,000	925,000	1,275,000	55	23,182
Herford Railway	800,000	800,000	1,600,000	53	30,189
Total	\$14,299,768	\$17,778,200	\$32,077,968	813.76	\$39,419

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 the amount of bonds per mile found in the foregoing tables.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
		Charged to income account as permanent improvements.				Charged to construction or equipment.
Construction:					
Real estate		\$2,207 00			
Grading and bridge and culvert masonry.....		1,993 06			
Bridges and trestles.....		829 36			
Rails.....		2,146 33			
Other superstructure.....		8,178 62			
Buildings, furniture and fixtures.....		518 45			
Other items.....		54 94			
Total construction.....		\$14,269 04	\$12,249,922 49	\$12,264,191 53	\$35,524 70
Equipment:					
Locomotives		\$10,676 47			
Freight cars.....		55,536 33			
Total equipment..		\$66,212 80	\$2,202,126 67	\$2,268,359 47	\$6,570 51
Grand total cost construction, equipment, etc		\$80,481 84	\$14,452,049 16	\$14,532,531 00	\$42,095 21

INCOME ACCOUNT.

Gross earnings from operation.....	\$4,923,335 91	
Less operating expenses.....	3,173,285 56	
Income from operation.....		\$1,750,050 35
Dividends on stocks owned.....	\$15,345 60	
Interest on bonds owned.....	35 00	
Miscellaneous income—less expenses.....	11,466 49	
Income from other sources.....		26,847 09
Total income.....		\$1,776,897 44
Deductions from income:		
Interest on funded debt accrued.....	\$605,115 87	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	51,944 31	
Rents paid for lease of road.....	650,479 92	
Taxes.....	112,283 46	
Total deductions from income.....		1,419,823 56
Net income.....		\$357,073 88
Dividends, 6 per cent, common stock.....		298,524 00
Surplus from operations of year ending June 30, 1897.....		\$58,549 88
Surplus on June 30, 1896.....		668,625 10
		\$727,174 98
Additions for year:		
Premium on bonds sold.....	\$ 300 00	
Interest on sinking funds.....	15,149 25	
Sundry small accounts.....	6,204 30	
	\$21,653 58	
Deductions for year—sundry uncollectible accounts.....	11,872 40	
		9,781 18
Surplus on June 30, 1897.....		\$736,956 16

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$1,493,799 23
Mail	\$161,055 68		
Express	67,551 76		
Extra baggage and storage.....	22,348 24		
			250,955 68
Total passenger earnings.....			\$1,744,754 91
Total freight earnings			\$2,205,498 69
Total passenger and freight earnings . .			\$3,950,253 60
Rents from tracks, yards and terminals....			25,300 00
Total gross earnings from operation in Me.			\$3,975,553 60
Total gross earnings from operation....			4,923,335 91

STOCKS OWNED.

Railway Stock.	Total par value.	Rate—%.	Income or dividend received.	Valuation.	Shares.
Portland and Rochester Railroad... ..	\$ 4,700 00	6	\$ 282 00	\$ 4,700 00	
Portland and Ogdensburg Railway.....	198,180 00	2	3,963 60	79,272 00	
Knox and Lincoln Railway	200,000 00	5	10,000 00	200,000 00	
St. John Bridge and Extension Company	20,000 00	5	1,000 00	20,000 00	
Portland, Mt. Desert and Machias Steam- boat Company.....	110,000 00			121,000 00	
Portland Union Ry. Station Company... ..	25,000 00			25,000 00	
Sebasticook and Moosehead Railroad... ..	8,000 00			8,000 00	
Northern Maine Railroad.....	25,000 00			27,503 97	
Phillips and Rangeley Railroad....	25,000 00			25,000 00	
Kingfield and Dead River Railroad.....	9,500 00			9,500 00	
Bridgton and Saco River Railroad.	5,000 00	2	100 00	5,000 00	
Total	\$630,380 00		\$15,345 60	\$524,975 97	

BONDS OWNED.

Railway Bonds.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Maine Central Railroad consols..... .. .	\$500 00	7	\$35 00	\$500 00

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks: Mattawamkeag to....	Vanceboro	Canadian Pacific		
Lewiston to	Poland Springs Junction	Railway Portland & Rumford Falls Railway....	\$23,800 00 1,500 00	
				\$25,300 00

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents and wharfage.	\$11,466 49	.....	\$11,466 49

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$459,664 70
Renewals of rails.....	125,809 00
Renewals of ties.....	109,959 42
Repairs and renewals of bridges and culverts.....	85,818 38
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	22,939 48
Repairs and renewals of buildings and fixtures.....	100,599 81
Repairs and renewals of docks and wharves.....	2,604 51
Total.....	\$907,395 30
Maintenance of equipment:	
Superintendence.....	\$ 8,857 34
Repairs and renewals of locomotives.....	178,827 86
Repairs and renewals of passenger cars.....	99,492 11
Repairs and renewals of freight cars.....	123,425 62
Repairs and renewals of work cars.....	5,167 72
Repairs and renewals of shop machinery and tools.....	11,301 61
Stationery and printing.....	731 51
Other expenses.....	104 40
Total.....	\$427,908 17
Conducting transportation:	
Superintendence.....	\$ 36,358 28
Engine and roundhouse men.....	272,028 88
Fuel for locomotives.....	384,765 56
Water supply for locomotives.....	20,461 57
Oil, tallow, and waste for locomotives.....	10,480 51
Other supplies for locomotives.....	2,730 52
Train service.....	194,535 83
Train supplies and expenses.....	85,542 30
Switchmen, flagmen and watchmen.....	139,491 67
Telegraph expenses.....	58,773 05
Station service.....	233,247 43
Station supplies.....	71,393 28
Car mileage—balance.....	92,040 26
Loss and damage.....	11,378 43
Injuries to persons.....	16,340 82
Clearing wrecks.....	3,579 35
Operating marine equipment.....	42,816 17
Advertising.....	14,940 04
Outside agencies.....	4,473 91
Stationery and printing.....	18,813 01
Total.....	\$1,714,190 87
General expenses:	
Salaries of general officers.....	} \$58,234 11
Salaries of clerks and attendants.....	
General office expenses and supplies.....	
Insurance.....	
Law expenses.....	
Stationery and printing (general offices).....	7,427 85
Total.....	\$123,791 22
Recapitulation of expenses:	
Maintenance of way and structures.....	\$907,395 30
Maintenance of equipment.....	427,908 17
Conducting transportation.....	1,714,190 87
General expenses.....	123,791 22
Grand total.....	\$3,173,285 56

Percentage of expenses to earnings, .64.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
European and North American Railway ...	\$40,000 00	.....	\$125,500	\$165,500 00
Belfast and Moosehead Lake Railroad . . .	.....	.....	36,000	36,000 00
Dexter and Newport Railroad.....	.....	.....	18,000	18,000 00
Eastern Maine Railroad.....	.....	.....	9,500	9,500 00
Portland and Ogdensburg Railway	113,950 00	\$87,850 76	500	202,300 76
Dexter and Piscataquis Railroad	7,000 00	.....	6,350	13,350 00
Upper Coos Railroad	39,875 00	21,000 00	500	61,375 00
Herford Railway.....	32,000 00	32,000 00	500	64,500 00
Knox and Lincoln Railway.....	69,754 16	10,000 00	200	79,954 16
Total rents	\$302,579 16	\$150,850 76	\$197,050	\$650,479 92

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$			\$		
	12,249,922 49	Cost of road.....		12,264,191 53	\$14,269 04	
	2,202,126 67	Cost of equipment.....		2,268,339 47	66,212 80	
	524,975 97	Stocks owned.....		524,975 97		
	500 00	Bonds owned.....		500 00		
\$ 768,333 33		Androscoggin R.R. lease.....	\$ 768,333 33			
1,025,661 57		European & North American Railway lease.....	1,112,883 45		87,321 88	
1,003,709 58		Port. & Ogdensburg R'y lease..	1,003,709 58			
663,649 97		Port. & Ogdensburg R'y improvements....	678,150 94		14,500 97	
497,585 07		Port. & Ogdensburg R'y extension	501,257 60		3,672 53	
229,704 35		Dexter & Piscataquis R. R. lease.....	229,704 35			
439,488 96		Upper Coos R. R. lease.....	442,029 96		2,541 00	
718,900 52		Upper Coos R. R. extension	737,892 39		18,991 87	
891,654 13		Herford R'y lease.....	898,946 13		7,292 00	
1,808,661 26		Knox & Lincoln R'y lease.....	1,818,433 87			
	8,047,348 74			8,191,441 60	9,772 61	
	740,427 15	Cash and current assets.....		935,299 78	194,872 63	
		Other assets:				
651,016 05		Materials and supplies	485,737 24			
351,075 16		Sinking fund...	390,613 75			
200,989 75		New rolling stock.....	74,989 75			
1,179 00		Boston Safe Dep. & Trust Co. fund to pay Port. & Kennebec R. R. bonds	1,179 00			
14,445 00		Boston Safe Dep. & Trust Co. fund to pay Leeds & Farmington R. R. bonds.....	1,642 00			
	1,218,704 96			954,161 74		\$ 264,543 22
		Grand total ...		25,138,910 09	\$154,904 11	
	\$ 24,984,005 98					

COMPARATIVE GENERAL BALANCE SHEET—Concluded.

JUNE 30, 1896.		LIABILITIES.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$4,975,400 00	Capital stock		\$4,975,400 00		
	8,100 00	Capital stock un-		8,100 00		
	10,781,700 00	issued		10,778,200 00		\$3,500 00
	1,566,603 04	Funded debt		1,645,756 92	\$79,153 88	
\$126,335 81		Current liabilities				
		Accrued interest				
		on funded debt				
		not yet payable.	\$131,129 99		4,794 18	
116,750 03		Accrued rent not				
		yet payable	116,875 02		124 99	
1,300 00		M. C. R. R. stock				
		script	1,300 00			
8,192 00		M. C. R. R. interest				
		script	8,192 00			
11,000 00		And. & Ken. R. R.				
		stock bonds	11,000 00			
1,000 00		City of Bangor				
		loan to E. & N.				
		A. R'y	1,000 00			
800,000 00		Port. & Ogden. R.				
		R. 6% conds	800,000 00			
1,319,000 00		Port. & Ogden. R.				
		R. 5% bonds	1,319,000 00			
175,000 00		Dexter & Piscata-				
		quis R. R. bonds	175,000 00			
800,000 00		Herford R'y bonds				
		800,000 00				
350,000 00		Upper Coos R. R.				
		4% bonds	350,000 00			
575,000 00		Upper Coos R. R.				
		4½% bonds	575,000 00			
1,300,000 00		Penobscot Shore				
		Line R'y bonds.	1,300,000 00			
350,000 00		Knox & Lincoln				
		R'y bonds	356,000 00		6,000 00	
1,000,000 00		M. C. & E. & N. A.				
		R'y bonds	1,000,000 00			
50,000 00	6,983,577 84	Injury fund	50,000 00	6,994,497 01		
	668,625 10	Profit and loss		736,956 16	68,331 06	
	24,984,005 98	Grand total		25,138,910 09	\$154,904 11	

IMPORTANT CHANGES DURING THE YEAR.

- \$481,500 Maine Central Railroad 4% consols sold.
- \$6,000 Knox and Lincoln Railroad 5% bonds guaranteed and sold by Maine Central Railroad Company.
- \$5,000 Maine Central collateral trust 5% bonds paid by Maine Central Railroad Company.
- \$480,000 Leeds and Farmington Railroad bonds paid by Maine Central Railroad Company.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Androscoggin and Kennebec Railroad bonds.....	Danville Junc....	Waterville.....	54.6	\$27
Bath loan to Androscoggin Railroad.....	Brunswick.....	Leeds Junction.....	31.0	16
Portland and Kennebec Railroad consols.....	Crowley.....	Lewiston.....	72.0	13
Leeds and Farmington Railroad bonds.....	Portland.....	Augusta.....		
Maine Central Railroad 7% bonds.....	Brunswick.....	Bath.....	36.4	41
Maine Central Railroad extension bonds.....	Leeds Junc... ..	Farmington.....	109.5	6,911
Maine Central Railroad cons. bonds.....	Danville Junc... ..	Bangor.....	18.3	27,131
	Danville Junc... ..	Cumberland Junc.	304.1	* 25,404
	Portland.....	Bangor.....		
	Brunswick.....	Bath.....		
	Cumberland.....	Skowhegan.....		
Brunswick.....	Leeds Junction.....			
Crowley.....	Lewiston.....	41.13	18,113	
Leeds Junc.	Farmington.....			
Maine Central col. trust bonds.....	Penobscot Junc.	Mt. Desert Ferry.		
Maine Shore Line Railroad bonds.....				

* All equipment of Maine Central Railroad mortgaged. No income or securities mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	14	4,224	\$43,278 06	\$10 25
Other officers	19	6,249	21,265 04	3 40
General office clerks	86	26,227	72,524 76	2 77
Station agents	207	64,663	126,536 20	1 96
Other station men.....	277	84,929	131,835 01	1 55
Enginemen.....	149	48,416	143,983 40	2 97
Firemen	147	49,218	91,676 70	1 86
Conductors	88	30,655	79,584 43	2 60
Other trainmen	252	69,825	117,535 82	1 68
Machinists	79	23,199	44,776 70	1 93
Carpenters	157	47,120	83,835 56	1 73
Other shopmen	94	29,318	47,778 50	1 63
Section foremen.....	164	52,533	86,672 78	1 65
Other trackmen	596	183,026	231,312 33	1 26
Switchmen, flagmen and watchmen.....	351	99,176	138,403 63	1 40
Telegraph operators and dispatchers	48	16,452	29,674 50	1 80
Employees—account floating equipment	20	5,447	10,947 34	2 01
All other employees and laborers	447	173,672	251,022 63	1 45
Total (including "general officers") ..	3,195	1,014,349	\$1,752,643 39	\$1 73
Less "general officers".....	14	4,224	43,278 06	10 25
Total (excluding "general officers").....	3,181	1,010,125	\$1,709,365 33	\$1 69
Distribution of above:				
General administration	87	26,323	\$ 99,143 00	\$3 77
Maintenance of way and structures	1,065	331,045	491,189 64	1 48
Maintenance of equipment.....	402	126,033	211,521 82	1 68
Conducting transportation	1,641	530,948	950,788 93	1 79

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MAINE.

ITEM.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	1,604,138			
Number of passengers carried one mile	63,379,996			
Number of passengers carried one mile per mile of road	97,845			
Average distance carried	39.51			
Total passenger revenue		1,493,779	23	
Average amount received from each passenger			93	122
Average receipts per passenger per mile			02	357
Total passenger earnings		1,744,754	91	
Passenger earnings per mile of road		2,693	54	
Passenger earnings per train mile			1	24 08
Freight traffic:				
Number of tons carried of freight earning revenue	2,151,682			
Number of tons carried one mile	165,396,845			
Number of tons carried one mile per mile of road	255,336			
Average distance haul of one ton	76.93			
Total freight revenue		2,205,498	69	
Average amount received for each ton of freight			1	02 577
Average receipts per ton per mile			01	334
Total freight earnings		2,205,498	69	
Freight earnings per mile of road		3,404	80	
Freight earnings per train mile			1	89 37
Passenger and freight:				
Passenger and freight revenue		3,699,277	92	
Passenger and freight revenue per mile of road		5,710	88	
Passenger and freight earnings		3,950,253	60	
Passenger and freight earnings per mile of road		6,098	34	
Gross earnings from operation		3,975,553	60	
Gross earnings from operation per mile of road		6,137	39	
Gross earnings from operation per train mile			1	54 755
Operating expenses		2,538,628	45	
Operating expenses per mile of road		3,919	08	
Operating expenses per train mile			99	744
Income from operation		1,436,925	15	
Income from operation per mile of road		2,218	30	
Train mileage:				
Miles run by passenger trains	1,380,504			
Miles run by freight trains	1,164,651			
Total mileage trains earnings revenue	2,545,155			
Miles run by switching trains	925,567			
Miles run by construction and other trains	191,138			
Grand total train mileage	3,661,860			

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	2,005,172			
Number of passengers carried one mile.....	79,224,995			
Number of passengers carried one mile per mile of road	97,356			
Average distance carried	39.51			
Total passenger revenue.		1,867,249	04	
Average amount received from each passenger.....			93	122
Average receipts per passenger per mile			02	357
Total passenger earnings		2,141,162	55	
Passenger earnings per mile of road		2,631	20	
Passenger earnings per train mile			1	24 08
Freight traffic:				
Number of tons carried of freight earning revenue	2,687,603			
Number of tons carried one mile.....	206,746,056			
Number of tons carried one mile per mile of road.	254,063			
Average distance haul of one ton	76.93			
Total freight revenue.....		2,756,873	36	
Average amount received for each ton of freight			1	02 577
Average receipts per ton per mile			01	334
Total freight earnings.....		2,756,873	36	
Freight earnings per mile of road		3,387	82	
Freight earnings per train mile			1	89 37
Passenger and freight:				
Passenger and freight revenue		4,624,122	40	
Passenger and freight revenue per mile of road.....			5,682	41
Passenger and freight earnings		4,898,035	91	
Passenger and freight earnings per mile of road.....			6,019	02
Gross earnings from operation		4,923,335	91	
Gross earnings from operation per mile of road.....			6,050	10
Gross earnings from operation per train mile			1	54 755
Operating expenses		3,173,285	56	
Operating expenses per mile of road			3,899	53
Operating expenses per train mile.				98 744
Income from operation.. ...		1,750,050	35	
Income from operation per mile of road			2,150	57
Train mileage:				
Miles run by passenger trains	1,725,630			
Miles run by freight trains.....	1,455,814			
Total mileage trains earning revenue.....	3,181,444			
Miles run by switching trains	1,156,959			
Miles run by construction and other trains	238,923			
Grand total train mileage.	4,577,326			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	4	62	55	Westinghouse.		
			7	New York.		
Freight.....		66	54	Westinghouse.		
			4	New York.		
Switching.....	6	32	6	Westinghouse.		
Total locomotives in service..	2	160	126			
Cars—owned and leased:						
In passenger service—						
First-class cars		138	138	Westinghouse.....	31	Miller-Buhoup.
					10	National.
Second-class cars	6	10	10	Westinghouse.....	97	Miller.
					10	Miller.
Combination cars.....		19	16	Westinghouse.....	13	Miller.
					3	Miller-Buhoup.
Baggage, express & postal cars.		63	63	Westinghouse.....	2	National.
					4	Janney-Buhoup.
					57	Miller.
Total		230	227			227
In freight service—						
Box cars		855	232	Westinghouse.....	204	Trojan.
					29	Gould.
					6	Standard.
Flat cars		2103	737	Westinghouse.....	9	Tower.
					26	Standard.
					154	Gould.
Stock cars		67	2	Westinghouse.....	573	Trojan.
					2	Trojan.
Coal cars...		250	10	Westinghouse.....	4	Trojan.
					6	Norton.
Refrigerator cars		13				
Total		3288	981			1013
In company's service—						
Officers' and pay cars.....	1	1	1	Westinghouse.....	1	Miller.
Gravel cars		58				
Derrick cars		15				
Caboose cars		70				
Other road cars.....		372				
Total.....		516	1			1
Total cars in service.....		4034	1209			1241
Total cars owned.....		4034	1209			1241
Cars contributed to fast freight line service						
		48	16	Westinghouse.....	1	Gould.
					16	Trojan.

The equipment of all leased roads operated by the Maine Central Railroad Company is included in this report.

MEMORANDUM.

LOCOMOTIVES.			
Passenger—June 30, 1896.....			58
Transferred from freight locomotives.....			4
Total June 30, 1897.....			62
Freight—June 30, 1896.....			78
Transferred to passenger.....	4		
Transferred to switching.....	6		
Broken up.....	2		
Total June 30, 1897.....			12
Total June 30, 1897.....			65
Switching—June 30, 1896.....			26
Transferred from freight.....			6
Total June 30, 1897.....			32
IN PASSENGER SERVICE.			
First-class passenger—June 30, 1896.....			142
Transferred to officers' cars.....	1		
Transferred to other road cars.....	3		
Total June 30, 1897.....			4
Six emigrant cars transferred to second-class passenger cars.....			138
IN FREIGHT SERVICE.			
June 30, 1896.....			3,397
Destroyed—Flat cars.....	50		
Box cars.....	29		
Stock cars.....	4		
Other road cars.....	26		
Total June 30, 1897.....			109
Total June 30, 1897.....			3,288
IN COMPANY'S SERVICE.			
June 30, 1896.....			557
Transferred from first-class passenger to officers'.....			1
Transferred from first-class passenger to other road cars.....			3
Transferred from flat cars to other road cars.....			26
Total June 30, 1897.....			587
Destroyed—Gravel cars.....	12		
Other road cars.....	59		
Total June 30, 1897.....			71
Four derrick transferred to other road cars.....			516

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	345.23	.....	468.53	813.76	.....	6.30	807.46
Miles of second track....	32.8	.....	7.7	40.5	3.5	.. . .	40.5
Miles of yard track and sidings...	134	.....	110.36	244.36	.....	115.33	129.03
Total mileage operated (all tracks)....	512.03	.....	586.59	1,098.62	3.5	121.63	976.99

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Maine	345.23	.....	302.53	647.76	.....	6.30	641.46
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).....	345.23	.....	468.53	813.76	.....	6.30	807.46

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	345.23	.....	.....	.....	.....	345.23

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	6227 ⁴ ₂₂₃	75 \$27 64	Cedar	459,935	21c.
			Hackmatack	11,338	20c.
			Hemlock	13,312	18c.
			Total	484,585	20.95

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.	46,925 ¹⁷⁰⁰	.....	170 ⁸	.....	47,011 ⁴⁶⁵	1,725,630	54.49
Freight	60,745 ²⁶⁰	.....	154 ⁴	.....	60,822 ⁷⁶⁰	1,455,814	83.56
Switching	28,505 ¹⁰⁰⁰	.....	119 ⁷	.....	28,565 ⁹⁷⁵	1,156,959	49.38
Construction ..	5,084	.....	29 ⁸	.....	5,098 ¹²⁶⁰	238,923	42.68
Total	141,260 ⁹⁸⁰	.....	474 ⁸	.....	141,497 ¹³²⁵	4,577,326	61.82
Average cost at distributing point	\$2.82	.....	\$4.00	.....	\$2.83		

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	1	16		4			1	20
Falling from trains and engines		5		1				6
Overhead obstructions		4						4
At highway crossings		1						1
At stations	1	1					1	1
Total	2	27		5			2	32

Kind of Accident.	OTHERS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings			1	2		10	1	12
At stations		12	6	15		4	6	19
Total		12	7	17		14	7	31

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	
Bridges:					Overhead Highway Crossings:		
Iron or steel ..	157	20,062	22	913	Bridges	32	14.11
Wooden ..	24	3,729	27	859	Overhead Railway Crossings:		
Part of span wood and part iron ...	5	3,538	257	765	Bridges	1	15.6
Total .	186	27,320					
Trestles:							
Wood ...	27	6,236	21	1630			
Iron	1	518	518	518			

Gauge of track, 4 feet, 8½ inches—345.23 miles.

* TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY ANOTHER COMPANY.		
		Miles of line.	Miles of wire.	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	3,795.87	Western Union Telegraph Co.	Western Union Telegraph Co.

* The telegraph lines owned by railroad companies whose property is leased to the Maine Central Railroad Company, have been entered in Table "A," under "Telegraph," as owned by company making report.

Maine Central Railroad Company.....	33.13	33.13
Portland and Ogdensburg Railway.....	59.3	59.3
Upper Coos Railroad.....	9.8	9.8
Herford Railway.....	53	53
Knox and Lincoln Railway.....	10	20
	<u>165.23</u>	<u>175.23</u>

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.

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 589 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 & North American Railway, which is leased to the Maine Central Railroad Company.

**Report of the Monson Railroad Company for the Year
Ending June 30, 1897.
(Narrow Gauge—Two Feet.)**

HISTORY.

Name of common carrier making this report. Monson Railroad Company.
Date of organization. October 19, 1882.
Under laws of what government, state or territory organized. State of Maine,
chapter 51 of the Revised Statutes of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. A. Whiting	Wilton, N. H.	June 30, 1898.
J. F. Kimball	Wilton, N. H.	June 30, 1898.
Geo. O. Whiting.....	Lexington, Mass ...	June 30, 1898.
J. F. Sprague .. .	Monson, Me.....	June 30, 1898.
A. W. Chapin.....	Monson, Me.....	June 30, 1898.
W. L. Estabrooke	Monson, Me....	June 30, 1898.
H. E. Morrill	Monson, Me....	June 30, 1898.

Total number of stockholders at date of last election,17.
Date of last meeting of stockholders for election of directors, June 30, 1897.
Post office address of general office, Wilton, N. H.
Post office address of operating office, Monson, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	H. A. Whiting.	Wilton, N. H.
President	H. A. Whiting.....	Wilton, N. H.
First Vice President.	J. F. Kimball	Wilton, N. H.
Secretary	J. F. Sprague	Monson, Me.
Treasurer	J. F. Kimball	Wilton, N. H.
General Solicitor.....	J. F. Sprague	Monson, Me.
Attorney or General Counsel...	J. F. Sprague	Monson, Me.
General Manager	J. F. Kimball	Wilton, N. H.
Chief Engineer.....	H. E. Morrill.....	Monson, Me.
General Superintendent.....	W. L. Estabrooke	Monson, Me.
Division Superintendent... ..	W. L. Estabrooke	Monson, Me.
Traffic Manager.....	W. L. Estabrooke	Monson, Me.
General Freight Agent	W. L. Estabrooke	Monson, Me.
General Passenger Agent	W. L. Estabrooke	Monson, Me.
General Ticket Agent	W. L. Estabrooke	Monson, Me.
General Baggage Agent	W. L. Estabrooke	Monson, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Monson Railroad.....	Monson Junction.	Monson	6.16	6.16
Branch track	Monson	Slate Quarries....	2	2
Total.....			8.16	8.16

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	700	\$100	\$70,000	\$70,000		
Manner of Payment for Capital Stock.			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					700	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
Mortgage.	Apr. 1 1884.	Apr. 1 1904.	\$70,000	\$70,000	\$70,000	\$70,000	6	Apr. 1 1 Oct. 1	\$4,200	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$70,000 00	\$70,000 00	\$4,200 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash.....	\$23 71	Loans and bills payable.....	\$7,121 00
Total—cash and current assets	\$23 71	Matured interest coupons unpaid (including coupons due July 1)	53,491 91
Balance—current liabilities..	60,589 20		
Total	\$60,612 91	Total	\$60,612 91

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$70,000	\$70,000 00 .....	.....	8.16	\$8,578 43
Bonds	70,000	70,000 00 .....	.....	8.16	8,578 43
Total	\$140,000	\$140,000 00 .....	.....	8.16	\$17,156 86

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1886.	Total cost to June 30, 1887.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Total construction	\$60,886 68	\$60,886 68	\$7,461 60
Total equipment	17,261 95	17,261 95	2,115 43
Grand total cost construction, equipment, etc....	\$78,148 63	\$78,148 63	\$9,577 03

INCOME ACCOUNT.

Gross earnings from operation.	\$6,807 72	
Less operating expenses.....	5,124 04	
Income from operation.. ..	\$1,683 68	
Miscellaneous income—less expenses.	16 02	
Total income.....		\$1,699 70
Deductions from income:		
Interest on funded debt accrued	\$4,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	474 69	
Taxes	98 77	
Total deductions from income.....		4,773 46
Deficit.....		\$3,073 76
Deficit from operations of year ending June 30, 1887.....		3,073 76
Deficit on June 30, 1886.....		119,366 81
Deficit on June 30, 1887.....		\$122,440 57

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger earnings			\$1,205 17
Mail	\$218 19		
Express	100 36		
Extra baggage and storage	78 31		396 86
Total passenger earnings.....			\$1,602 03
Total freight earnings			5,205 69
Total passenger and freight earnings			\$6,807 72
Total gross earnings from operation....			\$6,807 72

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Wood sold.....	\$9 00		\$9 00
Coal sold	3 41		3 41
Oil sold.....	15		15
Iron sold	46		46
Rent of land adjoining station.....	3 00		3 09
Total	\$16 02		\$16 02

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,290 20
Renewals of ties.....	244 68
Total	\$1,534 88
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$ 74 06
Repairs and renewals of passenger cars.....	34 71
Repairs and renewals of freight cars.....	104 12
Total	\$212 89
Conducting transportation:	
Superintendence.....	\$ 900 00
Engine and roundhouse men.....	1,136 25
Fuel for locomotives.....	609 23
Oil, tallow and waste for locomotives.....	56 46
Train supplies and expenses.....	64 00
Station service.....	150 00
Station supplies.....	46 54
Advertising.....	15 25
Rents for tracks, yards and terminals.....	2 00
Total	\$2,979 73
General expenses:	
Insurance.....	120 00
Stationery and printing (general offices).....	58 00
Other expenses.....	218 54
Total	\$396 54
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,534 88
Maintenance of equipment.....	212 89
Conducting transportation.....	2,979 73
General expenses.....	396 54
Grand total	\$5,124 04

Percentage of expenses to earnings, .7527.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
	Land occupied by a water tank at Monson Junction.....	Bangor & Aroostook R. R.....	2 00	2 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$60,886 68	Cost of road		\$60,886 68		
	17,261 95	Cost of equipment		17,261 95		
	326 47	Cash and current assets		23 71		\$302 76
	119,366 81	Profit and loss		122,440 57	\$3,073 76	
	\$197,841 91	Grand total		\$200,612 91	\$3,073 76	\$302 76
		LIABILITIES.				
	\$70,000 00	Capital stock		\$70,000 00		
	70,000 00	Funded debt		70,000 00		
	57,841 91	Current liabilities		60,612 91	\$2,771 00	
	\$197,841 91	Grand total		\$200,612 91	\$2,771 00	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount of mortgage per mile of line.
	From—	To—			
Mortgage	Monson Junction	Monson		8.16	\$8,578 83

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	939		
Station agents	1	313	\$150 00	\$1 47
Enginemen	1	311 $\frac{1}{2}$	623 00	2 00
Firemen	1	332	513 25	1 54
Conductors	1	313	900 00	2 87
Section foremen	1	313	469 50	1 50
Other trackmen	3	597 $\frac{1}{2}$	746 81	1 25
Total (including "general officers")	11	3,119	\$3,402 56	\$1 60
Less "general officers"	3	939		
Total (excluding "general officers")	8	2,180	\$3,402 56	\$1 60
Distribution of above:				
General administration	3	939		
Maintenance of way and structures	4	910 $\frac{1}{2}$	\$1,216 31	\$1 33
Conducting transportation	4	1,269 $\frac{1}{2}$	2,186 25	1 72

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	3,565			
Number of passengers carried one mile.....	21,960			
Number of passengers carried one mile per mile of road.....	2,691			
Average distance carried.....	6.16			
Total passenger revenue.....		1,205	17	
Average amount received from each passenger.....			33	805
Average receipts per passenger per mile.....			05	487
Total passenger earnings.....		1,602	03	
Passenger earnings per mile of road.....		196	32	720
Passenger earnings per train mile.....			10	680
Freight traffic:				
Number of tons carried of freight earning revenue....	7,897			
Number of tons carried one mile.....	48,645			
Number of tons carried one mile per mile of road.....	5,961			
Average distance haul of one ton.....	6.16			
Total freight revenue.....		5,205	69	
Average amount received for each ton of freight.....			65	793
Average receipts per ton per mile.....			10	680
Total freight earnings.....		5,205	69	
Freight earnings per mile of road.....		637	95	22
Freight earnings per train mile.....			34	700
Passenger and freight:				
Passenger and freight revenue.....		6,410	86	
Passenger and freight revenue per mile of road.....		785	63	725
Passenger and freight earnings.....		6,807	72	
Passenger and freight earnings per mile of road.....		834	27	940
Gross earnings from operation.....		6,807	72	
Gross earnings from operation per mile of road.....		834	27	940
Gross earnings from operation per train mile.....			45	348
Operating expenses.....		5,124	04	
Operating expenses per mile of road.....		627	81	822
Operating expenses per train mile.....			34	160
Income from operation.....		1,699	70	
Income from operation per mile of road.....		208	29	656
Train mileage:				
Miles run by mixed trains.....	15,000			
Total mileage trains earning revenue.....	15,000			
Miles run by switching trains.....	900			
Grand total train mileage.....	15,900			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight.....		2		Hand brake.		
Total locomotives in service....		2				
Cars—owned and leased:						
In passenger service—						
Combination cars.....		1		Hand brake.		
In freight service—						
Box cars.....		8		Hand brake.		
Flat cars.....		8				
Other cars in freight service....		2		Hand brake.		
Total ..		18				
Total cars in service.....		19				
Total cars owned.....		19				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track....	6.16	2	....	8.16	.....	.....	8.16
Miles of yard track and sidings.....	1	.....	.....	1	.....	.....	1
Total mileage operated (all tracks).	7.16	2	.....	9.16	.....	.....	9.16

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	1,200	12c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	6,738	115	.....	13,404	15,000	17.87
Freight							
Average cost at distributing point	\$4.65	\$3.00				

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 Patten and Sherman Railroad Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. Patten and Sherman Railroad Company.

Date of organization. October 17, 1895.

Under laws of what government, state or territory organized? State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Albert A. Burleigh	Houlton, Me	October 15, 1897.
Parker P. Burleigh	Houlton, Me	October 15, 1897.
Preston N. Burleigh	Houlton, Me	October 15, 1897.
Everett E. Burleigh	Houlton, Me	October 15, 1897.
Harry R. Burleigh	Houlton, Me	October 15, 1897.

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, October 15, 1896.

Post office address of general office, Houlton, Me.

Post office address of operating office, Patten, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Albert A. Burleigh	Houlton, Me.
President	Albert A. Burleigh	Houlton, Me.
Vice President	Parker P. Burleigh	Houlton, Me.
Secretary	Parker P. Burleigh	Houlton, Me.
Treasurer	Preston N. Burleigh	Houlton, Me.
General Solicitor	Parker P. Burleigh	Houlton, Me.
Attorney or General Counsel	Parker P. Burleigh	Houlton, Me.
General Superintendent	Parker C. Newbegin	Patten, Me.
Superintendent of Telegraph	Parker C. Newbegin	Patten, Me.
Traffic Manager	Parker C. Newbegin	Patten, Me.
General Freight Agent	Parker C. Newbegin	Patten, Me.
General Ticket Agent	Parker C. Newbegin	Patten, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Patten and Sherman Railroad....	Patten.....	Patten Junction..	5.84

CAPITAL STOCK

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
*Capital stock: common	360	\$100	\$36,000	\$36,000		
Manner of Payment for Capital Stock.			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			360	\$36,000	360	\$36,000

*Capital stock increased from \$33,000 to \$36,000 by vote of stockholders.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$329 14	Wages and salaries	\$ 54 30
Due from agents	46 12	Net traffic balances due to other companies	733 12
Due from solvent companies and individuals	170 49	Miscellaneous—Mails.....	33 33
Total—cash and current assets	\$545 75	Due A. A. Burleigh for advances on construction..	* 40,000 00
Balance—current liabilities..	40,275 00	Total—current liabilities.	\$40,820 75
Total	\$40,820 75		

Materials and supplies on hand, \$275.40.

* Cost of road in excess of stock.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$36,000 00	.....	.....	5.84	\$6,164 38

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Patten & Sherman Railroad..	\$36,000 00	.....	.....	5.84	\$6,164 38

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:						
Right of way	\$1,225 00					\$209 76
Other real estate	1,050 00					179 79
Fences	575 00					98 46
Grading and bridge and culvert masonry	27,137 24					4,646 79
Rails	18,965 96					3,247 56
Ties	3,420 00					585 62
Buildings, furniture and fixtures	6,050 00					1,087 33
Shop machinery and tools	1,250 00					214 04
Engineering expenses	1,875 00					321 06
Interest during construction	3,375 00					577 91
Telegraph line	600 00					102 74
Sidings and yard extensions	5,162 00					883 40
Total construction	\$70,985 00					\$12,154 96
Equipment:						
Locomotives	3,265 00					559 07
Combination cars	1,750 00					299 66
Total equipment	\$5,015 00					\$858 73
Grand total cost construction, equipment, etc	\$76,000 00					\$13,013 69

INCOME ACCOUNT.

Gross earnings from operation	\$4,225 14	
Less operating expenses	4,192 35	
Income from operation		\$22 79
Surplus from operations of year ending June 30, 1897		\$22 79

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$1,843 69		
Less repayments—			
Tickets redeemed.....		\$ 70	
Excess fares refunded		12 60	
Total deductions		\$13 30	
Total passenger revenue			\$1,830 39
Mail	\$160 88		
Express	92 06		
Extra baggage and storage.....	28 04		280 98
Total passenger earnings.....			\$2,111 37
Total freight earnings			2,113 57
Total passenger and freight earnings .			\$4,225 14

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures.....	\$271 36
Renewals of ties	16 13
Repairs and renewals of buildings and fixtures.....	8 52
Other expenses	92 29
Total	\$308 30
Maintenance of equipment:	
Repairs and renewals of locomotives.....	64 67
Repairs and renewals of passenger cars	22 00
Repairs and renewals of shop machinery and tools	13 75
Total	\$100 42
Conducting transportation:	
Superintendence.....	\$ 300 00
Engine and roundhouse men.....	1,355 57
Fuel for locomotives	890 00
Oil, tallow and waste for locomotives.....	16 36
Other supplies for locomotives.....	37 33
Train service.....	512 39
Station service	461 83
Station supplies	100 32
Car mileage—balance.....	31 34
Loss and damage	9 75
Stationery and printing.....	6 58
Other expenses	62 20
Total	\$3,783 67
Recapitulation of expenses:	
Maintenance of way and structures.....	\$308 30
Maintenance of equipment.....	100 42
Conducting transportation.....	3,783 67
Grand total.....	\$4,192 39

Percentage of operating expenses to earnings .995.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road.....		\$70,985 00		
		Cost of equipment.....		5,015 00		
		Cash and current assets.....		545 75		
		Other assets: Materials and supplies.....		275 00		
		Grand total.....		\$76,820 75		
		LIABILITIES.				
		Capital stock.....		\$36,000 00	\$3,000 09	
		Current liabilities.....		40,820 75		
		Profit and loss.....		22 79		
		Grand total.....		\$76,843 54		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	4	260	\$300 00	\$119
Station agents.....	1	450	461 83	102
Enginemen.....	1	263	642 40	244
Firemen.....	1	290	432 25	142
Conductors.....	1	269½	445 14	166
Other trainmen.....	1	47	67 25	150
Section foremen.....	1	183	274 50	1 50
Other trackmen.....	2	397½	496 86	1 25
Switchmen, flagmen and watchmen.....	1	260	281 92	1 08
Total (including "general officers") ..	13	2,420	3,402 15	1 45
Less "general officers".....	4			
Total (excluding "general officers").....	9	2,420	3,402 15	1 45
Distribution of above:				
General administration.....	5			
Maintenance of way and structures.....	3			
Conducting transportation.....	5			

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	6,231			
Number of passengers carried one mile.....	36,029			
Number of passengers carried one mile per mile of road	6,169			
Average distance carried	5.78			
Total passenger revenue		1,830	39	
Average amount received from each passenger			29	376
Average receipts per passenger per mile			05	080
Total passenger earnings		2,111	57	
Passenger earnings per mile of road			361	56
Passenger earnings per train mile			27	597
Freight traffic:				
Number of tons carried of freight earning revenue	4,267			
Number of tons carried one mile.....	22,767			
Number of tons carried one mile per mile of road	3,899			
Average distance haul of one ton	5.33			
Total freight revenue		2,113	57	
Average amount received for each ton of freight			49	508
Average receipts per ton per mile			09	289
Total freight earnings		2,113	57	
Freight earnings per mile of road			361	91
Freight earnings per train mile			76	800
Passenger and freight:				
Passenger and freight revenue		3,943	96	
Passenger and freight revenue per mile of road			675	34
Passenger and freight earnings		4,225	14	
Passenger and freight earnings per mile of road			723	48
Gross earnings from operation		4,225	14	
Gross earnings from operation per mile of road			723	48
Gross earnings from operation per train mile			42	550
Operating expenses		4,192	35	
Operating expenses per mile of road			717	87
Operating expenses per train mile			42	212
Income from operation			22	79
Income from operation per mile of road			3	90
				238
Train mileage:				
Miles run by passenger trains.....	6,892			
Miles run by mixed trains	3,037			
Total mileage trains earning revenue	9,929			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	1	1	1	Westinghouse.		
Freight						
Cars—owned and leased:						
In passenger service—						
Combination cars	1	1	1	Westinghouse.	1	Janney.
Total cars owned	1	1	1	Westinghouse.	1	Janney.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	5.84	.....	.....	5.84	.....	5.84
Miles of yard track and sidings	1.61	.....	.....	1.61	.53	1.08
Total mileage operated (all tracks)	7.45	.....	.....	7.45	.53	6.92

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.
Iron	46.64	56	\$20 00	Switch ties.....	500	33c.
Steel	508.96	56	26 00	Hemlock	1,000	12c.
				Cedar and other kind ...	21,000	15c.
				Total.....	22,500	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	}	210	50	.....	243.33	6,892 3,037	49.01
Freight							
Switching							
Construction							
Average cost at distributing point		\$4.00	\$1.00				

Gauge of track, 4 feet, 8½ inches—5.84 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.			
		Miles of line.	Miles of wire.	Name of Operating Company.	
6	12	6	12		

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1897.

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.
Calvin Putnam.....	Danvers, Mass.....	} Third Wednesday of April in each year or when their successors are elected.
Fletcher Pope.....	Danversport, Mass.....	
A. B. Gilman.....	Bradford, Mass.....	
George M. Goodwin.....	Haverhill, Mass.....	
Joel Wilbur.....	Phillips, Maine.....	
H. H. Field.....	Phillips, Maine.....	
F. N. Beal.....	Phillips, Maine.....	
J. H. Byron.....	Phillips, Moine.....	
S. G. Haley.....	Phillips, Maine.....	

Total number of stockholders at date of last election, 34.

Date of last meeting of stockholders for election of directors, May 6, 1897.

Post office address of general office, Phillips, Me.

Post office address of operating office, Redington Mills, Me.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Calvin Putnam.....	Danvers, Mass.
Clerk.....	H. H. Field.....	Phillips, Maine.
Treasurer.....	H. H. Field.....	Phillips, Maine.
General Manager.....	Fletcher Pope.....	Danversport, Mass.
General Superintendent.....	A. L. Matthews.....	Phillips, Maine.
General Passenger Agent.....	H. H. Field.....	Phillips, Maine.
General Freight Agent.....	H. H. Field.....	Phillips, Maine.
General Pass. and Ticket Agent.....	H. H. Field.....	Phillips, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Phillips & Rangeley R. R.	Phillips	Rangeley.....	28.60	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	1,000	\$100	\$100,000	\$99,400		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate — %.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort.	Aug. 1, 1890	Aug. 1, 1910	\$150,000	\$150,000	\$150,000	\$141,000	5	Feb. & Aug. 1	\$7,500	\$7,500
2d mort.	Sept. 1, 1892	Sept. 1, 1912	75,000	50,000	50,000	37,155	5	Mar. & Sept. 1	2,500	2,500
Total..	.....	.....	\$225,000	\$200,000	\$200,000	\$178,155			\$10,000	10,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount received during year.	Amount paid during year.
Mortgage bonds.....	\$200,000 00	\$200,000 00	\$10,000 00	\$10,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash.....	\$4,141 22	Loans and bills payable.....	\$47,024 81
Bills receivable ...	295 00	Audited vouchers and accounts.....	2,151 70
Due from agents.....	690 82	Wages and supplies.....	1,482 98
Net traffic balances due from other companies.....	1,558 01	Miscellaneous (stock of coal)	783 07
Other cash assets (excluding "materials and supplies" ..	975 99		
Total—cash and current assets	\$7,661 64		
Balance—current liabilities..	43,781 52		
Total	\$51,442 56	Total	\$51,442 56

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$99,400	\$ 99,400 00		28.60	\$5,475 52
Bonds	200,000	200,000 00		28.60	6,993 01
Total	\$299,400	\$299,400 00		28.60	\$10,468 53

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Phillips & Rangeley Railroad	\$99,400 00	\$200,000 00	\$299,400 00	28.60	\$10,468 53

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Right of way		\$30 00			
Buildings, furniture and fixtures		347 75			
Total construction		\$377 75	\$237,906 28	\$238,284 03	\$8,331 60
Total equipment			57,588 28	57,588 28	2,013 58
Grand total cost construction, equipment, etc....		\$377 75	\$295,494 56	\$295,872 31	\$10,345 18

INCOME ACCOUNT.

Gross earnings from operation.	\$29,933 80	
Less operating expenses.....	26,682 93	
Income from operation.. ..		\$3,250 87
Miscellaneous income—less expenses.		34 36
Total income.....		\$3,285 23
Deductions from income:		
Interest on funded debt accrued	\$10,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	2,718 69	
Taxes	105 37	
Total deductions from income.....		12,824 06
Deficit from operations of year ending June 30, 1897.....		\$ 9,538 83
Deficit on June 30, 1896.....		43,377 24
Deficit on June 30, 1897.....		\$52,916 07

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$9,493 69
Mail	\$1,233 76		
Express	1,000 00		
Total passenger earnings.....			2,233 76
Total freight earnings			\$11,727 45
Total passenger and freight earnings ...			18,083 40
Total passenger and freight earnings ...			\$29,810 85
Car mileage—balance.....			122 95
Total gross earnings from operation....			\$29,933 80

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rents—tenement and land.....	\$34 36		\$34 36

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$8,210 51
Renewals of rails.....	455 37
Renewals of ties.....	544 68
Repairs and renewals of bridges and culverts.....	507 04
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	1 00
Repairs and renewals of buildings and fixtures.....	135 40
Total.....	\$9,854 00
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,031 47
Repairs and renewals of passenger cars.....	271 89
Repairs and renewals of freight cars.....	753 76
Repairs and renewals of work cars.....	31 98
Repairs and renewals of shop machinery and tools.....	1 51
Other expenses.....	131 86
Total.....	\$2,222 47
Conducting transportation:	
Engine and roundhouse men.....	\$3,491 38
Fuel for locomotives.....	4,275 00
Water supply for locomotives.....	4 05
Oil, tallow, and waste for locomotives.....	183 79
Other supplies for locomotives.....	1 75
Train service.....	2,223 79
Train supplies and expenses.....	165 50
Station service.....	1,681 45
Station supplies.....	37 50
Loss and damage.....	46 95
Advertising.....	134 35
Stationery and printing.....	132 50
Total.....	\$12,378 01
General expenses:	
Salaries of general officers.....	\$1,566 05
Salaries of clerks and attendants.....	517 28
Insurance.....	90 50
Law expenses.....	6 70
Stationery and printing (general offices).....	45 17
Other expenses.....	2 75
Total.....	\$2,228 45
Recapitulation of expenses:	
Maintenance of way and structures.....	\$9,854 00
Maintenance of equipment.....	2,222 47
Conducting transportation.....	12,378 01
General expenses.....	2,228 45
Grand total.....	\$26,682 93

Percentage of operating expenses to earnings, .8913.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$237,906 28	Cost of road .....	.....	\$238,284 03		\$377 75
	57,588 28	Cost of equipment .....	.....	57,588 28		
	5,283 47	Cash and current assets .. . . . .	.....	7,661 04		2,377 57
	43,377 24	Profit and loss .....	.....	52,916 07		9,538 83
	\$344,155 27	Grand total .....	.....	\$356,449 42		\$12,294 15
		LIABILITIES.				
	\$99,400 00	Capital stock .....	.....	\$99,400 00		
	200,000 00	Funded debt .....	.....	200,000 00		
	40,796 95	Current liabilities .....	.....	51,442 56		\$10,645 61
	3,958 32	Accrued interest on funded debt not yet payable. ....	.....	3,958 32		
	\$344,155 27	Grand total .....	.....	\$354,800 88		\$10,645 61

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	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	4	494	\$1,566 05	\$3 17
General office clerks	1	265	517 28	1 95
Station agents	4	1,260	1,521 15	1 21
Other station men	1	298	156 00	52
Enginemen	3	800	1,545 50	1 93
Firemen	4	807	1,010 53	1 25
Conductors	2	648	1,096 75	1 69
Other trainmen	4	948	1,185 54	1 25
Machinists	1	315	715 66	2 27
Carpenters	1	88	115 77	1 31
Other shopmen	3	476	657 25	1 38
Section foremen	5	1,821	2,640 78	1 45
Other trackmen	21	3,861	4,666 87	1 21
Switchmen, flagmen and watchmen	4	876	935 35	1 07
All other employees and laborers	2	132	183 18	1 39
Total (including "general officers")	60	13,093	\$18,513 66	\$1 41
Less "general officers"	4	494	1,566 05	3 17
Total (excluding "general officers")	56	12,599	\$16,947 61	\$1 34
Distribution of above:				
General administration	5	759	\$2,083 33	2 74
Maintenance of way and structures	28	5,815	7,490 83	1 29
Maintenance of equipment	9	1,757	2,424 03	1 38
Conducting transportation	18	4,762	6,515 47	1 37

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	9,867			
Number of passengers carried one mile	243,534			
Number of passengers carried one mile per mile of road	8,515			
Average distance carried	24.68			
Total passenger revenue		9,493	69	
Average amount received from each passenger			96	217
Average receipts per passenger per mile			03	899
Total passenger earnings		9,493	69	
Passenger earnings per mile of road		331	94	
Passenger earnings per train mile			51	328
Freight traffic:				
Number of tons carried of freight earning revenue	19,359			
Number of tons carried one mile	326,084			
Number of tons carried one mile per mile of road	11,402			
Average distance haul of one ton	16.84			
Total freight revenue		18,083	40	
Average amount received for each ton of freight			93	410
Average receipts per ton per mile			05	553
Total freight earnings		18,083	40	
Freight earnings per mile of road		632	29	
Freight earnings per train mile			80	726
Passenger and freight:				
Passenger and freight revenue		27,577	091	
Passenger and freight revenue per mile of road			964	23
Passenger and freight earnings		29,810	85	
Passenger and freight earnings per mile of road			1,042	33
Gross earnings from operation		29,933	80	
Gross earnings from operation per mile of road			1,046	63
Gross earnings from operation per train mile			73	193
Operating expenses		26,682	93	
Operating expenses per mile of road			332	97
Operating expenses per train mile			65	244
Income from operation		3,250	87	
Income from operation per mile of road			113	66
Train mileage:				
Miles run by passenger trains	13,895			
Miles run by freight trains	8,599			
Miles run by mixed trains	18,403			
Total mileage trains earning revenue	40,897			
Miles run by construction and other trains	4,987			
Grand total train mileage	45,884			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	4	4	Eames Vacuum.		
Freight.....					
Total locomotives in service.....	4	4	Eames Vacuum.		
Total locomotives owned	4	4	Eames Vacuum.		
Cars—owned and leased:						
In passenger service—						
First-class cars.....	3	3	Eames Vacuum	3	Miller.
Combination cars.....	1	1	Eames Vacuum	1	Miller.
Baggage, express and postal cars	1	1	Eames Vacuum	1	Miller.
Total	5	5	Eames Vacuum	5	Miller.
In freight service—						
Box cars	16	...	Eames Vacuum		
Flat cars	70	...	Eames Vacuum		
Other cars in freight service.....	14	...	Eames Vacuum		
Total	100	...	Eames Vacuum		
In company's service—						
Caboose cars	1				
Other road cars.....	2				
Total.....	3				
Total cars in service.....	108				
Total cars owned.....	108				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	28.60	.....	.....	28.60	.....	.....	28.60
Total mileage operated (all tracks)....	28.60	.....	.....	28.60	.....	.....	28.60

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar	3,002	10c.
Hemlock	200	8c.
Hackmatack	1,300	8c.
Miscellaneous	1,556	8c.
Total	6,058	8c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger						18,496 22,401 4,987	
Freight		958			958		
Switching							
Construction							
Total		958			958	45,884	41.75
Average cost at distributing point		\$4 46					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Wooden,	22	794.3		43		200		Overhead Railway Crossings:			
Total ..	22	794.3		43		200					
Trestles ..	5	6.16		42		420					

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 and Rochester Railroad Company for the Year Ending June 30, 1897.

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, February 3, 1881. State of New Hampshire, act of incorporation, July 27, 1881.

Chartered as York and Cumberland Railroad Company, July 20, 1846, sold under foreclosure to Portland and Rochester Railroad Company. Chartered in Maine, October 4, 1865. Chartered in New Hampshire, July 2, 1866. Property placed in hands of receiver February 1, 1877. Sold under foreclosure and purchased by existing corporation, which assumed possession May 1, 1881.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George P. Wescott.....	Portland, Maine.....	October 6, 1897.
Nathan Webb.....	Portland, Maine.....	October 6, 1897.
Joseph L. Ricker.....	Portland, Maine.....	October 6, 1897.
Charles McCarthy, Jr.....	Portland, Maine.....	October 6, 1897.
William G. Davis.....	Portland, Maine.....	October 6, 1897.
Lucius Tuttle.....	Boston, Mass.....	October 6, 1897.
Franklin A. Wilson.....	Bangor, Maine.....	October 6, 1897.
Frederick Robie.....	Gorham, Maine.....	October 6, 1897.
Joseph H. Manley.....	Augusta, Maine.....	October 6, 1897.
Samuel C. Lawrence.....	Medford, Mass.....	October 6, 1897.

Total number of stockholders at date of last election, 95.

Date of last meeting of stockholders for election of directors, October 7, 1896.

Post office address of general office, Portland, Me.

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	George P. Wescott.....	Portland, Maine.
President.....	George P. Wescott.....	Portland, Maine.
Secretary.....	William H. Conant.....	Portland, Maine.
Treasurer.....	William H. Conant.....	Portland, Maine.
Attorney or General Counsel...	N. & H. B. Cleaves.....	Portland, Maine.
General Superintendent.....	Joseph W. Peters.....	Portland, Maine.
General Freight Agent.....	T. F. Tolman.....	Portland, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Portland and Rochester Railroad	Preble St. Station, Portland, Me.	Rochester, N. H.	52.50	52.50
Portland and Rochester Railroad	Preble St. Station, Portland, Me.	Grand Trunk Jct., Portland, Me.	1.36	1.36
Total.....			53.86	53.86

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	5,920	\$100	\$600,000	\$592,000 00	6%	\$35,520 00
Scrap				70 45	6%	4 22
Total	5,920	\$100	\$600,200	*\$592,070 45		\$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.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
Portland and Rochester Railroad terminal bonds,	May 4 1892,	Oct. 1, 1907,	\$113,500	\$113,500	\$113,500	\$111,496 25	4	Ap. 1 Oct 1	\$4,540	\$3,405

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$113,500 00	\$113,500 00	*\$4,540 00	\$3,405 00

* Interest on coupons guaranteed by Boston and Maine Railroad when bonds were issued for building Portland and Rochester extension.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$12,328 36	Loans and bills payable.....	\$9,000 00
Due from solvent companies and individuals	474 00	Audited vouchers and accounts.....	21,999 46
Net traffic balances due from other companies	555 16	Matured interest coupons unpaid (including coupons due July 1)	230 00
Other cash assets (excluding "materials and supplies")..	113,469 62	Miscellaneous	13,162 29
		Total—current liabilities.	\$44,391 75
Total—cash and current assets	\$126,827 14	Balance—cash assets	82,435 39
		Total	\$126,827 14

Materials and supplies on hand, \$16,817.52.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$592,070 45	\$592,070 45	.....	54.98	\$10,769 00
Bonds	113,500 00	113,500 00	.....	.....	2,064 00
Total	\$705,570 45	\$705,570 45	.....	54.98	\$12,833 00

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Portland & Rochester R. R.	\$592,070 45	\$113,500 00	\$705,570 45	53.86	\$13,100 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction			\$706,313 69		
Real estate		\$2,325 00		\$708,638 69	\$12,889 03
Total construction		\$2,325 00	\$706,313 69	\$708,638 69	\$12,889 03
Grand total cost construction, equipment, etc.....		\$2,325 00	\$706,313 69	\$708,638 69	\$12,889 03

INCOME ACCOUNT.

Gross earnings from operation.....	\$242,419 18	
Less operating expenses.....	198,802 08	
Income from operation		\$43,617 10
Miscellaneous income—less expenses		2,055 27
Total income.....		\$45,672 37
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for	\$ 436 07	
Taxes	6,361 80	
Injury fund.....	3,000 00	
Total deductions from income.. ..		9,797 87
Net income		\$35,874 50
Dividends, 6 per cent, common stock		35,524 22
Surplus from operations of year ending June 30, 1897.....		\$350 28
Surplus on June 30, 1896		117,677 70
Additions for year		392 14
Surplus on June 30, 1897		\$118,420 12

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$76,456 98		
Less repayments—			
Tickets redeemed		\$ 56 71	
Excess fares refunded		265 23	
Other repayments		25 00	
Total deductions		\$346 94	
Total passenger revenue			\$76,110 04
Mail			8,334 31
Express			8,904 67
Total passenger earnings.....			\$93,349 02
Freight:			
Freight revenue.....	\$150,986 04		
Less repayments—			
Overcharge to shippers.....		\$1,915 88	
Total freight earnings			149,070 16
Total passenger and freight earnings			\$242,419 18
Total gross earnings from operation.....			242,419 18

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rent of buildings, land, etc	\$1,790 42	\$51 65	\$2,055 27
Sale of land and gravel	276 00		
Old iron pipe	40 50		
Total	\$2,106 92	\$51 65	\$2,055 27

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$25,039 33
Renewals of rails .. .	2,604 98
Renewals of ties .. .	3,507 72
Repairs and renewals of bridges and culverts.....	19,214 16
Repairs and renewals of fences, road crossings, signs and cattle guards .. .	1,827 71
Repairs and renewals of buildings and fixtures.....	6,325 88
Repairs and renewals of docks and wharves.....	302 25
Other expenses.....	3,106 05
Total .. .	\$62,228 08
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$10,813 67
Repairs and renewals of passenger cars.	6,731 53
Repairs and renewals of freight cars .. .	8,667 66
Repairs and renewals of work cars .. .	195 71
Total .. .	\$26,408 57
Conducting transportation:	
Engine and roundhouse men .. .	\$16,281 54
Fuel for locomotives .. .	22,169 32
Water supply for locomotives .. .	1,665 04
Oil, tallow and waste for locomotives .. .	939 64
Other supplies for locomotives .. .	163 38
Train service.....	11,696 53
Train supplies and expenses .. .	479 52
Switchmen, flagmen and watchmen .. .	7,983 44
Telegraph expenses .. .	1,813 68
Station service .. .	15,883 31
Station supplies .. .	1,458 75
Car mileage—balance .. .	4,164 28
Hire of equipment—balance .. .	286 72
Loss and damage .. .	896 50
Injuries to persons.....	3,445 75
Clearing wrecks.....	39 50
Advertising .. .	685 55
Stationery and printing.....	2,018 35
Other expenses.....	624 95
Total .. .	\$92,695 75
General expenses:	
Salaries of general officers.....	\$7,800 00
Salaries of clerks and attendants.....	4,556 48
General office expenses and supplies .. .	147 00
Insurance .. .	1,818 57
Law expenses.....	1,252 52
Stationery and printing (general offices).....	504 62
Other expenses .. .	1,390 49
Total .. .	\$17,469 68
Recapitulation of expenses:	
Maintenance of way and structures .. .	\$62,228 08
Maintenance of equipment .. .	26,408 57
Conducting transportation.....	92,695 75
General expenses.....	17,469 68
Grand total .. .	\$198,802 08

Percentage of expenses to earnings, 82.1.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$706,313 69	Cost of road } Cost of equipment } Portland & Rochester R. R. Co. franchise . . . . . }	.....	\$708,638 69	\$2,325 00	
	914 04		.....		
	16,621 93	Lands owned . . . . .	.....	914 04		\$302 00
	135,268 40	Cash and current assets . . . . .	.....	16,319 93		
	\$21,305 38	Other assets: Materials and supplies . . . . .	.....	126,827 14		8,441 26
			.....	16,817 52		4,487 86
	\$880,423 44	Grand total . . . . .	.....	\$869,517 32	\$2,325 00	\$13,231 12
		LIABILITIES.				
	\$592,070 45	Capital stock . . . . .	.....	\$592,070 45		
	113,500 00	Funded debt . . . . .	.....	113,500 00		
	56,040 29	Current liabilities . . . . .	.....	44,391 75		\$11,648 54
	1,135 00	Accrued interest on funded debt not yet payable. . . . .	.....	1,135 00		
	117,677 70	Profit and loss . . . . .	.....	\$118,420 12	742 42	
	\$880,423 44	Grand total . . . . .	.....	\$869,517 32	742 42	\$11,648 54

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portland & Rochester Railroad terminal bonds.....	Near Green St., Portland.....	Maine Central R. R., Portland.....	1.12	*\$101,339

* The mortgage was made for expense of building Portland and Rochester extension called the "Union Branch" connecting Portland and Rochester Railroad and Maine Central and Boston and Maine Railroads near Union station. Length, 1.12 miles. Bonds authorized, \$113,500.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	4	1,248	\$7,800 00	\$6 25
Other officers.....	3	936	3,444 00	3 68
General office clerks.....	8	2,560	4,556 48	1 78
Station agents.....	17	5,308	8,634 20	1 63
Other station men.....	15	4,506	7,249 11	1 61
Enginemen.....	11	3,454	9,536 56	2 76
Firemen	11	3,495	5,495 10	1 57
Conductors	7	2,204	5,424 12	2 46
Other trainmen	23	3,724	5,772 41	1 55
Machinists	8	824	1,774 75	2 15
Carpenters	7	2,542	4,653 00	1 83
Other shopmen	12	3,888	6,951 60	1 79
Section foremen	12	3,864	5,797 80	1 50
Other trackmen.....	41	12,992	15,790 10	1 22
Switchmen, flagmen and watchmen.....	18	5,738	7,581 60	1 32
Telegraph operators and dispatchers.....	4	1,008	1,751 20	1 74
All other employees and laborers	39	9,609	14,808 30	1 54
Total (including "general officers")	233	67,900	\$117,020 33	\$1 72
Less "general officers".....	4	1,248	7,800 00	6 25
Total (excluding "general officers")	229	\$66,652	\$109,220 33	\$1 64
Distribution of above:				
General administration.....	15	4,744	\$15,800 48	\$3 33
Maintenance of way and structures.....	92	26,465	36,396 20	1 38
Maintenance of equipment.....	23	7,254	13,379 35	1 84
Conducting transportation	103	29,437	51,444 30	1 75

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MAINE.

ITEM.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	264,100			
Number of passengers carried one mile	3,208,712			
Number of passengers carried one mile per mile of road	59,575			
Average distance carried	12.150			
Total passenger revenue.....		76,110	04	
Average amount received from each passenger.....			28	818
Average receipts per passenger per mile			02	372
Total passenger earnings		93,349	02	
Passenger earnings per mile of road.....		1,733	18	
Passenger earnings per train mile			68	467
Freight traffic:				
Number of tons carried of freight earning revenue....	239,187			
Number of tons carried one mile.....	8,846,382			
Number of tons carried one mile per mile of road.....	164,248			
Average distance haul of one ton	36.985			
Total freight revenue.....		149,070	16	
Average amount received for each ton of freight.			62	323
Average receipts per ton per mile.....			01	685
Total freight earnings.....		149,070	16	
Freight earnings per mile of road.....		2,767	73	410
Freight earnings per train mile			1	67
Passenger and freight:				
Passenger and freight revenue.....		225,180	20	
Passenger and freight revenue per mile of road		4,180	84	274
Passenger and freight earnings		242,419	18	
Passenger and freight earnings per mile of road.		4,509	91	311
Gross earnings from operation		242,419	18	
Gross earnings from operation per mile of road.....		4,509	91	311
Gross earnings from operation per train mile.....			1	07
Operating expenses.....		198,802	08	
Operating expenses per mile of road		3,691	08	949
Operating expenses per train mile.....			88	270
Income from operation		43,617	10	
Income from operation per mile of road			809	82
Train mileage:				
Miles run by passenger trains... ..	136,341			
Miles run by freight trains.....	88,879			
Total mileage trains earnings revenue	225,220			
Miles run by switching trains	33,483			
Miles run by construction and other trains	22,061			
Grand total train mileage.....	280,764			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	8	8	8	Westinghouse Automatic	1	Miller Hook.
Freight.....	4	4	4	Westinghouse Automatic		
Switching.....	1	1				
Total locomotives in service..	13	13	12			
Cars—owned and leased:						
In passenger service—						
First-class cars	8	8	8	Westinghouse Automatic	8	Miller Hook.
Combination cars.....	4	4	4	Westinghouse Automatic	4	Miller Hook.
Baggage, express and postal cars	5	5	5	Westinghouse Automatic	5	Miller Hook.
Other cars in passenger service.....	3	3	2	Westinghouse Automatic	2	Miller Hook.
Total	20	20	19		19	
In freight service—						
Box cars	86	86	26	Westinghouse Automatic	26	
Flat cars.....	110	110	52	Westinghouse Automatic	52	
Coal cars.....	35	35	15	Westinghouse Automatic	27	Gould Coupler.
Total ..	231	231	93		105	
In company's service—						
Tool car	1	1				
Gravel cars	26	26				
Derrick cars.	1	1				
Caboose cars	5	5	2	Westinghouse Automatic	3	
Flange car... ..	1	1	1	Westinghouse Automatic	1	
Ash car	1	1				
Wrecking car & steam shovel.....	1	1				
Total	36	36	3		4	
Total cars in service	287	287				
Total cars owned	287	287				

MILEAGE OF ROAD OPERATED—(ALL TRACKS.)

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	53.86	.....	53.86	.....	.....	53.86
Miles of yard track and sidings	17.99	.....	17.99	46	8.30	9.69
Total mileage operated (all tracks)	71.85	.....	71.85	46	8.30	63.56

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Maine	50.86	.....	50.86	.....	.....	50.86
New Hampshire	3	.....	3	.....	.....	3
Total mileage operated (single track)	53.86	.....	53.86	.....	.....	53.86

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK.)

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	50.86	1.12	51.98	.....	.....	51.98
New Hampshire	3	.....	3	.....	.....	3
Total mileage owned (single track)	53.86	1.12	54.98	.....	.....	54.98

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	14,051	75 30.25	Cedar	13,386	.2845

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed — tons.	Miles run.	Average pounds con- sumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	3,593.98	.....	8	3,597.98	136,341	52.78
Freight	3,227.78	.....	9	3,232.28	88,879	72.73
Switching	740.70	.....	8	744.70	35,082	41.31
Construction	448.64	.....	4	450.64	20,462	44.05
Total	8,011.10	.....	29	8,025.60		57.17
Average cost at distributing point	\$2.77	.....			

ACCIDENTS TO PERSONS

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		2						2
Falling from trains and engines		1						1
At stations.....		1						*1
Other causes.....						1		1
Total.....		4				1		5
Kind of Accident.	OTHERS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings						2		2
Other causes.....			†1					1
Total			1			2		2

* September 17, 1896—Joseph Goody, section hand, was thrown from hand-car and wrist fractured.

† September 25, 1896—Frank McQuade, trespasser, while lying on the track near East Rochester, N. H., in an intoxicated condition, during the night time, was run over by train No. 6, and killed.

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone ...	1	40						Bridges	7	13.11	
Iron	4	857.4	66	548.06				Overhead Railway Crossings:			
Wooden,	5	259.3	44	56.3							
Total .	10	1,156.7									
Trestles ..	1	848									

Gauge of track, 4 feet, 8½ inches—54.98 miles.

Report of the Portland and Rumford Falls Railway Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway Company.

Date of organization. November 8, 1890.

Under laws of what government, state or territory organized? Organized under laws of the State of Maine.

In 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 (15) miles, which extension was opened for traffic August 1, 1892. Later the line was extended from Mechanic Falls to a connection with the Maine Central Railroad in the city of Auburn, and opened for traffic February 12, 1894. During the past year this company has been constructing a branch road from Canton to Chisholm's Mills, a distance of ten (10) miles.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Hugh J. Chisholm.....	Portland, Maine	September 14, 1897.
Waldo Pettingill.. . . .	Rumford Falls, Maine .	September 14, 1897.
George D. Bisbee	Rumford Falls, Maine ..	September 14, 1897.
Fred E. Richards.... . . .	Portland, Maine	September 14, 1897.
Galen C. Moses	Bath, Maine.....	September 14, 1897.
George C. Wing	Auburn, Maine	September 14, 1897.
George W. Russell	Lawrence, Mass.	September 14, 1897.

Total number of stockholders at date of last election, 29.

Date of last meeting of stockholders for election of directors, September 8, 1896.

Post office address of general office, Portland, Me.

Post office address of operating office, Rumford Falls, Me.

OFFICERS.

Title.	Name.	Location of Office.
President....	Hugh J. Chisholm	Portland, Me.
Vice President	Waldo Pettingill	Rumford Falls, Me.
Clerk	R. C. Bradford	Portland, Me.
Treasurer.	R. C. Bradford	Portland, Me.
Attorney or General Counsel ...	J. W. Symonds.....	Portland, Me.
Superintendent	E. L. Lovejoy.....	Rumford Falls, Me.
Traffic Manager.....	R. C. Bradford	Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Portland & Rumford Falls R'y...	Rumford Junction Maine.	Rumford Falls, Me	52.86	52.86
Maine Central Railroad.....	Rumford Junction	Lewiston, Me. . .	....	4.20
Total . . . . .			....	57.66

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.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate —Quarterly.	Amount.
Capital stock: common	10,000	\$100	\$1,000,000	\$1,000,000	1 1/2 on 3,000 shrs.	\$3,750 00
					1 1/2 on 5,000 "	6,250 00
					1 on 10,000 "	10,000 00
					1 on 10,000 "	10,000 00
Total	10,000	\$100	\$1,000,000	\$1,000,000	.....	\$30,000 00

Manner of Payment for Capital Stock.	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	2,000	\$200,000	\$3,500	\$350,000
Issued for construction: common.....	5,000	.....	6,500	
Total	7,000	\$200,000	\$10,000	\$350,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Portland & Rumford Falls R'y mortgage.	Feb. 1 1892.	Feb. 1 1912.	\$450,000	\$449,000	\$426,000	....	5	Feb. 1, and Aug. 1.	\$21,913 34	\$22,366 53
Portland & Rumford Falls R'y mortgage.	Oct. 1 1892.	Oct. 1 1912.	200,000	200,000	200,000	...	5	Oct. 1, and Apr. 1.	10,000 00	10,000 00
Portland & Rumford Falls R'y mortgage.	Nov. 2 1896.	Nov. 1 1926.	1,000,000	319,000	319,000	...	4	Nov. 1, and May 1.	4,959 33	5,000 00
Portland & Rumford Falls R'y funding...	Jun. 1 1894.	Jun. 1 1904.	100,000	100,000	54,000	....	5	June 1, and Dec. 1.	4,716 26	4,907 92
Mortgage bonds.	.....	.....	1,650,000	968,000	\$945,000	.....	.....	.....	\$36,872 67	\$37,366 53
Miscellaneous obligations ...	.....	.....	100,000	100,000	54,000	.....	.....	.....	4,716 26	4,907 92
Grand total.	.....	.....	1,750,000	1,068,000	\$999,000	.....	.....	.....	\$41,588 93	\$42,274 45

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds....	\$968,000 00	\$945,000 00	\$36,872 67	\$37,366 53
Miscellaneous obligations.....	100,000 00	54,000 09	4,716 26	4,907 92
Total.....	\$1,068,000 00	\$999,000 00	\$41,588 93	\$42,274 45

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash.....	\$42,237 60	Loans and bills payable	\$230,691 17
Notes receivable .. .	5,600 00	Audited vouchers and accounts (including June pay rolls)	33,571 48
Due from agents.....	7,759 75	Miscellaneous	2,499 33
Due from solvent companies and individuals	10,819 27		
Net traffic balances due from other companies	3,277 64		
Total—cash and current assets	\$69,694 26		
Balance—current liabilities..	197,067 72		
Total	\$266,761 98	Total—current liabilities.	\$266,761 98

Materials and supplies on hand, \$15,646.09.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$1,000,000	\$1,000,000 00	.....	52.86	\$18,918 00
Bonds	999,000	999,000 00	.....	52.86	18,899 00
Total	\$1,999,000	\$1,999,000 00	.....	52.86	\$37,817 00

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Portland & Rumford Falls Ry.	\$1,000,000 00	\$999,000 00	\$1,999,00 00	52.86	\$37,817 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
		Charged to income account as permanent improvements.				Charged to construction or equipment.
Construction:					
Right of way		\$12,263 15	\$25,198 82	\$37,461 97	
Other real estate.....		3,740 00	5,970 00	9,710 00	
Fences		510 26	3,510 83	4,021 09	
Grading and bridge and culvert masonry.....		42,442 94	6,869 71	49,312 65	
Bridges and trestles		21,822 56	29,794 22	51,616 78	
Rails		53,167 42	113,349 45	166,516 87	
Ties		10,765 51	24,852 26	35,617 77	
Other superstructure		1,286 79	5,258 87	6,545 66	
Buildings, furniture and fixtures		9,781 58	49,345 95	59,127 53	
Shop machinery and tools		283 61	305 51	589 12	
Engineering expenses.....		8,319 12	25,191 07	33,510 19	
Interest during construction		8,551 34	18,038 58	26,589 92	
Discount on securities sold for construction		16,550 00	16,815 00	33,365 00	
Telegraph line		783 36	1,455 19	2,238 55	
Sidings and yard extensions		3,206 51	41,513 18	44,719 69	
Terminal facilities and elevators			4,117 42	4,117 42	
Road built by contract.....		98,727 34	228,518 72	327,246 06	
Purchase of constructed road		450,000 00	445,500 00	\$95,500 00	
Other items		54,434 44	24,429 82	78,864 26	
Total construction.....		\$796,635 93	\$1,070,034 60	\$1,866,670 53	\$29,695 68
Equipment:					
Locomotives		\$19,472 00	\$41,388 00	\$60,860 00	
Passenger cars.....			15,037 75	15,037 75	
Purchase of equipment construction road			30,000 00	30,000 00	
Baggage, express and postal cars			2,025 00	2,025 00	
Combination cars			3,301 83	3,301 83	
Freight cars.....		11,650 00	7,125 00	18,775 00	
Other cars of all classes.....		700 00	1,668 61	2,368 61	
Other items.....			1,880 76	1,880 76	
Total equipment..		\$31,822 00	\$102,426 95	\$134,248 95	\$2,135 68
Grand total cost construction, equipment, etc		\$828,457 93	\$1,172,461 55	\$2,000,919 48	\$31,831 36

INCOME ACCOUNT.

Gross earnings from operation.....	\$252,825 35	
Less operating expenses.....	153,178 56	
Income from operation.....		\$99,646 79
Dividends on stocks owned.....	334 00	
Interest on bonds owned.....	2,025 00	
Miscellaneous income—less expenses.....	7,439 82	
Income from other sources.....		9,798 82
Total income.....		\$109,445 61
Deductions from income:		
Interest on funded debt accrued.....	\$41,588 93	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	8,292 18	
Rents paid for lease of road.....	100 00	
Taxes.....	2,897 45	
Total deductions from income.....		52,878 56
Net income.....		\$56,567 05
Dividends 3 per cent common stock.....		30,000 00
Surplus from operations of year ending June 30, 1897.....		\$26,567 05
Surplus on June 30, 1896.....		81,226 92
.....		\$107,793 94
Additions for year.....	2,384 66	
Deductions for year.....	4,207 45	1,822 79
Surplus on June 30, 1897.....		\$105,971 18

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$66,389 82
Mail.....			4,155 04
Express.....			3,500 00
Extra baggage and storage.....			393 41
Other items.....			300 00
Total passenger earnings.....			\$74,738 27
Total freight earnings.....			174,856 33
Total passenger and freight earnings.....			\$249,594 60
Other earnings from operation:			
Hire of equipment—balance.....			1,276 74
Rents not otherwise provided for.....			1,200 00
Other sources.....			754 01
Total other earnings.....			\$3,230 75
Total gross earnings from operation.....			\$252,825 35

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.	Shares.
Rumford Falls and Rangeley Lakes Railroad Company.....	\$16,700 00	4	\$334 00	\$16,700 00	
Other Stocks.	.				
Rumford Falls Power Company.....	100,000 00	..	.....	100,000 00	
Otis Falls Pulp Company.....	150,000 00	..	.....	150,000 00	
Grand total	\$266,700 00	..	\$334 00	\$266,700 00	

BONDS OWNED.

Railway Bonds.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Rumford Falls Sulphite Company.....	\$32,500 00	6	\$1,950 00 75 00	\$32,500 00
Total	\$32,500 00	..	\$2,025 00	\$32,500 00

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Interest on notes and accounts	\$7,159 47	.....	\$7,159 47
Rent of buildings	120 50	.....	120 50
Other items	159 85	.....	159 85
Total	\$7,439 82	.....	\$7,439 82

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures.....	
Repairs of roadway.....	\$29,599 16
Renewals of rails.....	5,567 87
Renewals of ties.....	5,665 35
Repairs and renewals of bridges and culverts.....	1,627 13
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	763 43
Repairs and renewals of buildings and fixtures.....	4,789 72
Repairs and renewals of telegraph.....	441 33
Stationery and printing.....	78 26
Other expenses.....	19 60
Total.....	\$48,551 85
Maintenance of equipment:	
Superintendence.....	\$ 890 00
Repairs and renewals of locomotives.....	8,054 22
Repairs and renewals of passenger cars.....	4,343 50
Repairs and renewals of freight cars.....	1,661 13
Repairs and renewals of work cars.....	3,986 06
Repairs and renewals of shop machinery and tools.....	254 50
Stationery and printing.....	21 32
Other expenses.....	218 66
Total.....	\$19,429 39
Conducting transportation:	
Superintendence.....	\$ 983 34
Engine and roundhouse men.....	10,723 78
Fuel for locomotives.....	18,112 27
Water supply for locomotives.....	1,220 90
Oil, tallow and waste for locomotives.....	888 38
Other supplies for locomotives.....	133 88
Train service.....	7,976 30
Train supplies and expenses.....	1,605 52
Switchmen, flagmen and watchmen.....	2,916 73
Telegraph expenses.....	2,355 01
Station service.....	8,903 42
Station supplies.....	2,084 56
Car mileage—balance.....	3,850 13
Loss and damage.....	722 64
Injuries to persons.....	241 20
Advertising.....	3,051 99
Rents for tracks, yards and terminals.....	1,500 00
Stationery and printing.....	1,641 57
Other expenses.....	1,417 72
Total.....	\$70,389 34
General expenses:	
Salaries of general officers.....	\$3,400 00
Salaries of clerks and attendants.....	4,240 65
General office expenses and supplies.....	2,028 86
Insurance.....	748 71
Law expenses.....	1,411 67
Stationery and printing (general offices).....	1,071 56
Other expenses.....	1,906 55
Total.....	\$14,807 98
Recapitulation of expenses:	
Maintenance of way and structures.....	\$48,551 85
Maintenance of equipment.....	19,429 39
Conducting transportation.....	70,389 34
General expenses.....	14,807 98
Grand total.....	\$153,178 56

Percentage of operating expenses to earnings 60.59.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Rumford Falls and Buckfield Railroad.....			\$100	\$100

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: Maine Central R. R. Company ...	Between Rumford Junction and Lewiston 42 miles--track right....	Maine Central R. R....		\$1,500 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,070,034 60	Cost of road..	1,866,670 53	\$796,635 93		
	102,426 95	Cost of equipment	134,248 95	31,822 00		
	116,700 00	Stocks owned.....	266,700 00	150,000 00		
	35,000 00	Bonds owned.....	32,500 00			\$2,500 00
	41,603 41	Cash and current assets.....	69,694 26	28,090 85		
	13,023 74	Other assets: Materials and supplies.....	15,646 09	2,622 35		
	\$1,378,788 70	Grand total....	2,385,459 83	\$1,006,671 13		
		LIABILITIES.				
	\$300,000 00	Capital stock.....	1,000,000 00	\$700,000 00		
	738,000 00	Funded debt	599,000 09	261,000 00		
	247,520 12	Current liabilities	266,761 98	19,241 86		
	12,041 66	Accrued interest on funded debt not yet payable.....	13,726 67	1,685 01		
	81,226 92	Profit and loss....	105,971 18	24,744 26		
	\$1,378,788 70	Grand total....	2,385,459 83	\$1,006,671 13		

IMPORTANT CHANGES DURING THE YEAR.

During the past year, this company has constructed a branch road (standard gauge) from Canton through the town of Jay to Otis Falls (Chisholm's Mills) in the town of Livermore, a distance of about ten miles. This branch although not in operation was nearly completed on June 30, 1897, and the cost of the same to that date is included in Construction Account on page 29. It is expected that this branch will be open for traffic on or about September 1, 1897.

In October and November, 1896, seven thousand (7,000) shares of the capital stock of this corporation were issued, making total amount outstanding June 30, 1897, ten thousand (10,000) shares.

On November 2, 1896, a mortgage was executed securing 4 per cent consolidated bonds to the amount of one million (1,000,000) dollars for the purpose of re-funding previous issues of bonds as follows:

Bonds of February 1, 1892 (Mortgage)	\$450,000
Bonds of October 1, 1892 (Mortgage).	200,000
Bonds of June 1, 1894 (Funding).	100,000

and also for the purpose of constructing an extension of this road to Chisholm's Mills in Livermore, a distance of about ten miles.

The bonds of February 1, 1892, were called for payment on or before August 1, 1897, and the bonds of October 1, 1892, for payment October 1, 1897, and are being rapidly exchanged for the new 4's of November 2, 1896.

On November 23, 1896, the title to all the property, rights, privileges and franchises of the Rumford Falls and Buckfield Railroad Company was acquired by the Portland and Rumford Falls Railway.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.]	
Portland & Rumford Falls R'y mortgaged Feb. 1, 1892.	Mechanic Falls ..	Rumford Falls ...	41.16	\$10,933
Portland & Rumford Falls R'y Mortgaged Oct. 1, 1892.	Rumford Junct ..	Rumford Falls....	52.86	3,784
Portland & Rumford Falls R'y mortgaged Nov. 2, 1896.	Rumford Junct., also Canton	Rumford Falls.. } Chisholm's Mills }	62.86	15,908

All equipment owned mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	626	\$3,166 67	\$5 06
Other officers	3	989	2,956 67	3 15
General office clerks	10	2,693	4,195 65	1 56
Station agents	16	5,038	6,239 04	1 24
Other station men	12	2,810	3,239 96	1 15
Enginemen	8	2,541	5,881 00	2 31
Firemen	10	2,346	3,520 50	1 50
Conductors	7	1,912	4,190 25	2 19
Other trainmen	16	3,481	5,056 69	1 45
Machinists	3	1,054	2,200 60	2 09
Carpenters	9	1,140	2,048 28	1 80
Other shopmen	14	2,411	3,970 01	1 65
Section foremen	13	3,840	5,950 65	1 54
Other trackmen	42	10,581	13,183 12	1 25
Switchmen, flagmen and watchmen	11	2,938	4,093 63	1 39
Telegraph dispatchers	1	313	540 00	1 73
All other employees and laborers (Junction work train)	46	5,011	6,960 46	1 39
Total (including "general officers")	224	49,674	\$77,373 18	1 56
Less "general officers"	3	626	3,166 67	5 06
Total (excluding "general officers")	221	49,048	\$74,206 51	\$1 51
Distribution of above:				
General administration	13	3,319	7,362 32	2 22
Maintenance of way and structures	100	19,350	26,760 72	1 38
Maintenance of equipment	27	4,918	9,108 89	1 85
Conducting transportation	84	22,087	34,141 25	1 55

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	95,862			
Number of passengers carried one mile	2,359,375			
Number of passengers carried one mile per mile of road	41,349			
Average distance carried	24.61			
Total passenger revenue		66,389	82	
Average amount received from each passenger			69	256
Average receipts per passenger per mile			02	814
Total passenger earnings		74,738	27	
Passenger earnings per mile of road		1,309	82	
Passenger earnings per train mile			84	105
Freight traffic:				
Number of tons carried of freight earning revenue	233,379			
Number of tons carried one mile	8,275,279			
Number of tons carried one mile per mile of road	145,027			
Average distance haul of one ton	35.46			
Total freight revenue		174,856	33	
Average amount received from each ton of freight			74	924
Average receipts per ton per mile			02	113
Total freight earnings		174,856	33	
Freight earnings per mile of road		3,064	43	
Freight earnings per train mile			2	060
Passenger and freight:				
Passenger and freight revenue		241,246	15	
Passenger and freight revenue per mile of road		4,227	94	
Passenger and freight earnings		249,594	60	
Passenger and freight earnings per mile of road		4,374	25	
Gross earnings from operation		252,825	35	
Gross earnings from operation per mile of road		4,430	87	
Gross earnings from operation per train mile			1	45
Operating expenses		153,178	56	887
Operating expenses per mile of road		2,684	52	
Operating expenses per train mile			88	388
Income from operation		99,646	79	
Income from operation per mile of road		1,746	35	
Train mileage:				
Miles run by passenger trains	88,863			
Miles run by freight trains	84,439			
Total mileage trains earning revenue	173,302			
Miles run by switching trains	31,051			
Miles run by construction and other trains	31,704			
Grand total train mileage	236,057			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	3	3	3	Westinghouse.		
Freight	2	6	6	Westinghouse.		
Switching	1	1				
Total locomotives in service.	2	10	9			
Cars—owned and leased:						
In passenger service—						
First-class cars.....	5	5	5	Westinghouse.....	5	Miller.
Combination cars	1	1	1	Westinghouse.		
Baggage, express and postal cars	3	3	3	Westinghouse.....	3	Miller.
Total	9	9	9	Westinghouse.....	8	Miller.
In freight service—						
Box cars	25	34	25	Westinghouse.....	25	Janney.
Flat cars		35				
Tank cars		1				
Total	25	70	25	Westinghouse.....	25	Janney.
In company's service—						
Gravel cars.....		36				
Derrick cars.....		1				
Caboose cars.....		2				
Other road cars: Boarding cars		5				
Tool car.....	1	1				
Total	1	45				
Total cars owned	25	124	34		33	

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track....	52.86	.....	4.20	57.06	.....	.....	52.86
Miles of yard track and sidings	10.61	.....	.....	10.61	1.86	3.20	7.41
Total mileage operated (all tracks)	63.47	.....	4.20	67.67	1.86	3.20	60.27

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LIAD DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	1,500	70 \$23 10	Mixed—cedar, ash, oak, hemlock.....	22,567	22½c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	1,782	.....	.....	1,782	88,863	40.11
Freight	2,596	.....	.....	2,596	84,439	61.49
Switching	399	.....	.....	399	31,051	25.70
Construction	395.5	.....	.....	395.5	31,704	24.95
Total	5,172.5	.....	.....	5,172.5	236,067	43.82
Average cost at distributing point	\$3 98					

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling .....	.....	1	.....	1	.....	.....	.....	2
Falling from trains and engines	1	.....	.....	.....	.....	.....	1	.....
Total	1	1	.....	1	.....	.....	1	2

Two trespassers injured at stations.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.	Ft.	In.	Ft.	In.			
Bridges:								Overhead Highway Crossings:		
Stone, covered with rails ..	5	35	6	10						
Iron	18	1,000.2	13	80						
Wooden,	12	191	10	38				Trestles	1	21
Total ..	35	1,226.2								
Trestles ..	2	690	150	540						

Gauge of track, 4 feet, 8½ inches—57.06 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY ANOTHER COMPANY.			
		Miles of line.	Miles of wire.	Name of Operating Company.	
52.86	52.86	.....	.....	Western Union Telegraph Company.	

**Report of the Rockport Railroad Company for the Year
Ending June 30, 1897.
(Narrow Gauge—Three Feet.)**

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? Chapter 51 of the general laws of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
P. J. Carleton.....	Rockport, Maine	July 7, 1898.
S. E. Shepherd.....	Rockport, Maine	July 7, 1898.
H. L. Shepherd.....	Rockport, Maine	July 7, 1898.
O. P. Shepherd.....	Rockport, Maine	July 7, 1898.
B. W. Carleton.....	Rockport, Maine	July 7, 1898.
Wm. D. Carleton.	Rockport, Maine	July 7, 1898.

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, Me.

Post office address of operating office, Rockport, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	P. J. Carleton	Rockport, Maine.
President.	P. J. Carleton	Rockport, Maine.
Secretary ..	L. H. Lovejoy... ..	Rockport, Maine.
Treasurer.....	H. L. Shepherd	Rockport, Maine.
General Solicitor.....	H. B. Cleaves	Portland, Maine.
Attorney or General Counsel ...	H. B. Cleaves	Portland, Maine.
Chief Engineer.....	M. M. Rollins	Rockport, Maine.
General Superintendent.....	P. J. Carleton.....	Rockport, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Rockport Railroad	Simonton's Corner	Rockport, Me....	3	3

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	300	\$100	\$30,000	\$30,000	.001811	\$54 33
Manner of Payment for Capital Stock.			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					300	\$30,000 00

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$30,000 00	.....	.....	3	\$10,000 00

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Rockport Railroad Company,	\$30,000 00	.....	\$30,000 00	3	\$10,000 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Total construction	\$22,000 00	\$22,000 00	\$7,333 33
Equipment:					
Locomotives	5,000 00	5,000 00	1,666 66
Other cars of all classes..	3,000 00	3,000 00	1,000 00
Total equipment.....	\$8,000 00	\$8,000 00	\$2,666 66
Grand total cost construction, equipment, etc....	\$30,000 00	\$30,000 00	\$10,000 00

INCOME ACCOUNT.

Gross earnings from operation.	\$2,266 22	
Less operating expenses.....	2,131 40	
Income from operation.. . . .		\$134 82
Deductions from income:		
Taxes		80 49
Net income		\$54 33
Surplus from operations of year ending June 30, 1897.....		54 33
Surplus on June 30, 1896.....		2,046 00
Surplus on June 30, 1897... ..		\$2,100 33

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total freight earnings			\$2,266 22
Total gross earnings from operation....			\$2,266 22

ROCKPORT RAILROAD.

219

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$262 33
Other expenses.....	105 49
Total	\$367 82
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$144 59
Repairs and renewals of freight cars	100 22
Total	\$244 81
Conducting transportation:	
Engine and roundhouse men	\$607 50
Fuel for locomotives	206 30
Water supply for locomotives.....	26 00
Oil, tallow, and waste for locomotives ..	94 47
Train service, wages of other trainmen.	584 50
Total	\$1,518 77
Recapitulation of expenses:	
Maintenance of way and structures	\$367 82
Maintenance of equipment.....	244 81
Conducting transportation	1,518 77
Grand total.....	\$2,131 40

Percentage of operating expenses to earnings, 94.051.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease
		Cost of road	\$22,000 00			
		Cost of equipment	8,000 00	\$30,000 00		
		Grand total ...	\$30,000 00	\$30,000 00		
		LIABILITIES.				
		Capital stock		\$30,000 00		
		Grand total ...		\$30,000 00		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3			
Engineman and fireman	1	270	\$607 50	\$2 25
Other trainmen	2	334	584 50	1 75
Total (including "general officers") ..	6	604	\$1,192 00	
Less "general officers".....	3			
Total (excluding "general officers")....	3	604	\$1,192 00	191 66
Distribution of above:				
General administration	3			
Conducting transportation			\$1,192 00	191 66

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Freight traffic:				
Number of tons carried of freight earning revenue	3,777			
Number of tons carried one mile.....	11,331			
Number of tons carried one mile per mile of road . . .	3,777			
Total freight revenue.....		2,266	22	
Average amount received for each ton of freight			60	
Average receipts per ton per mile			20	
Total freight earnings.....		2,266	22	
Freight earnings per mile of road.....		755	40	667
Freight earnings per train mile.....		1	88	85
Passenger and freight:				
Passenger and freight revenue.....		2,266	22	
Passenger and freight revenue per mile of road.....		755	40	667
Passenger and freight earnings		2,266	22	
Passenger and freight earnings per mile of road.....		755	40	667
Gross earnings from operation.....		2,266	22	
Gross earnings from operation per mile of road		755	40	667
Gross earnings from operation per train mile		1	88	85
Operating expenses		2,131	49	
Operating expenses per mile of road		710	46	667
Operating expenses per train mile.....		1	77	61
Income from operation.....		134	82	
Income from operation per mile of road . . .		44	94	
Train mileage:				
Miles run by passenger trains.....	1,200			
Total mileage trains earning revenue	1,200			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight	2				
Total locomotives in service	2				
Cars—owned and leased:						
In freight service—						
Flat cars	3				
Dump cars	30				
Total cars in service.....	33				
Total cars owned	33				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	3	.....	.....	3	.....	.....	3
Total mileage operated (all tracks)....	3	.....	.....	3	.....	.....	3

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Freight	40	6	.....	44	1,200	73½
Average cost at distributing point	\$4.68					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Wooden,	7	130		10		45		Overhead Railway Crossings:			
Trestles ..	4	639		74		322					

Gauge of track, 3 feet—3 miles.

Report of the Rumford Falls and Rangeley Lakes Railroad Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. Rumford Falls and Rangeley Lakes Railroad Company.

Date of organization. September 11, 1894.

Under laws of what government, state or territory organized? Organized under laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Galen C. Moses.....	Bath, Me	
Fritz H. Twitchell	Bath, Me	
Edward Plummer	Lisbon Falls, Me	
Frank Gutmann	Lewiston, Me.....	
W. H. Newell	Lewiston, Me	
Hugh J. Chisholm.....	Portland, Me.....	
*Charles A. Brown	Portland, Me.....	
E. B. Denison.....	Portland, Me.	
William W. Brown.....	Portland, Me.....	

*Deceased—vacancy not filled.

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

Date of last meeting of stockholders for election of directors, September 5, 1896.

Post office address of general office, Bath, Me.

Post office address of operating office, Rumford Falls, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	Galen C. Moses	Bath, Me.
Secretary	William H. Newell	Lewiston, Me.
Treasurer	F. H. Twitchell	Bath, Me.
General Superintendent	Charles L. Martine.....	Rumford Falls, Me.
Traffic Manager	Charles L. Martine.....	Rumford Falls, Me.
General Freight Agent	Charles L. Martine.....	Rumford Falls, Me.
General Passenger Agent.	Charles L. Martine.....	Rumford Falls, Me.
General Ticket Agent	Charles L. Martine	Rumford Falls, Me.
General Baggage Agent.....	Charles L. Martine.....	Rumford Falls, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Rumford Falls and Rangeley Lakes Railroad—main line	Rumford Falls....	Bemis	27	
Rumford Falls and Rangeley Lakes Railroad—branch	Houghton	Township E . . .	4	
Total.....	.....	.....	31	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	1,500	\$100	\$150,000	\$150,000 00	2% 2%	\$3,000 00 3,000 00
Total	1,500	\$100	\$150,000	\$150,000 00	4%	\$6,000 00
Manner of Payment for Capital Stock.			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 .....			.....	.....	1,500	\$150,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
5% 30 year gold bond dated Oct. 1, 1894	1894	1924	\$290,000	\$80,500	\$80,500	\$64,400	5	Apr. & Oct.		

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
Car Trust Notes....	Nov. 14, 1895 ..	3 years	12	2 locomotives.
	Aug. 17, 1896 ..	3 years	12	1 locomotive.
	Oct. 1, 1896 . . .	3 years	60	30 flat cars.
Holmes Notes.....	Dec. 20, 1895...	18 months ..	3	*75 pair log bunks.
	Feb. 1, 1896....	18 months ..	3	*25 pair log bunks.

STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS — PRINCIPAL.	
		Original amount.	Amount outstanding.
Trust contract	\$1,564 00	\$15,455 40	\$7,727 70
Trust contract	766 50	7,574 52	5,680 89
Trust contract	915 00	9,079 20	7,717 32
Holmes notes	11,657 54	17,486 47	
Total	\$14,903 04	\$49,595 59	\$21,125 91

* These are all paid.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$80,500 00	\$80,500 00	\$1,006 25	
Equipment trust obligations.....	49,595 59	21,125 91		
Total.....	\$130,095 59	\$101,625 91	\$1,006 25	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash.....	\$13,753 81	Loans and bills payable	\$213,700 00
Due from agents.....	1,569 88	Audited vouchers and ac- counts.....	} 6,593 50
Due from solvent companies and individuals	20,857 55	Wages and salaries	
Net traffic balances due from other companies	3,388 45	Net traffic balances due to other companies	146 63
Total—cash and current assets	\$39,569 69	Dividends not called for—un- paid	3,000 00
Balance—current liabilities..	223,422 37	Matured interest coupons un- paid (including coupons due July 1)	62 50
		Miscellaneous	39,489 43
Total	\$262,992 06	Total	\$262,992 06

Materials and supplies on hand, \$2,300.44.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$150,000 00	.....	.....	31	\$4,838 71
Bonds	80,500 00	.....	.....	31	2,596 77
Equipment trust obligations	21,125 91	.....	.....	31	681 48
Total	\$251,625 91	.....	.....	.....	\$8,116 96

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction	\$36,646 72	\$379,684 33	\$416,331 05	\$13,430 00
Equipment	28,845 72	51,049 24	79,894 96	2,577 00
Grand total cost construction, equipment, etc	\$65,492 44	\$430,733 57	\$496,226 01	\$16,007 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$96,449 84	
Less operating expenses.....	58,582 18	
Income from operation.....		\$37,867 66
Deductions from income:		
Interest on funded debt accrued.....	\$1,006 25	
Interest on real estate mortgages, error in acc't last year.....	24 71	
Taxes.....	177 66	
Other deductions, coupons and interest.....	16,825 31	
Total deductions from income.....		18,033 73
Dividends, 4 per cent, common stock.....		6,000 00
Surplus from operations of year ending June 30, 1897.....		13,833 73
Surplus on June 30, 1896.....		10,186 46
Surplus on June 30, 1897.....		\$24,020 19

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$10,439 33
Mail.....			1,051 04
Express.....			223 11
Total passenger earnings.....			\$11,713 48
Total freight earnings.....			84,551 25
Telephone.....			185 11
Total gross earnings from operation....			\$96,449 84

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$16,534 36
Renewals of ties.....	240 50
Repairs and renewals of bridges and culverts.....	167 57
Repairs and renewals of fences, road crossings, signs and cattle guards.....	45 89
Repairs and renewals of buildings and fixtures.....	162 43
Stationery and printing.....	8 78
Other expenses.....	186 37
Total.....	\$17,345 90
Maintenance of equipment:	
Superintendence.....	\$ 562 50
Repairs and renewals of locomotives.....	3,267 23
Repairs and renewals of passenger cars.....	649 31
Repairs and renewals of freight cars.....	4,115 88
Repairs and renewals of work cars.....	130 09
Repairs and renewals of shop machinery and tools.....	129 63
Other expenses.....	41 70
Total.....	\$8,896 34
Conducting transportation:	
Engine and roundhouse men.....	\$2,872 52
Fuel for locomotives.....	11,758 36
Water supply for locomotives.....	622 24
Oil, tallow and waste for locomotives.....	593 42
Other supplies for locomotives.....	370 01
Train service.....	6,885 83
Train supplies and expenses.....	727 93
Switchmen, flagmen and watchmen.....	175 97
Telegraph expenses.....	431 98
Station service.....	1,743 95
Station supplies.....	381 40
Car mileage—balance.....	137 21
Hire of equipment—balance.....	60 00
Loss and damage.....	276 05
Clearing wrecks.....	165 30
Advertising.....	220 37
Rents for tracks, yards and terminals.....	600 00
Stationery and printing.....	318 47
Other expenses.....	136 01
Total.....	\$28,471 02
General expenses:	
Salaries of general officers.....	\$ 820 00
Salaries of clerks and attendants.....	1,631 20
General office expenses and supplies.....	844 69
Insurance.....	181 50
Stationery and printing (general offices).....	176 75
Other expenses.....	268 78
Total.....	\$3,922 92
Recapitulation of expenses:	
Maintenance of way and structures.....	\$17,345 90
Maintenance of equipment.....	8,696 34
Conducting transportation.....	28,417 02
General expenses.....	3,922 92
Grand total.....	\$58,582 18

Percentage of expenses to earnings, 60.92.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Rental of tracks, terminals, office, etc.....	Rumford Falls.....	Portland & Rumford Falls Railway.....		\$600 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$379,684 33	Cost of road..		\$416,331 05	\$36,646 72	
	51,049 24	Cost of equipment		79,894 96	28,845 72	
		Coal shed at Rumford Falls		1,548 27	1,548 27	
	20,524 99	Cash and current assets		39,569 69	19,044 70	
	2,529 91	Other assets: Materials and supplies		2,300 44		\$229 47
	\$453,788 47	Grand total....		\$539,644 41	\$85,855 94	
		LIABILITIES.				
	\$150,000 00	Capital stock		\$150,000 00		
	79,037 17	Funded debt		101,625 91	\$22,588 74	
	213,515 68	Current liabilities		262,992 06	49,476 38	
	1,649 16	Accrued interest on funded debt not yet payable.		1,006 25		\$42 91
	10,186 46	Profit and loss....		24,020 19	13,833 73	
	\$453,788 47	Grand total....		\$539,644 41	\$85,855 94	

IMPORTANT CHANGES DURING THE YEAR.

The Maine Line has been extended at Bemis about 630 feet. In May, 1897, we began straightening the track between Bemis stream bridge and Bemis, which is now in process, so particulars cannot now be given.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount of mortgage per mile of line.
	From—	To—			
Five per cent bonds	Rumford Falls ...	Bemis		27	\$10,000
Five per cent bonds	Houghton	Letter E.....		4	5,000

All equipment owned mortgaged. Equipment trust—locomotives 1, 2 and 4; 30 flat cars.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	365	\$ 840 00	
Other officers.....	2	629	1,427 70	\$2 27
General office clerks.....	3	742	1,363 13	1 84
Station agents.....	5	1,224	1,530 00	1 25
Enginemen.....	5	1,251	2,594 39	2 07
Firemen	6	1,280	1,887 52	1 47
Conductors	3	968	1,865 07	1 93
Other trainmen	8	1,787	2,603 88	1 46
Machinists	1	243	499 00	2 05
Carpenters	2	598	1,050 38	1 81
Other shopmen	9	2,228	3,277 31	1 47
Section foremen	9	2,871	4,301 06	1 50
Other trackmen	95	10,522	13,030 38	1 30
Switchmen, flagmen and watchmen.....	1	303	367 26	1 21
All other employees and laborers	1	385	551 84	1 43
Total (including "general officers")	151	25,396	37,818 92	\$1 49
Less "general officers".....	1	365	840 00	
Total (excluding "general officers")	150	25,031	36,978 92	
Distribution of above:				
General administration.....	4	1,107	\$ 2,203 13	\$1 99
Maintenance of way and structures.....	105	14,107	19,448 48	1 38
Maintenance of equipment.....	13	3,369	5,419 19	1 61
Conducting transportation	27	6,813	10,848 12	1 59

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	10,798			
Number of passengers carried one mile.....	210,208			
Number of passengers carried one mile per mile of road	7,785 *			
Average distance carried.....	19.156			
Total passenger revenue.....		10,439	33	
Average amount received from each passenger.....			96	688
Average receipts per passenger per mile.....			04	967
Total passenger earnings.....		11,713	48	
Passenger earnings per mile of road.....		433	83	
Passenger earnings per train mile.....			42	
Freight traffic:				
Number of tons carried of freight earning revenue....	142,142			
Number of tons carried one mile.....	2,677,727			
Number of tons carried one mile per mile of road.....	99,175			
Average distance haul of one ton.....	18.166			
Total freight revenue.....		84,551	25	
Average amount received for each ton of freight.....			59	481
Average receipts per ton per mile.....			03	158
Total freight earnings.....		84,551	25	
Freight earnings per mile of road.....		2,727	46	
Freight earnings per train mile.....			2	08
Passenger and freight:				
Passenger and freight revenue.....		96,264	73	
Passenger and freight revenue per mile of road.....		3,105	31	
Passenger and freight earnings.....		96,449	84	
Passenger and freight earnings per mile of road.....		3,111	28	
Gross earnings from operation.....		96,449	84	
Gross earnings from operation per mile of road.....		3,111	28	
Gross earnings from operation per train mile.....			1	41
Operating expenses.....		58,582	18	
Operating expenses per mile of road.....		1,889	75	
Operating expenses per train mile.....			85	5
Income from operation.....		37,867	66	
Income from operation per mile of road.....		1,221	54	
Train mileage:				
Miles run by passenger trains.....	27,821			
Miles run by freight trains.....	40,654			
Total mileage trains earning revenue.....	68,475			
Miles run by switching trains.....	18,417			
Miles run by construction and other trains.....	3,877			
Grand total train mileage.....	90,769			

* As four miles of our road are not operated for passenger service, but are included in figuring revenue per mile of road, the work will not prove by adding the freight earnings per mile of road figured on 31 miles to the passenger earnings per mile of road which are figured on the 27 miles only.

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	2	2				
Freight.....	1	4				
Total locomotives in service..	3	6				
Less locomotives leased		3				
Total locomotives owned		3				
Cars—owned and leased:						
In passenger service—						
Combination cars.....	1	4				
In freight service—						
Box cars		6				
Flat cars		43				
Logging cars		105				
Caboose cars		1				
Total		155				
In company's service—						
Derrick cars.....		1				
Flange cars.....		1				
Total		2				
Total cars in service.....		161				
Less cars leased		30				
Total cars owned.....		131				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	27.	4.	31.	.12	.....	All.
Miles of yard track and sidings.....	4.917	.445	5.362	1.532	.....
Total mileage operated (all tracks)	31.917	4.445	36.362	1.652	.....

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Spruce and hemlock	1,000	20c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	}	2,514	}	}	27,821	40,654	
Freight					18,417	3,877	
Switching							
Construction							
Total						90,769	62
Average cost at distributing point		\$4 68					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Iron	3	500		50		350		Overhead Railway Crossings:			
Wooden,	3	160		40		60					
Total .	6	660									
Trestles ..	133	1,334		29		406					

Gauge of track, 4 feet, 8½ inches—31 miles.

TELEGRAPH.

Twenty-seven miles of line and 54 miles of wire operated by this company. Of this 54 miles one-half is for telephone, but we are not now operating by telegraph and use all as a metallic telephone circuit.

Report of the Sandy River Railroad Company for the Year Ending June 30, 1897.

(Narrow Gauge—Two Feet.)

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. State of Maine,

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Weston Lewis.....	Gardiner, Maine.....	November 17, 1897.
Josiah S. Maxey.....	Gardiner, Maine....	November 17, 1897.
P. H. Winslow.....	Gardiner, Maine.....	November 17, 1897.

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, November 18, 1896.

Post office address of general office, Gardiner, Me.

Post office address of operating office, Gardiner, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Weston Lewis	Gardiner, Maine.
President	Weston Lewis	Gardiner, Maine.
First Vice-President	Josiah S. Maxcy	Gardiner, Maine.
Treasurer	George A. Farrington ...	Gardiner, Maine.
Attorney or General Counsel ...	F. E. Timberlake	Phillips, Maine.
Auditor	P. H. Winslow	Gardiner, Maine.
General Manager	Josiah S. Maxcy	Gardiner, Maine.
General Superintendent.....	F. N. Beal	Phillips, Maine.
General Freight Agent	F. N. Beal	Phillips, Maine.
General Pass. and Ticket Agent	George A. Farrington ...	Gardiner, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sandy River Railroad.....	Farmington	Phillips	18	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	1,000	\$100	\$100,000	\$100,000	6	\$6,000
Manner of Payment for Capital Stock.						
			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 00
Issued for stock dividend .....			.....	.....	309	
Total .....			.....	.....	1,000	\$69,100 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mortgage bonds	1885	1915	\$100,000	\$100,000	\$100,000	\$100,000	5	Mar. & Sept.	\$5,000 00	\$5,000 00
1st mortgage consolidated	1896	1921	200,000	200,000	200,000	.....	5	Jan. & July.	6,666 67	6,666 67
Total . . . . .	.....	.....	\$300,000	\$300,000	\$300,000	.....	.....	.....	\$11,666 67	\$11,666 67

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$300,000 00	\$300,000 00	\$11,666 67	\$11,666 67

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$1,780 28	Loans and bills payable.....	\$2,500 00
Due from agents	652 31	Audited vouchers and accounts.....	1,669 56
Due from solvent companies and individuals	1,084 47	Wages and salaries	786 82
Net traffic balances due from other companies	860 87		
Total—cash and current assets	\$4,377 93		
Balance—current liabilities..	578 45		
Total.	\$4,956 38	Total—current liabilities.	\$4,956 38

Materials and supplies on hand, \$1,575.75.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$100,000 00	\$100,000 00	.....	18	\$ 5,556 00
Bonds	300,000 00	300,000 00	.....	18	16,666 00
Total	\$400,000 00	\$400,000 00	.....	18	\$22,222 00

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Sandy River Railroad	\$100,000 00	\$300,000 00	\$400,000 00	18	\$22,222 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction :					
Right of way.....			\$5,265 09	\$5,265 09	\$292 51
Other real estate.....			1,925 83	1,925 83	106 99
Fences			2,758 98	2,758 98	153 27
Grading and bridge and culvert masonry... ..		\$56,265 03	66,556 59	122,821 62	6,823 42
Bridges and trestles.....			19,133 92	19,133 92	1,062 99
Rails			38,083 56	38,083 56	2,115 75
Ties			5,400 00	5,400 00	300 00
Buildings, furniture and fixtures			4,997 79	4,997 79	277 65
Shop machinery and tools			1,038 21	1,038 21	57 68
Engineering expenses... ..			687 22	687 22	38 18
Interest during construction			2,514 95	2,514 95	139 72
Water works		368 18	763 54	1,131 72	62 87
Other items			1,590 68	1,590 68	88 37
Total construction		\$56,633 21	\$150,716 36	\$207,349 57	\$11,513 87
Equipment:					
Locomotives			\$17,579 00	\$17,579 00	\$976 63
Passenger cars.....			7,500 00	7,500 00	416 67
Baggage, express and postal cars			2,000 00	2,000 00	111 11
Freight cars.....			14,466 74	14,466 74	803 71
Total equipment.....			\$41,545 74	\$41,545 74	\$2,308 10
Grand total cost construction, equipment, etc....		\$56,633 21	\$192,262 10	\$248,895 31	\$13,827 52

INCOME ACCOUNT.

Gross earnings from operation.....	\$43,996 05	
Less operating expenses.....	22,490 89	
Income from operation		\$21,505 16
Interest on bonds owned.		2,500 00
Total income		\$24,005 16
Deductions from income:		
Interest on funded debt accrued	\$11,666 67	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	1,834 33	
Taxes	493 65	
Total deductions from income.....		\$13,994 65
Net income		\$10,010 51
Dividends 6 per cent common stock.....		6,006 00
Surplus from operations of year ending June 30, 1897.....		4,010 51
Deficit on June 30, 1896.		109,719 37
Deficit on June 30, 1897.....		\$105,708 86

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$13,860 80		
Less repayments— Tickets redeemed		\$94 57	
Total passenger revenue			\$13,826 23
Mail	1,053 00		
Express	2,000 00		
Extra baggage and storage	77 36		
Total passenger earnings.....			\$16,956 59
Freight:			
Freight revenue	\$27,167 15		
Less repayments— Overcharged to shippers		\$167 69	
Total freight earnings			26,999 46
Total passenger and freight earnings			\$43,956 05
Other sources.....			40 00
Total gross earnings from operation..			\$43,996 05

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.	Shares.
Kingfield and Dead River	\$4,500 00	.....		\$4,500 00	

BONDS OWNED.

Railway Bonds.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Phillips and Rangeley Railroad second mortgage bonds.....	\$50,000 00	5	\$2,500 00	\$41,565 20

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$4,383 79
Renewals of ties.....	859 32
Repairs and renewals of bridges and culverts.....	451 61
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	119 41
Repairs and renewals of buildings and fixtures.....	22 87
Other expenses.....	97 23
Total.....	\$5,934 23
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$865 47
Repairs and renewals of passenger cars.....	845 57
Repairs and renewals of freight cars.....	610 18
Other expenses.....	183 74
Total.....	\$2,504 96
Conducting transportation:	
Superintendence.....	\$1,000 00
Engine and roundhouse men.....	2,333 03
Fuel for locomotives.....	2,716 32
Water supply for locomotives.....	435 19
Other supplies for locomotives.....	169 49
Train service.....	827 82
Train supplies and expenses.....	242 42
Switchmen, flagmen and watchmen.....	455 37
Station service.....	1,885 75
Station supplies.....	42 48
Car mileage—balance.....	125 68
Loss and damage.....	43 12
Advertising.....	240 63
Stationery and printing.....	267 67
Other expenses.....	226 16
Total.....	\$11,011 13
General expenses:	
Salaries of general officers.....	\$1,600 00
Insurance.....	200 00
Law expenses.....	100 00
Other expenses.....	1,140 57
Total.....	\$3,040 57
Recapitulation of expenses:	
Maintenance of way and structures.....	\$5,934 23
Maintenance of equipment.....	2,504 96
Conducting transportation.....	14,011 13
General expenses.....	4,040 57
Grand total.....	\$22,490 89

Percentage of operating expenses to earnings .48.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$150,716 36	Cost of road		\$207,349 57	\$56,633 21	
	41,545 74	Cost of equipment		41,545 74		
	4,500 00	Stocks owned		4,500 00		
	41,565 20	Bonds owned		41,565 20		
	6,564 65	Cash and current assets		4,377 93		\$2,186 72
		Other assets:				
	1,692 00	Materials and supplies		1,575 75		116 25
	109,719 37	Profit and loss		105,708 86		4,010 51
	\$356,303 32	Grand total		\$406,623 05	\$56,633 21	\$6,313 48
		LIABILITIES.				
	\$100,000 00	Capital stock		\$100,000 00		
	200,000 60	Funded debt		300,000 00	\$100,000 00	
	53,803 32	Current liabilities		4,956 38		\$48,846 94
	2,500 00	Accrued interest on funded debt not yet payable		1,666 67		833 33
	\$356,303 32	Grand total		\$406,623 05	\$100,000 00	\$49,680 27

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st mortgage bonds	Farmington.....	Phillips	18	\$ 5,556
1st mortgage consolidated..	Farmington.....	Phillips	18	16,666

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$1,600 00	\$2 55
Station agents.....	3	876	1,338 00	1 53
Other station men.....	2	619	547 75	88
Enginemen.....	3	707½	1,415 06	2 00
Firemen	3	704	918 03	1 30
Conductors.....	2	659	985 38	1 50
Other trainmen.....	2	661	842 44	1 27
Machinists.....	1	314	706 48	2 25
Carpenters.....	1	185	326 37	1 76
Other shopmen	3	495	642 87	1 30
Section foremen	3	977	1,465 50	1 50
Other trackmen.....	7	2,097	2,622 06	1 25
Switchmen, flagmen and watchmen.....	1	365	455 37	1 25
All other employees and laborers	4	146	189 84	1 30
Total (including "general officers")	37	9,431½	\$14,055 09	1 49
Less "general officers".....	2	626	1,600 00	2 55
Total (excluding "general officers").....	35	8,805½	\$12,455 09	1 41
Distribution of above:				
General administration.....	2	626	1,600 00	2 55
Maintenance of way and structures	15	3,405	4,603 77	1 35
Maintenance of equipment.....	5	1,174	1,804 72	1 54
Conducting transportation	15	4,226½	6,046 60	1 43

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MAINE.

ITEM.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	27,445			
Number of passengers carried one mile	376,051			
Number of passengers carried one mile per mile of road	20,892			
Average distance carried	13.70			
Total passenger revenue		13,826	23	
Average amount received from each passenger			50	377
Average receipts per passenger per mile			03	677
Total passenger earnings		16,956	59	
Passenger earnings per mile of road		942	03	277
Passenger earnings per train mile			89	652
Freight traffic:				
Number of tons carried of freight earning revenue	29,607			
Number of tons carried one mile	471,361			
Number of tons carried one mile per mile of road	26,186			
Average distance haul of one ton	15.92			
Total freight revenue		26,999	46	
Average amount received for each ton of freight			91	192
Average receipts per ton per mile			05	066
Total freight earnings		26,999	46	
Freight earnings per mile of road		1,499	97	410
Freight earnings per train mile			1	62 855
Passenger and freight:				
Passenger and freight revenue		40,825	69	
Passenger and freight revenue per mile of road		2,268	09	389
Passenger and freight earnings		43,956	05	
Passenger and freight earnings per mile of road		2,442	00	278
Gross earnings from operation		43,996	05	
Gross earnings from operation per mile of road		2,444	22	5
Gross earnings from operation per train mile			1	23 953
Operating expenses		22,490	89	
Operating expenses per mile of road		1,249	49	389
Operating expenses per train mile			63	365
Income from operation		21,505	16	
Income from operation per mile of road		1,194	73	111
Train mileage:				
Miles run by passenger trains	13,387			
Miles run by mixed trains	22,107			
Total mileage trains earnings revenue	35,494			
Miles run by construction and other trains	2,713			
Grand total train mileage	38,207			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger		3	3	Eames.		
Freight		1	1	Eames.		
Total locomotives in service.....		4	4	Eames.		
Total locomotives owned		4	4			
Cars—owned and leased:						
In passenger service—						
First-class cars.....		3	3	Eames.		
Combination cars		1	1	Eames.		
Baggage, express and postal cars		2	2	Eames.		
Total		6	6	Eames.		
In freight service—						
Box cars		20				
Flat cars		21				
Total		41				
Total cars in service.....		47	6	Eames.		
Total cars owned.....		47	6	Eames.		

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	18	.....	.....	18	.....	.....	18
Total mileage operated (all tracks)....	18	.....	.....	18	.....	.....	18

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	8,593	10c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.	239	13,387	
Freight and mixed	395	22,107	
Switching	49	2,713	
Construction			
Total		636.34	70	.....	683	38,207	35.65
Average cost at distributing point		\$3 85	\$3 85		\$3 98		

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Iron.....	2	260		105		155		Trestles	2	15	
Trestles ..	1	283									
	1	244									

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, 1897.

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? General railroad laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Z. D. Lancaster	Pittsfield, Maine	Tuesday following July 15, 1897.
W. L. Pushor	Pittsfield, Maine	Tuesday following July 15, 1897.
E. C. Bryant	Pittsfield, Maine	Tuesday following July 15, 1897.
T. M. Griffin	Pittsfield, Maine .. .	Tuesday following July 15, 1897.
A. J. Moore	Hartland, Maine.....	Tuesday following July 15, 1897.

Total number of stockholders at date of last election, 93.

Date of last meeting of stockholders for election of directors, July 21, 1896.

Post office address of general office, Pittsfield, Me.

Post office address of operating office, Pittsfield, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Z. D. Lancaster.....	Pittsfield, Maine.
President.	Z. D. Lancaster.....	Pittsfield, Maine.
Secretary	T. M. Griffin	Pittsfield, Maine.
Treasurer.....	Z. D. Lancaster.....	Pittsfield, Maine.
General Manager	Z. D. Lancaster.....	Pittsfield, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class for each class of roads named.
	From—	To—		
Sebasticook and Moosehead Railroad	Pittsfield, Me. . .	Hartland, Me. . .	8	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	8,000	\$50	\$400,000			
Manner of Payment for Capital Stock.			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			491	\$24,550 00	180,000	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
First mort. . .	Oct. 1895.	Oct. 1925.	\$250,000	\$100,000	\$50,000	\$70,000				

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$400,000 00				

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Sebasticook & Moosehead R. Co.....	\$400,000 00				

INCOME ACCOUNT.

Gross earnings from operation.	\$8,702 01	
Less operating expenses.....	4,611 75	
Income from operation..		\$4,090 26
Deductions from income:		
Interest on funded debt accrued		2,500 00

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$2,766 45
Mail	\$356 98		
Express	485 68		841 76
Total freight earnings			\$3,608 21
Freight:			
Freight revenue.....	\$5,105,100 61		
Other repayments.		\$6 81	
Total freight revenue			5,098 80
Total passenger and freight earnings...			\$8,702 01
Total gross earnings from operation....			\$8,702 01

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,262 50
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$15 75
Conducting transportation:	
Engine and roundhouse men	\$1,271 50
Fuel for locomotives	772 00
Water supply for locomotives.....	50 00
Oil, tallow, and waste for locomotives	40 00
Train service.	480 00
Station service.	660 00
Car mileage—balance	60 00
Total	\$3,533 50
Recapitulation of expenses:	
Maintenance of way and structures	\$1,262 50
Maintenance of equipment.....	15 75
Conducting transportation	3,333 50
Grand total.....	\$4,611 75

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		LIABILITIES.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease
		Capital stock	\$126,000 00			
		Funded debt	100,000 00			
		Accrued interest on funded debt not yet payable.	624 00			
		Grand total ...	\$126,624 00			

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents	2	626	\$600 00	\$0.96
Other station men	2	626	60 00	.09
Enginemen	1	313	480 00	1.53
Firemen	1	313	390 00	1.25
Conductors	1	313	480 00	1.53
Section foremen	1	313	480 00	1.53
Other trackmen	2	626	782 50	1.25
Watchmen	1	313	401 50	1.10
Total (excluding "general officers")	11	3,495	\$3,674 00	\$9.24

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	7,561			
Number of passengers carried one mile.....	60,488			
Number of passengers carried one mile per mile of road	945			
Average distance carried	8			
Total passenger revenue		2,766	45	
Average amount received from each passenger.....			38	
Total passenger earnings.....		3,608	21	
Passenger earnings per mile of road		451	03	
Freight traffic:				
Number of tons carried of freight earning revenue	6,638			
Number of tons carried one mile.....	53,104			
Number of tons carried one mile per mile of road.	830			
Average distance haul of one ton ..	8			
Total freight revenue.....		5,093	80	
Average amount received for each ton of freight			77	
Average receipts per ton per mile			09	5
Total freight earnings.....		5,093	80	
Freight earnings per mile of road		636	73	
Passenger and freight:				
Passenger and freight revenue		7,860	25	
Passenger and freight revenue per mile of road.....		782	53	
Passenger and freight earnings		8,702	01	
Passenger and freight earnings per mile of road.....		1,087	75	
Gross earnings from operation		8,702	01	
Gross earnings from operation per mile of road.....		1,087	75	
Operating expenses ..		4,611	75	
Operating expenses per mile of road ..		576	47	
Income from operation.....		4,090	26	
Income from operation per mile of road		511	28	
Train mileage:				
Miles run by passenger trains	5,008			
Miles run by mixed trains	10,016			
Total mileage trains earning revenue.....	15,024			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....		2				
Total locomotives in service		1				
Total locomotives owned		2				
Cars—owned and leased:						
In passenger service—						
First class cars.....		1				
Combination cars.....		1				
Total		2				
In freight service—						
Flat cars		6				
Total cars in service.....		8				
Total cars owned		8				

MILEAGE OF ROAD OPERATED—(ALL TRACKS.)

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	8	.....	8	.....	.....	8
Total mileage operated (all tracks)	8	.....	8	.....	.....	8

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Wooden,											
Trestles ..	1							Overhead Railway Crossings:			

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

Report of the Somerset Railway Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. Somerset Railway.

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 56, amended March 6, 1883; amended March 6, 1887.

If a consolidated company, name the constituent companies. Mortgage of Somerset Railroad, 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 July 8, 1884, 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. Laws of State of Maine; approved March 19, 1860.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. W. Hill	Exeter, Maine	September 8, 1897.
A. J. Libby	Embsden, Maine	September 8, 1897.
B. P. J. Weston.....	Madison, Maine	September 8, 1897.
John Ayer	Oakland, Maine.....	September 8, 1897.
R. W. Dunn	Waterville, Maine.....	September 8, 1897.
W. M. Dunn	Waterville, Maine.....	September 8, 1897.
E. F. Webb	Waterville, Maine.....	September 8, 1897.
Omar Clark	Carratunk, Maine.....	September 8, 1897.
Stanton Day.....	Boston, Massachusetts...	September 8, 1897.
Thomas Flint	San Juan, California	September 8, 1897.
W. M. Ayer	Oakland, Maine	September 8, 1897.

Total number of stockholders at date of last election, 36.

Date of last meeting of stockholders for election of directors, September 10, 1896.

Post office address of general office, Oakland, Me.

Post office address of operating office, Oakland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	John Ayer	Oakland, Me.
First Vice-President	R. W. Dunn	Waterville, Me.
Clerk	A. R. Small.....	Oakland, Me.
Treasurer	A. R. Small.....	Oakland, Me.
Attorney, or General Counsel	E. F. Webb	Waterville, Me.
Auditor	H. W. Greeley.....	Oakland, Me.
General Superintendent	W. M. Ayer	Oakland, Me.
General Freight Agent	W. M. Ayer	Oakland, Me.
General Passenger Agent	W. M. Ayer	Oakland, Me.
General Ticket Agent	W. M. Ayer	Oakland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Somerset Railway.....	Oakland.....	Bingham.....	41.06	
Branch	Main line	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 DURING YEAR.	
					Rate.	Amount.
Capital stock: common..	7,366	\$100	\$736,648 76	\$573,300 00		
Somerset Railroad bonds and coupon interest to be converted				163,348 76		
Total	7,366		\$736,648 76	\$736,648 76		
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for Somerset Railroad bonds and interest.....			204		5,733	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mort..	July, 1887.	July, 1917.	\$225,000	\$225,000	\$225,000	\$202,500	5	Jan. & July	\$11,250	\$11,250

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$225,000 00	\$225,000 00	\$11,250 00	\$11,250 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$2,515 88	Loans and bills payable.....	\$57,187 14
Bills receivable	2,539 00	Audited vouchers and accounts.....	14,389 84
Due from agents	8,404 30	Wages and salaries.....	1,400 50
Due from solvent companies and individuals	6,518 69	Net traffic balances due to other companies	1,158 21
Mail	802 59	Miscellaneous—Interest.....	1,914 79
Express	174 29		
Insurance	194 40		
Total—cash and current assets	\$21,149 15		
Balance—current liabilities..	54,901 33		
Total	\$76,050 48	Total—current liabilities.	\$76,050 48

Materials and supplies on hand, \$12,754.05.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		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
Total	\$961,648 76	\$961,648 76	.....	42.06	\$22,863 74

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1886.	Total cost to June 30, 1887.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Buildings, furniture and fixtures		\$699 20			
Total construction		\$699 20	\$1,039,960 82	\$1,040,630 02	\$24,742 27
Equipment:					
Freight cars		\$500 00			
Total equipment		\$500 00	\$28,798 05	\$29,298 05	\$696 58
Grand total cost construction, equipment, etc		\$1,199 20	\$1,068,758 87	\$1,069,928 07	\$25,438 85

INCOME ACCOUNT.

Gross earnings from operation.....	\$78,688 48	
Less operating expenses.....	64,203 18	
Income from operation.....		\$14,485 30
Deductions from income:		
Interest on funded debt accrued.....	\$11,250 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	3,385 23	
Taxes.....	637 58	
Total deductions from income.....		\$15,272 81
Deficit.....		\$787 81
Deficit from operations of year ending June 30, 1897.....		787 51
Surplus on June 30, 1896.....		66,949 54
Surplus on June 30, 1897.....		\$66,162 03

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$21,899 25
Mail.....	\$3,210 36		
Express.....	1,704 65		
Extra baggage and storage.....	258 24		
Total passenger earnings.....			5,173 25
Total passenger earnings.....			\$27,072 50
Freight:			
Freight revenue.....	\$52,365 47		
Less repayments.....		\$890 09	
Total freight earnings.....			\$51,475 38
Total passenger and freight earnings.....			\$78,547 88
Other earnings from operation:			
Telegraph companies.....			\$140 60
Total gross earnings from operation.....			\$78,688 48

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$22,945 09
Renewals of rails.....	5,581 37
Renewals of ties.....	1,977 90
Repairs and renewals of bridges and culverts.....	1,729 87
Repairs and renewals of fences, road crossings, signs and cattle guards.....	25 00
Repairs and renewals of buildings and fixtures.....	1,001 97
Total.....	\$33,261 20
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$ 755 21
Repairs and renewals of passenger cars.....	1,498 29
Repairs and renewals of freight cars.....	1,112 18
Repairs and renewals of work cars.....	81 72
Repairs and renewals of shop machinery and tools.....	218 59
Total.....	\$3,665 99
Conducting transportation:	
Engine and roundhouse men.....	\$4,100 75
Fuel for locomotives.....	8,538 46
Water supply for locomotives.....	281 13
Oil, tallow and waste for locomotives.....	146 16
Other supplies for locomotives.....	25 84
Train service.....	3,027 61
Train supplies and expenses.....	259 69
Station service.....	4,328 46
Station supplies.....	875 28
Car mileage—balance.....	894 56
Loss and damage.....	34 01
Advertising.....	55 00
Stationery and printing.....	150 00
Other expenses.....	225 00
Total.....	\$22,941 95
General expenses:	
Salaries of general officers.....	\$1,530 00
Salaries of clerks and attendants.....	1,084 00
General office expenses and supplies.....	301 09
Insurance.....	689 98
Law expenses.....	92 00
Stationery and printing (general offices).....	201 34
Other expenses.....	435 63
Total.....	\$4,334 04
Recapitulation of expenses:	
Maintenance of way and structures.....	\$33,261 20
Maintenance of equipment.....	3,665 99
Conducting transportation.....	22,941 95
General expenses.....	4,334 04
Grand total.....	\$64,203 18

Percentage of expenses to earnings, 81.5.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,039,960 82	Cost of road .....	.....	\$1,040,660 02	\$699 20	
	28,798 05	Cost of equipment .....	.....	29,298 05	500 00	
	16,135 96	Cash and current assets .....	.....	21,149 15	5,013 25	
		Other assets:				
	10,188 94	Materials and supplies .....	.....	12,754 05	2,565 11	
	\$1,095,083 71	Grand total ... ..	.....	\$1,103,861 27	\$8,777 56	
		LIABILITIES.				
	\$736,648 76	Capital stock .....	.....	\$736,648 76		
	225,000 00	Funded debt .....	.....	225,000 00		
	66,485 41	Current liabilities .....	.....	76,050 48	\$9,565 07	
	66,949 54	Profit and loss .....	.....	66,162 03		\$787 51
	\$1,095,083 71	Grand total ... ..	.....	\$1,103,861 27	\$8,777 56	\$787 51

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st mortgage 5%.....	Oakland	Bingham	41.06	} \$5,350
	Main line	Quarry	1	

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	5	626	\$1,530 00	\$2 44
General office clerks	2	626	1,084 00	1 73
Station agents	8	2,504	3,742 00	1 49
Other station men	2	313	586 46	1 87
Enginemen	2	626	1,308 34	2 09
Firemen	2	626	849 79	1 36
Conductors	2	626	1,308 34	2 09
Other trainmen	3	939	1,251 97	1 33
Machinists	2	626	1,157 40	1 85
Carpenters	1	313	563 40	1 80
Other shopmen	1	313	563 40	1 80
Section foremen	8	2,504	3,695 75	1 44
Other trackmen	16	5,008	6,260 00	1 25
Switchmen, flagmen and watchmen...	2	626	858 00	1 37
All other employees and laborers	5	1,565	2,013 50	1 29
	1	313	396 00	1 26
Total (including "general officers")	62	18,154	\$27,072 36	\$1 49
Less "general officers"	5	626	1,530 00	2 44
Total (excluding "general officers")	57	17,528	\$25,542 36	\$1 46
Distribution of above:				
General administration	7	1,252	\$2,614 00	\$2 09
Maintenance of way and structures	26	8,138	10,877 65	1 34
Maintenance of equipment	5	1,565	2,706 75	1 73
Conducting transportation	24	7,199	10,873 96	1 51

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	25,457			
Number of passengers carried one mile.....	601,302			
Number of passengers carried one mile per mile of road	14,296			
Average distance carried	23.62			
Total passenger revenue.....		21,890	25	
Average amount received from each passenger.....			86	024
Average receipts per passenger per mile			3	642
Total passenger earnings		27,072	59	
Passenger earnings per mile of road		643	66	381
Passenger earnings per train mile.....			58	722
Freight traffic:				
Number of tons carried of freight earning revenue	77,002			
Number of tons carried one mile.....	1,548,808			
Number of tons carried one mile per mile of road.. .	36,824			
Average distance haul of one ton.....	20.11			
Total freight revenue.....		51,475	38	
Average amount received for each ton of freight			66	849
Average receipts per ton per mile			3	324
Total freight earnings.....		51,475	38	
Freight earnings per mile of road.....		1,223	85	592
Freight earnings per train mile.....			1	94 651
Passenger and freight:				
Passenger and freight revenue.....		73,374	63	
Passenger and freight revenue per mile of road.....		1,744	52	282
Passenger and freight earnings		73,547	88	
Passenger and freight earnings per mile of road.....		1,867	51	973
Gross earnings from operation		78,688	48	
Gross earnings from operation per mile of road		1,870	86	258
Gross earnings from operation per train mile			1	08 464
Operating expenses		64,203	18	
Operating expenses per mile of road		1,526	46	648
Operating expenses per train mile.....			88	498
Income from operation.....		14,485	30	
Income from operation per mile of road		344	39	610
Train mileage:				
Miles run by passenger trains.....	43,873			
Miles run by freight trains	19,755			
Miles run by mixed trains	8,920			
Total mileage trains earning revenue	72,548			
Miles run by switching trains	700			
Miles run by construction and other trains	4,685			
Total mileage trains earning revenue	77,933			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	2	2	2	Westinghouse.		
Freight	3	3	3	Vacuum.		
Total locomotives in service..	5	5	5			
Total locomotives owned	5	5	5			
Cars—owned and leased:						
In passenger service—						
First-class cars	6	6	6	Westinghouse.....	6	Miller.
Combination cars	1	1				
Baggage, express and postal cars	3	3	3	Westinghouse.....	3	Miller.
Total	10	10	9		9	
In freight service—						
Box cars	11	14				
Flat cars		20				
Other cars in freight service..		1				
Total	11	35				
In company's service—						
Tool car	1	1				
Caboose cars		1				
Total	1	2				
Total cars in service.....	12	47				
Total cars owned.....		47				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track....	41.06	1	.....	42.06	.....	7.81	33.75
Miles of yard track and sidings		4.13	.....	.....	23	4.13	
Total mileage operated (all tracks).	41.06	5.13	.....	42.06	23	11.94	33.75

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	800 58	26.00	Cedar	7,500	30c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	1,201.35	.....	.....	1,201.35	43,873	54.66
Freight	540.94	.....	.....	540.94	19,755	54.66
Switching	244.25	.....	.....	244.25	8,920	54.66
Construction	147.46	.....	.....	147.46	5,385	54.66
Total	2,134.00	.....	.....	2,134.00	77,933	54.66
Average cost at distributing point	\$4.00	.....	.....	.....	.....	.....

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges :								Overhead Highway Crossings :			
Iron	4	471		16		400		Overhead Railway Crossings :			
Wooden,	5	1,552		22		580					
Total .	9	2,023									
Trestles ..	2	184		88		96					

Gauge of track, 4 feet, 8½ inches—42.06 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY ANOTHER COMPANY.		Name of Operating Company.
		Miles of line.	Miles of wire.	
41.06	42	41.06	42	Postal Telegraph Cable Company.

Report of the St. Croix and Penobscot Railroad Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. St. Croix and Penobscot Railroad Company.

Date of organization. July 25, 1835.

Under laws of what government, state or territory organized. State of Maine. Laws of 1832, chapter 238; 1835, chapter 550; 1837, chapter 373; 1838, chapter 409; 1849, chapter 238; 1852, chapter 587; 1870, chapter 363; 1873, chapter 324.

If a consolidated company, name the constituent companies. Calais and Baring Railroad and Lewy's Island Railroad. Charter and amendments of Calais and Baring Railroad as above. Lewy's Island Railroad, Baring to Princeton, sixteen miles, chartered 1854, opened 1856. Sold to Calais and Baring Railroad Company in 1872 and name changed to St. Croix and Penobscot Railroad Company.

Date and authority for each consolidation. Laws of 1870, chapter 363.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George P. Wescott	Portland, Maine.....	September, 1897.
James Mitchell.....	Rockland, Maine	September, 1897.
Wm. S. Mitchell	Rockland, Maine	September, 1897.
George A. Curran.....	Calais, Maine	September, 1897.
C. A. Boardman.....	Calais, Maine	September, 1897.

Total number of stockholders at date of last election, 43.

Date of last meeting of stockholders for election of directors, September 23 1896.

Post office address of general office, Calais, Me.

Post office address of operating office, Calais Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	G. P. Wescott	Portland, Maine.
President.....	G. P. Wescott.....	Portland, Maine.
Treasurer	Samuel Black... ..	Calais, Maine.
Attorney or General Counsel ...	George A. Curran.....	Calais, Maine.
Auditor	George A. Curran.....	Calais, Maine.
General Superintendent.....	S. W. Haycock	Calais, Maine.
Traffic Manager	S. W. Haycock	Calais, Maine.
General Freight Agent	A. H. Hiltz.....	Calais, Maine.
General Ticket Agent	H. A. Black	Calais, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
St. Croix and Penobscot Railroad	Calais, Me	Princeton, Me....	21	21

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	1,000	\$100	\$100,000	\$100,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mortgage	1864	1879	\$96,000	\$95,200	\$33,000	.....	6	Jan. & July.	\$1,980	\$990
2d mortgage,	1864	1879	18,000	17,500	10,100	.....	6	.....	606	303
City of Calais bonds	1891	1911	88,000	88,000	88,000	.....	6	June & Dec..	5,280	5,280
Total .....	.....	.....	\$202,000	\$200,700	\$131,100	.....	.....	.....	\$7,866	\$6,573

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$200,700	\$131,100	\$7,866	\$6,573

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash.....	\$399 71	Audited vouchers and accounts.....	\$113 18
Due from agents.....	25 00	Balance—cash assets	2,167 66
Due from solvent companies and individuals	1,856 13		
Total—cash and current assets	\$2,280 84	Total	\$2,280 84

Materials and supplies included in expense account.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$100,000	\$100,000	.....	21	\$4,762
Bonds	131,100	131,100	.....	21	6,243
Total	\$231,100	\$231,100	.....	21	\$11,005

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
St. Croix and Penobscot Railroad	\$100,000	\$131,100	\$231,100	21	\$11,005

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
	Charged to income account as permanent improvements.	Charged to construction or equipment.			
Grand total cost construction, equipment, etc .....	.....	.....	\$364,000	\$364,000	\$17,333 33

INCOME ACCOUNT.

Gross earnings from operation.....	\$25,765 28	
Less operating expenses.....	20,762 54	
Deficit		\$997 26
Miscellaneous income—less expenses		564 25
Deficit		\$443 01
Deductions from income:		
Interest on funded debt accrued	\$6,573 00	
Taxes	322 67	
Total deductions from income.....		6,895 67
Deficit from operations of year ending June 30, 1897.....		\$ 7,328 68
Surplus on June 30, 1896		142,437 04
		\$135,108 36
Deductions for year		40 70
Surplus on June 30, 1897.....		\$135,067 66

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$3,047 84
Mail			909 72
Total passenger earnings.....			\$3,957 56
Total freight earnings			21,807 72
Total passenger and freight earnings.....			\$25,765 28
Total gross earnings from operation.....			\$25,765 28

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents of buildings and land.....			\$284 50
Interest			279 75
Total			\$564 25

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,872 52
Renewals of rails	3,612 94
Renewals of ties	763 03
Repairs and renewals of bridges and culverts.....	6,168 46
Repairs and renewals of fences, road crossings, signs, and cattle guards	88 68
Repairs and renewals of buildings and fixtures.....	739 24
Total	\$14,244 87
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,028 20
Repairs and renewals of passenger cars	278 26
Repairs and renewals of freight cars	1,001 25
Repairs and renewals of shop machinery and tools	217 69
Total	\$2,525 40
Conducting transportation:	
Engine and roundhouse men.....	\$1,800 23
Fuel for locomotives	1,275 46
Water supply for locomotives	8 54
Oil, tallow and waste for locomotives.....	106 84
Other supplies for locomotives.....	16 83
Train service.....	1,546 60
Train supplies and expenses	77 17
Switchmen, flagmen and watchmen	491 62
Telegraph expenses.....	182 19
Station service	1,862 17
Station supplies ..	120 31
Loss and damage	2 10
Advertising	11 25
Stationery and printing.....	30 32
Total	\$7,531 63
General expenses:	
Salaries of general officers.....	\$1,800 00
General office expenses and supplies.....	195 29
Insurance.....	444 89
Stationery and printing (general offices).....	20 46
Total	\$2,460 64
Recapitulation of expenses:	
Maintenance of way and structures.....	\$14,244 87
Maintenance of equipment.....	2,525 40
Conducting transportation.....	7,531 63
General expenses	2,460 64
Grand total.....	\$26,762 54

Percentage of expenses to earnings, 103.87

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	364,000 00	Cost of road.. Cost of equipment		\$364,000 00		
	11,014 17		Cash and current assets		2,280 84		$8,733 33
	\$375,014 17	Grand total.....		\$366,280 84		\$8,733 33
		LIABILITIES.				
	\$100,000 00	Capital stock		\$100,000 00		
	131,100 00	Funded debt		131,100 00		
	1,477 13	Current liabilities		113 18		\$1,363 95
	142,437 04	Profit and loss.....		135,067 66		7,369 38
	\$375,014 17	Grand total.....		\$366,280 84		\$8,733 33

IMPORTANT CHANGES DURING THE YEAR.

New steel bridge erected, replacing a wooden one.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage... ..	Calais.....	Baring	5	\$6,600
Second mortgage	Calais.....	Baring	5	2,020
First mortgage.....	Baring.....	Princeton.....	16	} 4,190
Third mortgage	Calais.....	Baring	5	

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$1,800 00	\$2 88
Station agents	5	1,565	1,296 54	83
Other station men	2	461	565 63	1 25
Enginemen	2	589	1,061 59	1 80
Firemen	2	589	738 64	1 25
Conductors	2	537	867 65	1 61
Other trainmen	2	536	678 95	1 27
Machinists	2	612	1,134 93	1 85
Carpenters	2	614	957 26	1 56
Other shopmen	3	617	777 71	1 26
Section foremen	2	593	822 24	1 39
Other trackmen	4	1,026	1,296 72	1 26
Switchmen, flagmen and watchmen	2	407	491 62	1 21
All other employees and laborers	2	411	543 41	1 30
Total (including "general officers")	34	9,180	\$13,032 89	\$1 42
Less "general officers"	2	626	1,800 00	2 88
Total (excluding "general officers")	32	8,554	\$11,232 89	\$1 31
Distribution of above:				
General administration	2	626	\$1,800 00	\$2 88
Maintenance of way and structures	9	2,433	3,336 22	1 37
Maintenance of equipment	6	1,447	2,196 05	1 52
Conducting transportation	17	4,674	5,700 62	1 22

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	6,245			
Number of passengers carried one mile.....	119,885			
Number of passengers carried one mile per mile of road	5,709			
Average distance carried	19.20			
Total passenger revenue		3,047	84	
Average amount received from each passenger.....			48	804
Average receipts per passenger per mile			02	542
Total passenger earnings		3,957	56	
Passenger earnings per mile of road		188	45	524
Passenger earnings per train mile.....		1	02	941
Freight traffic:				
Number of tons carried of freight earning revenue	53,399			
Number of tons carried one mile.....	341,343			
Number of tons carried one mile per mile of road.	16,254			
Average distance haul of one ton	6.39			
Total freight revenue.....		21,807	72	
Average amount received for each ton of freight			40	839
Average receipts per ton per mile			06	389
Total freight earnings.....		21,807	72	
Freight earnings per mile of road		1,038	46	286
Freight earnings per train mile.....		1	08	518
Passenger and freight:				
Passenger and freight revenue		24,855	56	
Passenger and freight revenue per mile of road.....		1,183	59	810
Passenger and freight earnings		25,765	28	
Passenger and freight earnings per mile of road.....		1,226	91	810
Gross earnings from operation		25,765	28	
Gross earnings from operation per mile of road.....		1,226	91	810
Gross earnings from operation per train mile.....		1	28	211
Operating expenses		26,762	54	
Operating expenses per mile of road		1,274	40	667
Operating expenses per train mile		1	33	173
Income from operation.. .. .		997	26	
Income from operation per mile of road		47	48	857
Train mileage:				
Miles run by freight trains.....	4,718			
Miles run by mixed trains	15,376			
Total mileage trains earning revenue.....	20,096			
Miles run by construction and other trains.....	2,176			
Grand total train mileage.....	22,272			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight	4	4				
Total locomotives in service.	4	4				
Total locomotives owned	4	4				
Cars—owned and leased:						
In passenger service—						
Second-class cars	4	4				
Baggage, express and postal cars	1	1				
Total	5	5				
In freight service—						
Box cars	4	4				
Flat cars	48	48				
Other cars in freight service	143	143				
Total	195	195				
In company's service—						
Gravel cars.	4	4				
Total cars in service	204	204				
Total cars owned.	204	204				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	21.	... ..	21.	.....	9.40	11.60
Miles of yard track and sidings.....	3.34	.. ..	3.34	.....	3.34	
Total mileage operated (all tracks)	24.34	.....	24.34	.....	12.74	11.60

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Maine	16.25	.....	16.25	.. . . .	6.15	10.10
New Brunswick	4.75	.....	4.75	.....	3.25	1.50
Total mileage operated (single track).....	21	.....	21	.....	9.40	11.60

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LIAD DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	150	56 \$24 09	Cedar.....	4,969	15c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger—Mixed	252	.....	128	316	15,378	41.10
Freight	206	103	4,718	43.66
Construction	82	41	2,176	37.68
Total	252	.....	416	460	22,272	41.30
Average cost at distributing point	\$2.77 per ton						

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Iron.....	1	85.06						Trestles	2	13.06	
Wooden,	2	494		216		278					
Total .	3	579.06									
Trestles ..	1	360									

Gauge of track, 4 feet, 8½ inches—21 miles.

TELEPHONE

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	23	New England Telegraph and Telephone Company	New England Telegraph and Telephone Company

Report of the Wiscasset and Quebec Railroad Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. Wiscasset and Quebec Railroad Company.

Date of organization. June 15, 1854.

Under laws of what government, state or territory organized? State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Albert M. Card	Head Tide, Maine	} Serve until others are chosen in their places.
Llewellyn Libbey.....	Albion, Maine	
William D. Patterson.....	Wiscasset, Maine.....	
Solomon E. Hopkins....	Cooper's Mills, Maine.	
Ora O. Crosby	Albion, Maine.... . . .	
J. P. Tucker	Wiscasset, Maine.....	
Thomas Dinsmore	Palermo, Maine.....	
Thomas A. Rowe.....	Boston, Mass	
Godfrey P. Farley....	New York, N. Y.....	

Total number of stockholders at date of last election, 484.

Date of last meeting of stockholders for election of directors, October 21, 1896.

Post office address of general office, Wiscasset, Me.

Post office address of operating office, Wiscasset, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Albert M. Card	Wiscasset, Maine.
First-Vice President	Albert M. Card	Wiscasset, Maine.
Secretary	W. Fred P. Fogg....	Wiscasset, Maine.
Treasurer	William D. Patterson ...	Wiscasset, Maine.
Auditor	William D. Patterson ...	Wiscasset, Maine.
General Manager	W. Fred P. Fogg.	Wiscasset, Maine.
General Passenger Agent...	William D. Patterson ...	Wiscasset, Maine.
General Ticket Agent.....	William D. Patterson ...	Wiscasset, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Wiscasset and Quebec Railroad ..	Wiscasset	Albion	43.46	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	5,000	\$100	\$500,000	\$185,300		
Manner of Payment for Capital Stock.			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			3	\$300 00	1,853	\$178,100

\$3,285.25 has been received upon authorized stock not yet fully paid.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate - %.	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage gold bond	Aug. 1 1896.	Aug. 1 1916.	\$600,000	\$117,600	\$117,600	\$101,632 29	5	Feb. 1 and Aug 1	\$ 5,725 84	

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
	1894.	Months.		
1. Holmes' note....	Sept. 8	12, 18, 24...	3	4 Flat cars.
2. Holmes' note....	Sept. 14	12, 18, 24...	3	4 Flat cars.
3. Holmes' note....	Sept. 22	12, 18, 24...	3	7 Flat cars.
4. Holmes' note....	Sept. 27	6, 12.....	2	5 Flat cars and 4 push cars.
5. Holmes' note....	Oct. 20	12, 18, 24...	3	5 Box cars.
6. Holmes' note....	Nov. 1.....	12, 18, 24...	3	1 Locomotive.
7. Holmes' note....	Nov. 17.....	12, 18, 24...	3	1 Locomotive & pony plows
8. Holmes' note....	Nov. 29.....	6, 12.....	2	4 Pump cars, 1 caboose car, 1 flange and 1 snow plow.
	1895.			
9. Holmes' note....	Jan. 12	6, 12, 18...	3	4 Flat cars, 6 box cars, 1 hand car.

STATEMENT OF AMOUNT.

Series or Other Designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			Rate—%.
		Original amount.	Amount outstanding.	Original amount.	Amount accrued during year.	Amount paid during year.	
1. Holmes' note	\$330 00	\$670 00	\$670 00	\$60 30	\$40 20	} 208.64 }	6
2. Holmes' note	330 00	670 00	670 00	60 30	40 20		6
3. Holmes' note	577 50	1,172 50	1,172 50	105 53	70 35		6
4. Holmes' note	596 00	894 00	447 00	41 23	26 82		6
5. Holmes' note	522 75	1,122 25	1,122 25	101 01	67 34		6
6. Holmes' note	1,320 00	2,680 00	2,680 00	241 20	160 80		6
7. Holmes' note	1,355 64	2,752 36	2,752 36	247 71	165 14		6
8. Holmes' note	1,045 74	1,568 60	1,468 60	70 59	101 16		6
9. Holmes' note	1,079 50	2,095 50	2,095 50	125 74	125 73		6
Total.....	\$7,187 13	\$13,625 21	\$13,078 21	\$1,053 61	\$797 74		

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$117,600 00	\$117,600 00	\$5,725 84	
Equipment trust obligations.....	13,625 21	13,078 21	797 74	\$208 64
Total	\$131,225 21	\$130,678 21	\$6,523 58	\$208 64

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Bills receivable	\$ 336 53	Loans and bills payable.....	\$80,806 29
Due from agents	636 11	Audited vouchers and accounts.....	20,010 33
Due from solvent companies and individuals	3,105 98	Wages and salaries	3,006 86
Total—cash and current assets	\$ 4,078 62	Matured interest coupons unpaid (including coupons due July 1.....)	3,864 94
Balance—current liabilities..	103,609 80		
Total.	\$107,688 42	Total—current liabilities.	\$107,688 42

Materials and supplies on hand, \$995.70.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$185,300 00	...	.....	43.46	
Bonds	117,600 00	.....	.....	43.46	
Equipment trust obligations	13,078 21	.....	.....	43.46	
Total	\$315,978 21				

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Wiscasset and Quebec.....	\$185,300 00	\$130,678 21	\$315,978 21	43.46	\$7,270 55

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Right of way		\$449 74	\$3,610 74	\$4,060 48	
Other real estate			4,960 00	4,960 00	
Fences			7,291 96	7,291 96	
Grading and bridge and culvert masonry		1,228 29	139,470 52	140,698 81	
Bridges and trestles		42 00	15,498 39	15,540 39	
Rails			71,702 96	71,702 96	
Ties		241 00	16,895 83	17,136 83	
Buildings, furniture and fixtures		162 02	11,637 44	11,799 46	
Engineering expenses			11,281 88	11,281 88	
Interest during construction		3,751 80	7,371 60	11,123 40	
Discount on securities sold for construction...		7,195 06	9,252 65	16,447 71	
Wharfing, etc			3,081 62	3,081 62	
Other items		5,864 90	43,231 99	49,096 89	
Total construction.....		\$18,934 81	\$345,287 58	\$364,222 39	
Equipment:					
Locomotives		\$250 60	\$9,780 17	\$10,030 17	
Passenger cars		50 00	5,700 00	5,750 00	
Baggage, express and postal cars		25 00	1,000 00	1,025 00	
Freight cars		112 25	11,334 14	11,446 39	
Other cars of all classes		50 00	3,191 78	3,241 78	
Total equipment.....		\$487 25	\$31,006 09	\$31,493 34	
Grand total cost construction, equipment, etc		\$19,422 06	\$376,293 67	\$395,715 73	

INCOME ACCOUNT.

Gross earnings from operation	\$19,177 28	
Less operating expenses.....	20,960 34	
Deficit.....		\$1,783 06
Interest on bonds owned		28 76
Deficit.....		\$1,754 30
Deductions from income:		
Interest on funded debt accrued	\$6,523 58	
Taxes	68 54	
Total deductions from income.....		6,592 12
Deficit		\$8,346 42
Deficit from operations of year ending June 30, 1897.....		8,346 42
Deficit on June 30, 1896.....		16,165 41
Deficit on June 30, 1897.....		\$24,511 83

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue ..			\$5,893 70
Mail			1,297 35
Express			645 36
Total passenger earnings.....			\$7,836 41
Total freight earnings ...			\$11,340 87
Total passenger and freight earnings .			\$19,177 28
Total gross earnings from operation..			\$19,177 28

BONDS OWNED.

Railway Bonds.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Town of China	\$4,100 00	3½	\$28 76	\$4,100 00

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$7,159 45
Repairs and renewals of bridges and culverts.....	163 37
Repairs and renewals of fences, road crossings, signs and cattle guards.....	26 78
Total.....	\$7,349 60
Maintenance of equipment:	
Superintendence.....	\$556 24
Repairs and renewals of locomotives.....	598 54
Repairs and renewals of passenger cars.....	276 55
Repairs and renewals of freight cars.....	273 31
Repairs and renewals of work cars.....	53 03
Repairs and renewals of shop machinery and tools.....	16 12
Total.....	\$1,773 79
Conducting transportation:	
Engine and roundhouse men.....	\$2,111 04
Fuel for locomotives.....	2,207 67
Water supply for locomotives.....	66 00
Oil, tallow, and waste for locomotives.....	313 00
Other supplies for locomotives.....	17 75
Train service.....	1,613 94
Train supplies and expenses.....	197 51
Switchmen, flagmen and watchmen.....	729 00
Station service.....	2,546 88
Station supplies.....	239 05
Loss and damage.....	41 70
Advertising.....	126 47
Stationery and printing.....	288 13
Other expenses.....	29 65
Total.....	\$10,527 79
General expenses:	
Salaries of general officers.....	\$425 00
Salaries of clerks and attendants.....	435 16
General office expenses and supplies.....	19 00
Insurance.....	250 00
Law expenses.....	48 38
Stationery and printing (general offices).....	131 62
Total	\$1,309 16
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,349 60
Maintenance of equipment.....	1,773 79
Conducting transportation.....	10,527 79
General expenses.....	1,309 16
Grand total.....	\$20,960 34

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$345,287 58	Cost of road .....	.....	\$364,222 39	\$18,934 87	
	31,006 09	Cost of equipment .....	.....	31,493 34	487 20	
	8,700 00	Bonds owned .....	.....	4,100 00	.....	\$4,600 00
	4,416 69	Cash and current assets .....	.....	4,078 62	.....	338 07
		Other assets:				
		Materials and supplies .....	.....	995 70	995 70	
	16,165 41	Profit and loss .....	.....	24,511 83	8,346 42	
	\$405,575 77	Grand total .....	.....	\$429,401 88	\$28,764 18	\$4,938 07
		LIABILITIES.				
	\$188,375 25	Capital stock .....	.....	\$188,585 25	\$ 210 00	
	96,478 21	Funded debt .....	.....	130,678 21	34,200 00	
	118,984 81	Current liabilities .....	.....	107,688 42	.....	\$11,296 39
	1,737 50	Accrued interest on funded debt not yet payable .....	.....	2,450 00	712 50	
	\$405,575 77	Grand total .....	.....	\$429,401 88	\$35,122 50	\$11,296 39

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage gold bond...	Wiscasset	Burnham	54.53	\$600,000

All equipment mortgaged.

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	13,565			
Number of passengers carried one mile.....	210,898			
Number of passengers carried one mile per mile of road.....	4,853			
Average distance carried.....	15.55			
Total passenger revenue.....		5,893	70	
Average amount received from each passenger.....			43	441
Average receipts per passenger per mile.....			02	795
Total passenger earnings.....		7,836	41	
Passenger earnings per mile of road.....		180	31	
Passenger earnings per train mile.....			23	044
Freight traffic:				
Number of tons carried of freight earning revenue....	8,329			
Number of tons carried one mile.....	229,037			
Number of tons carried one mile per mile of road..	5,270			
Average distance haul of one ton.....	27.50			
Total freight revenue.....		11,340	87	
Average amount received for each ton of freight ..			136	161
Average receipts per ton per mile.....			04	952
Total freight earnings.....		11,340	87	
Freight earnings per mile of road.....		260	95	
Freight earnings per train mile.....			55	579
Passenger and freight:				
Passenger and freight revenue.....		17,234	57	
Passenger and freight revenue per mile of road.....			396	56
Passenger and freight earnings.....		19,177	28	
Passenger and freight earnings per mile of road.....			441	26
Gross earnings from operation.....		19,177	28	
Gross earnings from operation per mile of road.....			441	26
Gross earnings from operation per train mile.....			35	245
Operating expenses.....		20,960	34	
Operating expenses per mile of road.....		482	29	
Operating expenses per train mile.....			38	522
Train mileage:				
Miles run by passenger trains.....	27,206			
Miles run by mixed trains.....	27,206			
Total mileage trains earning revenue.....	54,412			
Miles run by construction and other trains.....	4,346			
Total mileage trains earning revenue.....	58,758			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	3				
Freight.....					
Switching.....					
Total locomotives in service..	3	...	Eames Vacuum.		
Total locomotives owned	3	...	Eames Vacuum.		
Cars—owned and leased:						
In passenger service—						
First-class cars.....	2				
Baggage, express and postal cars	2				
Total	4	....	Eames Vacuum...	...	Miller.
In freight service—						
Box cars	17				
Flat cars	14				
Coal cars.....	4				
Total	35				
In company's service—						
Caboose cars	1				
Other road cars	14				
Total	15				
Total cars in service.....	54				
Total cars owned.....	54				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	43.46					
Total mileage operated (all tracks)	43.46					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Iron	1	112.8		112.8		112.8		Overhead Railway Crossings:			
Wooden,	15	3,647.4		8		2,133					
Total .	16	3,760									
Trestles ..	7	615.4		49		150.7					

Gauge of track, 2 feet—43.46 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1897.

HISTORY.

Name of common carrier making this report. York Harbor and Beach Railroad Company.

Date of organization. 1886.

Under laws of what government, state or territory organized? Under 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 Expiration of Term.
Lucius Tuttle.....	Boston, Mass	October 27, 1897.
Joseph S. Ricker	Deering, Maine	October 27, 1897.
Samuel C. Lawrence.	Medford, Mass.....	October 27, 1897.
Frank Jones.....	Portsmouth, N. H... ..	October 27, 1897.
J. E. Staples	York Village, Maine ...	October 27, 1897.
H. E. Evans	York Village, Maine ...	October 27, 1897.
E. S. Marshall	York Harbor, Maine	October 27, 1897.

Total number of stockholders at date of last election, 88.

Date of last meeting of stockholders for election of directors, October 28, 1896.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
President	Lucius Tuttle	Boston, Mass.
Clerk	S. W. Junkins	York Corner, Me.
Treasurer . . .	Amos Blanchard	Boston, Mass.
Auditor	Wm. J. Hobbs	Boston, Mass.
Chief Engineer.....	H. Bissell.....	Boston, Mass.
Superintendent	W. T. Perkins.....	Boston, Mass.
General Traffic Manager.....	Wm. F. Berry	Boston, Mass.
General Freight Agent	M. T. Donovan.....	Boston, Mass.
General Passenger and Ticket Agent.	D. J. Flanders.....	Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
York Harbor and Beach Railroad	Kittery, Me.....	York Beach, Me.....	11.27	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	6,000	\$50	\$300,000	\$300,000	4%	\$12,000
Manner of Payment for Capital Stock.			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					\$6,000	\$300,000

Total common stock authorized by charter, 10,000, \$500,000.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The Boston and Maine Railroad owns \$248,550 out of a total capital of \$300,000. There is no written contract between the roads, the Boston and Maine charging the York Harbor and Beach the cost of operation and credits them with the earnings.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1897.	
Cash	\$1,161 74	Dividends not called for ...	\$8 00
Bills receivable	20,000 00	Balance—cash assets	22,055 32
Due from solvent companies and individuals	901 58		
Total	\$22,063 32	Total	\$22,063 32

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$300,000	\$300,000	.....	11.27	\$26,619

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
York Harbor and Beach Railroad.....	\$300,000 00	.....	\$300,000	11.27	\$26,619

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1896.	Total cost to June 30, 1897.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
		Charged to income account as permanent improvements.				Charged to construction or equipment.
Construction:					
Right of way.				\$19,360 42	\$1,717 87
Other real estate.....					
Grading and bridge and culvert masonry.....				129,076 34	11,453 09
Bridges and trestles.....				43,670 98	3,874 98
Rails.....					
Ties.....				72,290 21	6,414 39
Other superstructure ..					
Buildings, furniture and fixtures.....				21,896 26	1,942 88
Shop machinery and tools.....				1,175 84	104 33
Engineering expenses—miscellaneous.....					
Interest during construction.....				12,529 95	1,111 80
Total construction.....			\$300,000	\$300,000	\$26,619 34

INCOME ACCOUNT.

Gross earnings from operation.....	\$36,456 70	
Less operating expenses.....	25,688 88	
Income from operation.....		\$10,7
Miscellaneous income—less expenses.....		1,088 97
Total income.. ..		\$11,856 79
Deductions from income:		
Taxes.....		521 49
Net income.....		\$11,335 30
Dividends, 4 per cent, common stock		12,000 00
Deficit from operations of year ending June 30, 1897.....	\$ 664 70	
Surplus on June 30, 1896	22,720 02	
Surplus on June 30, 1897.....		\$22,055 32

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$26,190 21		
Less repayments—			
Tickets redeemed.....		\$ 11 05	
Excess fares refunded.....		308 05	
Total deductions		\$319 10	
Total passenger revenue			\$25,871 11
Mail	\$559 36		
Express	700 00		
Extra baggage and storage.....	243 53		1,502 89
Total passenger earnings.....			\$27,374 00
Freight:			
Freight revenue.	\$8,963 35		
Less repayments—			
Overcharge to shippers		\$11 33	
Total freight earnings			8,952 02
Total passenger and freight earnings..			\$36,326 02
Other earnings from operation:			
Telegraph companies.			130 68
Total gross earnings from operation.....			\$36,456 70

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents of lands			\$255 25
Interest			833 72
Total			\$1,088 97

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,081 92
Renewals of ties.....	561 45
Repairs and renewals of bridges and culverts.....	3,114 39
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	329 27
Repairs and renewals of buildings and fixtures.....	1,399 72
Total.....	\$10,486 75
Conducting transportation:	
Engine and roundhouse men.....	\$1,840 61
Fuel for locomotives.....	2,466 07
Oil, tallow and waste for locomotives.....	53 22
Train service.....	1,763 31
Switchmen, flagmen and watchmen.....	1,335 00
Telegraph expenses.....	504 75
Station service.....	2,324 42
Station supplies.....	110 15
Car mileage—balance.....	1,584 23
Hire of equipment—balance.....	1,681 83
Loss and damage.....	17 48
Advertising.....	71 79
Stationery and printing.....	175 38
Total.....	\$13,927 25
General expenses:	
Insurance.....	\$317 71
Law expenses.....	866 00
Other expenses.....	91 17
Total.....	\$1,274 88
Recapitulation of expenses:	
Maintenance of way and structures.....	\$10,486 75
Conducting transportation.....	13,927 25
General expenses.....	1,274 88
Grand total.....	\$25,688 88

Percentage of expenses to earnings, 70.47.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1897.		YEAR ENDING JUNE 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,000 00	Cost of road..		\$300,000 00		
	22,720 02	Cash and current assets		22,063 32		\$656 70
	\$322,720 02	Grand total....		\$322,063 32		\$656 70
		LIABILITIES.				
	\$300,000 00	Capital stock		\$300,000 00		
		Current liabilities .. .		8 00		\$8 00
	22,720 00	Profit and loss....		22,055 32		\$664 70
	\$322,720 02	Grand total....		\$322,063 32		\$666 70

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	8			
Station agents.....	6	1,599	\$2,611 05	\$1 63
Other station men.....	4	294	345 00	1 17
Enginemen.....	1	313	1,095 50	3 50
Firemen	1	313	626 00	2 00
Conductors	1	313	860 75	2 75
Other trainmen.....	2	384	702 70	1 83
Section foremen	2	672	1,276 80	1 90
Other trackmen.	5	1,680	2,520 00	1 50
Switchmen, flagmen and watchmen.....	1	365	468 00	1 28
All other employees and laborers	1	365	547 50	1 50
Total (including "general officers")	32	6,298	\$11,053 30	\$1 75
Less "general officers".....	8			
Total (excluding "general officers").....	24	6,298	\$11,053 30	\$1 75
Distribution of above:				
General administration.....	8			
Maintenance of way and structures	7	2,352	\$3,796 80	\$1 61
Conducting transportation	17	3,946	7,256 50	1 83

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	89,772			
Number of passengers carried one mile.....	706,256			
Number of passengers carried one mile per mile of road	62,667			
Average distance carried	7.867			
Total passenger revenue.....		25,871	11	
Average amount received from each passenger.....			28	819
Average receipts per passenger per mile.....			03	663
Total passenger earnings.....		27,374		
Passenger earnings per mile of road		2,428	93	
Passenger earnings per train mile.....			145	205
Freight traffic:				
Number of tons carried of freight earning revenue	10,992			
Number of tons carried one mile.....	88,960			
Number of tons carried one mile per mile of road.	7,894			
Average distance haul of one ton ..	8.093			
Total freight revenue.....		8,952	02	
Average amount received for each ton of freight			81	441
Average receipts per ton per mile			10	063
Total freight earnings.....		8,952	02	
Freight earnings per mile of road		794	32	
Freight earnings per train mile.....			142	457
Passenger and freight:				
Passenger and freight revenue		34,823	13	
Passenger and freight revenue per mile of road.....		3,089	90	
Passenger and freight earnings		36,326	02	
Passenger and freight earnings per mile of road.....		3,223	25	
Gross earnings from operation		36,456	70	
Gross earnings from operation per mile of road.....		3,234	84	
Gross earnings from operation per train mile.....			145	038
Operating expenses ..		25,688	88	
Operating expenses per mile of road ..		2,279	40	
Operating expenses per train mile			102	200
Income from operation..		10,767	82	
Income from operation per mile of road			955	44
Train mileage:				
Miles run by passenger trains	18,852			
Miles run by freight trains.....	6,284			
Total mileage trains earning revenue.....	25,136			
Miles run by construction and other trains.....	2,669			
Grand total train mileage.....	27,805			

Equipment hired of the Boston and Maine Railroad.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	11.27	.....	11.27	.....	.....	11.27
Miles of yard track and sidings.....	1.15	.....	1.15	.....	1.15	.....
Total mileage oper- ated (all tracks)	12.42	.....	12.42	.....	1.15	11.27

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	1,524	29c.
Hard pine ..	190	40c.
Switch ..	33	\$1.00
Total ...	1,747	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed —tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	}	750	750	27,806	53.95
Freight							
Switching ..							
Construction ..							

ACCIDENTS TO PERSONS.

August 26th—Kittery Junction: John Trenton, trespasser, asleep on track, was run over and instantly killed.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Wooden,	2	63		11		52		Bridges	1		21.6
								Trestles	1		20.1
Trestles ..		64,680		135		1,590		Total	2		

Gauge of track, 4 feet, 8½ inches—11.27 miles.

TELEGRAPH

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
11.27	11.27	Western Union Telegraph Company	Western Union Telegraph Company.

STREET RAILWAY REPORTS

For the Year Ending June 30, 1897.

Report of the Augusta, Hallowell and Gardiner Railroad Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$40,840 17
Operating expenses		22,033 25
Net income from operation.		\$18,806 92
Charges upon income accrued during the year:		
Interest on funded debt	\$9,000 00	
Taxes	376 03	
Total charges and deductions from income.		9,376 03
Net divisible income		\$9,430 89
Total dividends declared		4,800 00
Surplus for year ending June 30, 1897.		\$4,630 89
Amount of surplus June 30, 1896		24,321 71
Total surplus June 30, 1897		\$28,952 60

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$40,405 53
Receipts from advertising in cars		300 00
Receipts from interest on deposits		134 64
Gross income from operation		\$40,840 17
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,618 00
General office expenses and supplies—expense account		1,465 01
Insurance		1,196 45
Maintenance of road-way and buildings:		
Repairs of road-bed and track		1,534 82
Repairs of electric line construction		418 64
Removal of snow and ice		455 09
Repairs of buildings		72 10
Maintenance of equipment:		
Repairs of cars and other vehicles		2,659 55
Car cleaning		564 36
Transportation expenses:		
Cost of electric motive power		5,281 02
Wages and compensation of persons employed in conducting transportation		6,551 95
Damages for injuries to persons and property		216 36
Total operating expenses		\$22,033 25

GENERAL BALANCE SHEET.

ASSETS.		
Permanent improvements.....	\$ 7,216 06	
Cost of road and equipment	174,963 58	
Total cost of permanent property owned		\$182,179 64
Cash and current assets:		
Cash.....	\$8,993 31	
Bills and accounts receivable.	651 60	
Total cash and current assets.....		\$9,644 91
Miscellaneous assets:		
Materials and supplies ..		4,468 57
Profit and loss balance—deficit.....		79,022 43
Total		\$275,315 55
LIABILITIES.		
Capital stock		\$120,000 00
Funded debt.....		150,000 00
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1).....	\$4,500 00	
Audited vouchers.....	815 55	
Total current liabilities		5,315 55
Total current liabilities		\$275,315 55

CAPITAL STOCK.

Total amount authorized by vote		\$150,000	
Total capital stock outstanding			\$120,000
Total number of shares outstanding.....	1,200		
Total number of stockholders.....	39		
Total stockholders in Maine.....	29		
Total stock held in Maine.....			\$99,300

FUNDED DEBT—SPECIAL FUNDS.

FUNDED DEBT—DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage.....	6%	1910	\$100,000	\$6,000
Consolidated mortgage.....	6%	1896—1911	50,000	3,000
Totals.....			\$150,000	\$9,000
SPECIAL FUNDS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.				
Amount, June 30, 1897, of sinking fund.....				\$600
Deductions during year from sinking fund.....				600

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		823,920
Number of passengers carried per mile of railway track operated		117,703
Number of round trips run		14,521
Number of car miles run.....		203,293
Average number of persons employed		'34

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for electric power	6		
Total		6	
Open passenger cars equipped for electric power..	8		
Total		8	
Total passenger cars of all kinds.....			14
Number of all above cars with four wheels			14
Snow plows.....			1
Gravel car			1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway owned, leased, etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	7			
Length of sidings, switches, etc .....	.57			

System of electric motive power in use by the company, Thompson-Houston.

Names of the several cities and towns in which the railways operated by the company are located, Augusta, Hallowell and Gardiner.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Maine Central Railroad at Loudon Hill, Hallowell.	1	1
With Maine Central Railroad at Rines Hill, Augusta. ...	2	1
Total number of tracks at crossings	3	1

ACCIDENTS TO PERSONS.

The only accident to persons was one conductor thrown from platform, but only slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Augusta, Hallowell and Gardiner Railroad, Augusta, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—J. Manchester Haynes, Augusta, Me.
Treasurer—George E. Macomber, Augusta, Me.
Clerk of Corporation—Henry G. Staples, Augusta, Me.
General Manager—George E. Macomber, Augusta, Me.
Superintendent—W. G. Meloon, Hallowell, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Manchester Haynes, Augusta, Me.
Geo. E. Macomber, Augusta, Me.
Henry G. Staples, Augusta, Me.
Thos. J. Lynch, Augusta, Me.
O. D. Baker, Augusta, Me.
Geo. A. Cony, Augusta, Me.
J. F. Hill, Augusta, Me.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. E. MACOMBER,
GEORGE A. CONY,
THOMAS J. LYNCH,
HENRY G. STAPLES,
JOHN F. HILL,

Directors.

GEO. E. MACOMBER,
Treasurer.

STATE OF MAINE.

KENNEBEC, ss. September 23, 1897.

Then personally appeared the above named George E. Macomber and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true. Before me, M. W. FARR, Justice of the Peace.

Report of the Bangor, Orono and Old Town Railway Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$65,658 79
Operating expenses.....		41,637 28
Net income from operation.....		\$24,021 51
Charges upon income accrued during the year:		
Interest on funded debt—bonds	\$7,500 00	
Taxes	147 90	
Other deductions from income:		
Addition to car house, new cars.....	\$7,327 67	
Rebuilding bridge and track.....	2,560 00	9,827 67
Total charges and deductions from income.....		17,475 57
Net divisible income		\$6,545 94
Dividends declared, 12 per cent on common stock.		12,000 00
Deficit for year ending June 30, 1897.....		\$ 5,454 06
Amount of surplus June 30, 1896		16,006 03
Total surplus June 30, 1897.....		\$10,551 97

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$64,474 29
Receipts from carriage of mails or parcels		2 00
Receipts from sales of old material.		65 00
Receipts from advertising in cars		394 35
Other earnings from operation, Express Company.....		585 00
Transportation of gravel.		138 15
Gross income from operation		\$65,558 79
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$3,361 16
General office expenses and supplies.....		592 72
Legal expenses		100 00
Insurance.....		310 65
Other general expenses.....		1,550 34
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		\$2,495 78
Repairs of electric line construction.....		420 54
Removal of snow and ice		246 12
Repairs of buildings.....		12 00
Maintenance of equipment:		
Repairs of cars and other vehicles.....		\$2,433 33
Repairs of electric equipment of cars.....		4,196 42
Transportation expenses:		
Cost of electric motive power.		\$8,156 74
Wages and compensation of persons employed in conducting transportation		11,966 28
Damages for injuries to persons and property ..		210 15
Tolls for trackage rights over other railways.....		5,475 00
Rentals of buildings and other property		110 00
Total operating expenses..		\$41,637 28

PROPERTY ACCOUNTS.

Additional cars (3 in number).....	\$3,109 25	
Electric equipment of same	3,700 00	
Total additions to equipment		\$6,809 25
Additions to other permanent property:		
Rebuilding Orono bridge and track.....	\$2,500 00	
Addition to car house	518 42	
Total additions to other permanent property....		3,018 42
Total additions to property accounts....		\$9,827 67

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of railway and equipment owned.....		\$220,057 57
Permanent property, addition		9,827 67
Total permanent investments.....		\$229,885 24
Cash and current assets:		
Cash.....	\$100 00	
Bills and accounts receivable ..	371 75	
Total cash and current assets		\$471 75
Materials and supplies.....		4,204 51
Total		\$234,561 50
LIABILITIES.		
Capital stock, common.....	\$100,000 00	
Funded debt.....		\$125,000 00
Loans and bills payable.....		4,987 89
Profit and loss balance—surplus.....		4,573 61
Total		\$234,561 50

CAPITAL STOCK.

Capital stock authorized by law, common	\$250,000 00	
Capital stock authorized by votes of company, common.	125,000 00	
Total capital stock outstanding		\$100,000 00
Number of stockholders.....	69	
Number of stockholders in Maine, common	63	
Amount of stock held in Maine, common, shares.....	963	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Bonds (gold bearing) covers all assets ...	6%	1915	\$125,000 00	\$7,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	1,268,642
Number of passengers carried per mile of railway track operated.....	86,893
Number of round trips run—main line, 12,106; Great Works, 15,988.....	12,106
Number of car miles run.	395,052
Average number of persons employed.....	35

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	8	
Open passenger cars equipped for electric power.....	8	
Total passenger cars of all kinds.....		16
Number of all above cars with four wheels ..		16
Construction, repair and other work cars .		1
Snow plows.....		2
Express car.....		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railways Owned, Leased, Etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	14.7	.....	1.2	15.9
Total length of main track owned, etc.....	.....	.....	.....	14.7
Length of sidings, switches, etc.....	.....	.....	.....	.5
Total length, computed as single track.....	.....	.....	.....	15.2

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power only.	Total.
Length of railway line.....	15.9	.....	.....
Length of sidings, switches, etc.....5	.....	.....

System of electric motive power in use by the company, General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Bangor, Vnazie, Orono, Stillwater, Old Town and Great Works.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Maine Central at Veazie, State street, No. 1.....	1	1
With Maine Central at Veazie, State street, No. 2.....	1	1
With Maine Central at Orono.....	2	1
With Bangor and Aroostook at Old Town.....	1	1

Number of above crossings at which frogs are inserted in the tracks, 3.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Orono and Old Town Railway Company, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—A. F. Gerald, Fairfield, Maine.
 Treasurer—I. C. Libby, Waterville, Maine.
 Clerk of Corporation—A. J. Durgin, Orono, Maine.
 General Counsel—H. M. Heath, Augusta, Maine.
 General Manager—A. F. Gerald, Fairfield, Maine.
 Superintendent—I. L. Meloon, Bangor, Maine.

We hereby certify that the statements contained in the foregoing report are full,
 just and true.

A. F. GERALD,
 F. O. BEAL,
 A. J. DURGIN,
 I. C. LIBBY,
 Directors.
 I. C. LIBBY,
 Treasurer,
 I. L. MELOON,
 Superintendent.

STATE OF MAINE.

PENOBSCOT, ss. Bangor, September 9, 1897.

Then personally appeared the above named F. O. Beal, A. J. Durgin and I. L. Meloon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, VICTOR BRETT, Justice of the Peace.

September 9, 1897. Also appeared Isaac C. Libby and made oath to the foregoing certificate.

Before me, HARVEY D. EATON,
 Justice of the Peace.

September 16, 1897. Also appeared A. F. Gerald and made oath to the foregoing certificate.

Before me, E. C. RYDER, Justice of the Peace.

Report of the Bangor Street Railway Company for the Year
Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....	\$69,492 90
Operating expenses	59,043 90
Net income from operation.....	\$10,449 00
Interest on funded debt.....	12,000 00
Deficit for year ending June 30, 1897.....	\$1,551 00
Amount of deficit June 30, 1896.....	7,827 19
Total deficit June 30, 1897....	\$9,378 19

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$64,291 45
Receipts from tolls for use of tracks by other companies.....	4,998 45
Receipts from advertising in cars	203 00
Gross income from operation	\$69,492 90
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	} All carried into undivided expenses.
General office expenses and supplies,	
Legal expenses	
Insurance.....	
Other general expenses.....	
Railway department proportion....	*\$21,647 29
Maintenance of roadway and buildings:	
Repairs of road-bed and track	3,083 49
Repairs of electric line construction	558 02
Removal of snow and ice.	362 70
Repairs of buildings.. ..	294 27
Maintenance of equipment:	
Repairs of cars and other vehicles.....	} 5,992 98
Repairs of electric equipment of cars.....	
Oil and waste . ..		150 70
Transportation expenses:	
Sundry railway expenses.....	3,816 64
Wages and compensation of persons employed in conducting transportation	20,967 05
Damages for injuries to persons and property	333 50
Car house expense	1,837 26
Total operating expenses.....	\$59,043 90

* The railway department is one of several departments carried on by the Public Works Company, and it is impossible to tell just what part of the general expenses belong to any one department. Power for all departments is generated together. General expenses are all kept together. Their figures represent arbitrary proportion of whole which it seems fair should be charged to railway department.

PROPERTY ACCOUNTS.

ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions:		
Extension of railway and tracks (length, 4,435 feet) . . .	\$7,890 27	
New electric line construction (length, 4,435 feet)	1,066 48	
Total additions to railway		\$8,956 75
Additional cars (4 in number)	\$1,480 51	
Additional horses (1 in number).	150 00	
Other additional equipment	392 89	
Total additions to equipment		2,023 40
Total additions to property accounts		10,980 15
Deductions:		
One box car and equipment		426 31
Net addition to property accounts for the year		\$10,553 84

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments as represented by the books		\$459,860 77
LIABILITIES.		
Capital stock: Common		\$200,000 00
Funded debt		200,000 00
Matured interest coupons unpaid (including coupons due July 1		46,207 50
Total		\$446,207 50

It is impossible to determine correct data of assets and liabilities of the Bangor Street Railway separate from the other companies composing the Public Works Company.

The Public Works Company (Penobscot Water and Power Company, Brewer Water Company, Bangor Electric Light and Power Company, Bangor Street Railway) assumed all liabilities and pay all indebtedness of several united companies.

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000 00	
Capital stock authorized by votes of company, common ..	200,000 00	
Capital stock issued and outstanding, common		\$200,000 00
Total capital stock liability.....		200,000 00
Total number of shares outstanding	2,000	
Number of stockholders, common.....	15	
Number of stockholders in Maine, common.....	12	
Amount of stock held in Maine, common	\$175,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage twenty years bearing date of August 1, 1889	6%	Aug. 1, 1909	\$200,000	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,560,771
Number of passengers carried per mile of railway track operated.....		160,904
Number of car miles run.....		403,095
Average number of persons employed..		51
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	10	
Open passenger cars equipped for electric power.....	14	
Total passenger cars of all kinds.....		24
Number of all above cars with four wheels		24
Construction, repair and other work cars.....		1
Snow plows		2
Other rolling stock: 1 trailer, 4 box cars, not equipped		5
Carts and snow sleds: 1 cart, 3 snow sleds		4
Other vehicles: 2 jiggers and emergency wagon.....		3
Horses		3
Harnesses—double, 2; single, 3		5
Electric motors		50

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway owned, leased, etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	8.4	....	....	8.4
Length of second track ..	1.3	.....	.....	1.3
Total length of main track owned, etc	9.7	.....	.....	9.7
Length of sidings, switches, etc ..	.1	.....	.....	.1
Total length computed as single track	9.8	.....	.....	9.8

RAILWAY OPERATED.

Length of railway line operated.....	8.4
Length of second track operated.....	1.3
Total length of main track operated.....	9.7
Length of sidings, switches, etc., operated.....	.1
Total length operated, computed as single track.....	9.8

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Bangor and Brewer.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz: With Maine Central R. R. Co., branch track leading to works of Eastern Manufacturing Co., South Brewer	1	1

Number of above crossings at which frogs are inserted in the tracks, 1.

ACCIDENTS TO PERSONS.

February 1, 1897—Nelson Brown, six years of age, while playing in street was run over by car and killed. No blame attached to company or motorman.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor Street Railway, Bangor, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Charles F. Woodard, Bangor, Maine.
Treasurer—James H. Cutler, Bangor, Maine.
Clerk of Corporation—James H. Cutler, Bangor, Maine.
General Manager—James H. Cutler, Bangor, Maine.
Superintendent—W. H. Snow, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James H. Cutler, Bangor, Maine.
Charles F. Woodard, Bangor, Maine.
John R. Mason, Bangor, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES F. WOODARD,
JAS. H. CUTLER,
Directors.
JAS. H. CUTLER,
Treasurer.
WM. H. SNOW,
Superintendent.

STATE OF MAINE.

PENOBSCOT, ss. October 28, 1897.

Then personally appeared the above named James H. Cutler, Treasurer of said Company, and one of its Directors, Charles F. Woodard, Director of said Company, and William H. Snow, Superintendent of said Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOHN R. MASON, Notary Public.

Report of the Bath Street Railway Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$20,002 65
Operating expenses		13,254 04
Net income from operation		\$6,748 61
Charges upon income accrued during the year:		
Interest on funded debt.....	\$3,500 00	
Interest and discount on unfunded debts and loans..	48 05	
Taxes	197 41	
Total charges and deductions from income.....		3,745 46
Net divisible income		\$3,003 15
Dividends declared, 3½ per cent on common stock		3,500 00
Deficit for year ending June 30, 1897.....		\$496 85
Amount of surplus June 30, 1896		1,651 95
Total surplus June 30, 1897.....		\$1,155 10

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$19,902 65
Receipts from advertising in cars		100 00
Gross income from operation		\$20,002 65
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,032 00
General office expenses and supplies.....		134 00
Insurance.		162 50
		\$1,328 50
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		\$1,447 56
Repairs of electric line construction.....		95 77
Removal of snow and ice		80 76
Repairs of buildings.....		22 48
		\$1,646 57
Maintenance of equipment:		
Repairs of cars and other vehicles		\$430 60
Repairs of electric equipment of cars		764 86
Repairs of trucks		75 71
Repairs of tools		26 69
		\$1,297 86
Transportation expenses:		
Cost of electric motive power.....		\$3,121 75
Wages and compensation of persons employed in conducting transportation		5,293 77
Damages for injuries to persons and property		42 00
Oil and waste		52 82
Heating and lighting of buildings.....		304 72
Sundry transportation expenses.....		166 05
		\$8,981 11
Total operating expenses		\$13,254 04

GENERAL BALANCE SHEET.

ASSETS.		
Railway, equipment, land and buildings.....		\$81,091 48
Charter and franchise rights		89,395 88
Total permanent investments.....		\$170,487 36
Cash and current assets:		
Cash	\$3,548 30	
Bills and accounts receivable.	732 44	
Total cash and current assets.....		4,280 74
Materials and supplies		637 00
Total		\$175,405 10
LIABILITIES.		
Capital stock: common		\$100,000 00
Funded debt... ..		70,000 00
Current liabilities:		
Loans and bills payable.....	\$2,500 00	
Matured interest coupons unpaid (including coupons due July 1).....	1,750 00	
Total current liabilities		4,250 00
Profit and loss balance—surplus.....		1,155 10
Total		\$175,405 10

CAPITAL STOCK.

Capital stock authorized by law, common	\$300,000 00	
Capital stock authorized by votes of company, common..	100,000 00	
Capital stock issued and outstanding, common		\$100,000 00
Number of shares issued and outstanding.....	1,000	
Number of stockholders, common.....	7	
Number of stockholders in Maine, common.....	6	
Amount of stock held in Maine, common	\$99,900 00	

FUNDED DEBT.

Description of securities.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage 20 years 5% gold.....	5%	July 1, 1913	\$70,000 00	\$3,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		419,969
Number of passengers carried per mile of railway track operated.....		98,823
Number of round trips run		12,242
Number of car miles run.		104,057
Average number of persons employed.....		12

EQUIPMENT OWNED.		Number.	Total Number.
Box passenger cars equipped for electric power			3
Open passenger cars equipped for electric power....			5
Total passenger cars of all kinds.....			8
Number of all above cars with 4 wheels.....			8
Construction, repair and other work cars			2
Snow plows.			1
Electric motors			12

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway Owned, Leased, Etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	4.25			
Length of sidings, switches, etc .....	.25			
Total length computed as single track	4.50			4.50

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line	4.25	.....	4.25
Length of sidings, switches, etc25	.....	.25
Total length, computed as single track	4.50	.....	4.50

System of electric motive power in use by the company, Westinghouse and Walker.

Name of the city in which the railway operated by the company is located, Bath, Me.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade:		
With Maine Central at Washington Street	2	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bath Street Railway Company, Bath, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Galen C. Moses, Bath, Me.
 Treasurer..Fritz H. Twitchell, Bath, Me.
 Clerk of Corporation—Chas. C. Low, Bath, Me.
 General Counsel—Herbert M. Heath, Augusta, Me.
 General Manager—Fritz H. Twitchell, Bath, Me.
 Superintendent—Chas. E. Gahan, Bath, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Galen C. Moses, Bath, Me.
 Fritz H. Twitchell, Bath, Me.
 Chas. C. Low, Bath, Me.
 Chas. H. Greenleaf, Bath, Me.
 Fred H. Wilson, Brunswick, Me.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRITZ H. TWITCHELL,
 CHARLES C. LOW,
 G. C. MOSES,
 Directors.
 FRITZ H. TWITCHELL,
 Treasurer.

STATE OF MAINE.

SAGADAHOC, ss. Bath, July 14, 1897.

Then personally appeared the above named Fritz H. Twitchell, Charles C. Low and G. C. Moses, Directors and Fritz H. Twitchell, Treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE E. HUGHES, Justice of the Peace.

Report of the Biddeford and Saco Railroad Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$26,383 40
Operating expenses.....		20,307 47
Net income from operation.....		\$6,075 93
Charges upon income accrued during the year:		
Interest on funded debt.....	\$5,400 00	
Interest and discount on funded debts and loans.....	1,142 24	
Taxes	321 15	
Total charges and deductions from income		6,863 39
Deficit for year ending June 30, 1897.....		\$ 787 46
Amount of deficit June 30, 1896.....		8,014 61
Total deficit June 30, 1897		\$8,802 07

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$26,153 65
Receipts from advertising in cars		179 75
Other earnings from operation, electric power.....		50 00
Gross income from operation		\$26,383 40
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,575 00
General office expenses and supplies.....		85 89
Insurance.....		1,259 36
Other general expenses.....		232 81
Maintenance of roadway and buildings:		
Repairs of road-bed and track, including new rails and ties.....		5,884 77
Repairs of electric line construction.....		44 27
Removal of snow and ice		192 30
Repairs of buildings.....		31 94
Maintenance of equipment:		
Repairs of cars and other vehicles.....		349 16
Repairs of electric equipment of cars.....		829 82
Repairs of steam and electric plants		236 32
Transportation expenses:		
Cost of electric motive power.		4,105 05
Wages and compensation of persons employed in conducting transportation		4,037 37
Damages for injuries to persons and property ..		39 25
Other transportation expenses, lubricants and waste for cars, etc..		1,404. 16
Total operating expenses..		\$20,307 47

PROPERTY ACCOUNTS.

Additional cars	\$1,748 10	
Other additional equipment.....	32 00	
Total additions to equipment		\$1,780 10
Additional equipment of power stations...		5 00
Total additions to property accounts.....		\$1,785 10

GENERAL BALANCE SHEET.

ASSETS.		
Railway :		
Roadbed and tracks	\$58,600 35	
Electric line construction, including poles, wiring, feeder lines, etc.....	8,754 57	
Total cost of railway owned..		\$67,354 92
Equipment:		
Cars and other rolling stock and vehicles.....	\$37,405 18	
Horses and miscellaneous equipment	1,391 48	
Other items of equipment	626 39	
Total cost of equipment owned		39,423 05
Land and buildings:		
Electric power station equipment	\$14,814 36	
Land and buildings necessary for operation of railway .	12,645 59	
Total cost of land and buildings owned		27,459 95
Total permanent investments.....		\$134,237 92
Cash and current assets:		
Cash.....	\$ 2,660 01	
Sinking and other special funds	12,200 00	
Total cash and current assets		14,860 01
Profit and loss balance—deficit		8,802 07
Total		\$157,900 00
LIABILITIES.		
Capital stock, common.....		\$40,000 00
Funded debt.....		90,000 00
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1).....	\$ 2,700 00	
Notes payable	25,200 00	
Total current liabilities		27,900 00
Total		\$157,900 00

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	
Capital stock authorized by votes of company, common..	40,000 00	
Capital stock issued and outstanding, common.....	... ..	\$40,000 00
Number of shares issued and outstanding, common .	800	
Number of stockholders, common	59	
Number of stockholders in Maine, common	51	
Amount of stock held in Maine, common.....	\$33,650 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bond	6%	1908	\$90,000 00	\$5,400 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		365,488
Number of passengers carried per mile of railway track operated		64,120
Number of round trips run	{ 8,098 Biddeford to Old Orchard. 11,964 Biddeford to Saco.	
Number of car miles run.....		145,032
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power		4
Trail cars.....	11	
Open passenger cars equipped for electric power.. ..	7	
Total		18
Total passenger cars of all kinds.....		22
Number of all above cars with four wheels		22
Snow plows—1 electric, 1 horse.....		2
Other rolling stock; 1 road scraper		1
Barges and omnibuses		4
Carts and snow sleds, 1 sled, 1 cart.....		2
Other vehicles, 1 wagon.....		1
Horses		1
Harnesses		2
Electric motors		14

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railways Owned, Leased, Etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	5.728	.....	.....	5.728
Length of sidings, switches, etc.....	.300	.....	.....	.300
Total length, computed as single track	6.028	.....	.....	6.028

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power only.	Total.
Length of railway line.....	5.728	.....	5.728
Length of sidings, switches, etc.....300	.....	.300
Total length, computed as single track	6.028	.....	6.028

System of electric motive power in use by the company, Thomson-Houston and General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Saco, Biddeford and Old Orchard.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Boston and Maine Railroad, Main street, Saco..	2	1

ACCIDENTS TO PERSONS.

August 24th—E. A. McGregor killed while attempting to jump from one car to another on a turnout, cars going in opposite directions and both in motion. A coroner's jury exonerated this company from all blame.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Biddeford and Saco Railroad Company, 154 Main Street, Biddeford, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—E. H. Bank, Biddeford, Me.
 Treasurer—C. H. Prescott, Biddeford, Me.
 Auditor—John F. Nourse, Biddeford, Me.
 Clerk of Corporation—C. H. Prescott, Biddeford, Me.
 General Manager—C. H. Prescott, Biddeford, Me.
 Superintendent—W. A. Worthing, Biddeford, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. H. Banks, Biddeford, Me.
 Chas. H. Prescott, Biddeford, Me.
 John F. Nourse, Biddeford, Me.
 Joseph Gooch, Biddeford, Me.
 Carlos Heard, Biddeford, Me.
 H. P. Garland, Saco, Me.
 Winthrop Coffin, Boston, Mass.
 Chas. B. Pratt, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. NOURSE,
 HARRY P. GARLAND,
 C. H. PRESCOTT,
 Directors.
 C. H. PRESCOTT,
 Treasurer.

STATE OF MAINE.

YORK, ss. September 9, 1897.

Then personally appeared the above named John F. Nourse, Harry P. Garland and C. H. Prescott, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY H. GOODWIN, Notary Public.

**Report of the Brunswick and Topsham Electric Railway
Company for the Year Ending June 30, 1897.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....	.....	\$3,586 72
Operating expenses .....	.....	3,586 72

Commenced operation October 14, 1896.

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$3,586 72
EXPENSES OF OPERATION.		
General expenses:		
Insurance		\$115 52
Transportation expenses:		
Cost of electric motive power.....		819 73
Wages and compensation of persons employed in conducting transportation ..		1,738 53
Total operating expenses.....		\$3,586 72

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		*\$35,000 00
LIABILITIES.		
Capital stock: Common.....		\$25,000 00
Profit and loss balance—surplus.....		10,000 00
Total		\$35,000 00

* Includes car barn lot and car barn, \$2,800.

CAPITAL STOCK.

Capital stock authorized by law, common.....		\$25,000 00
Number of stockholders, common	4	
Number of stockholders in Maine, common	4	
Amount of stock held in Maine, common.....		\$25,000 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		71,933.60
Number of round trips run ..		6,205
Number of car miles run		43,435
Average number of persons employed.....		3
Commenced operation October 14, 1896.		
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	1	
Open passenger cars equipped for electric power.....	2	
Total passenger cars of all kinds.....		3
Number of all above cars with four wheels ..		3
Snow plows.....		1
Electric motors		3

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway Owned.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	3.50			
Length of sidings, switches, etc.....	200 feet			

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....		3.50		
Length of sidings, switches, etc.....		200 feet		
Total length, computed as single track.....		3.53		

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Brunswick and Topsham.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Maine Central Railroad.....	2	1

GENERAL REMARKS AND EXPLANATIONS.

The Brunswick Electric Railroad, laid through Brunswick and Topsham, commenced construction September 24, 1896, completed thirty days from that time. Cost to construct and equip, \$35,000. Stocked for \$25,000 and not bonded. The stock is all held by F. H. Twitchell, Galen C. Moses, A. F. Gerald and I. C. Libby.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Brunswick Electric Railway Company, Brunswick, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—A. F. Gerald, Fairfield, Maine.
Vice-President—Galen C. Moses, Bath, Maine.
Treasurer—I. C. Libby, Waterville, Maine.
Auditor—F. H. Twitchell, Bath, Maine.
Clerk of Corporation—F. H. Twitchell, Bath, Maine.
General Manager—A. F. Gerald, Fairfield, Maine.
Superintendent—A. E. Reynolds, Brunswick, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. F. Gerald, Fairfield, Maine.
I. C. Libby, Waterville, Maine.
F. H. Twitchell, Bath, Maine.
Galen C. Moses, Bath, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

I. C. LIBBY,
Director.
I. C. LIBBY,
Treasurer,

STATE OF MAINE.

KENNEBEC, ss. Waterville, November 9, 1897.

Then personally appeared the above named I. C. Libby and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

R. E. ATTWOOD, Notary Public.

Report of the Calais Street Railway Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$23,982 35
Operating expenses.....		18,967 85
Net income from operation.....		\$5,014 50
Charges upon income accrued during the year:		
Interest on funded debt.....	\$6,582 89	
Interest and discount on funded debts and loans	480 82	
Taxes	480 09	
Other deductions from income:		
New equipment.....	517 02	
Total charges and deductions from income.....		8,060 82
Deficit for year ending June 30, 1897.....		\$2,986 32
Amount of deficit June 30, 1896.....		5,377 84
Total deficit June 30, 1897.....		\$8,364 16

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$23,907 35
Receipts from advertising in cars		75 00
Gross income from operation		\$23,982 35
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$3,465 25
General office expenses and supplies		57 90
Legal expenses.*		
Insurance.....		679 99
Other general expenses, oil, grease, water rates, etc.....		600 10
Maintenance of roadway and buildings:		
Repairs of road-bed and track		632 62
Repairs of electric line construction		341 75
Removal of snow and ice.....		370 01
Maintenance of equipment:		
Repairs of cars and other vehicles.....		909 57
Repairs of electric equipment of cars.....		1,595 94
Transportation expenses:		
Cost of electric motive power.....		5,134 03
Wages and compensation of persons employed in conducting transportation		5,180 69
Total operating expenses.....		\$18,067 85

* Included in salary of manager.

PROPERTY ACCOUNTS.

Additions to equipment. \$517 02

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks	\$82,000 00	
Electric line construction, including poles, wiring, feeder lines, etc.	35,000 00	
Interest accrued during construction of railway.	2,000 00	
Salaries, engineering and other expenses incident to construction.	30,000 00	
Total cost of railway owned.		\$149,000 00
Equipment:		
Cars and other rolling stock and vehicles.	\$11,800 00	
Electric equipment of same.	8,000 00	
Total cost of equipment owned		\$19,800 00
Land and buildings:		
Land necessary for operation of railway.	\$ 6,200 00	
Electric power stations, including equipment	20,000 00	
Other buildings necessary for operation of railway.	5,000 00	
Total cost of land and buildings owned		\$31,200 00
Total permanent investments		\$200,000 00
Cash and current assets:		
Cash.	\$583 14	
Bills and accounts receivable.	300 00	
Total cash and current assets.		883 14
Profit and loss balance—deficit.		8,364 16
Total		\$209,247 30
LIABILITIES.		
Capital stock, common.		\$100,000 00
Funded debt.		100,000 00
Current liabilities:		
Loans and bills payable.	\$2,200 00	
Salaries and wages	2,794 72	
Matured interest coupons unpaid (including coupons due June 1)	3,000 00	
Total current liabilities		7,994 72
Accrued liabilities:		
Interest accrued and not yet due.	\$644 96	
Accounts owing.	607 62	
Total accrued liabilities		1,252 58
Total		\$209,247 30

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$100,000 00	
Capital stock authorized by votes of company, common..	100,000 00	
Capital stock issued and outstanding, common		\$100,000 00
Number of shares issued and outstanding, common .	1,000	
Number of stockholders, common.....	7	
Number of stockholders in Maine, common.....	7	
Amount of stock held in Maine, common	\$100,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Mortgage bonds	6%	June 1, 1904	\$100,000	\$3,015

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		513,649
Number of passengers carried per mile of railway track operated.....		73,378
Number of round trips run		13,140
Number of car miles run.		183,960
Average number of persons employed.....		20

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for electric power.....		3	7
Open passenger cars equipped for electric power.....		4	
Total passenger cars of all kinds.....			7
Number of all above cars with four wheels			7
Snow plows			1
Electric motors			5

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway Owned.	Owned.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	7	.....	.....	7

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	7	.....	7

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Calais, Me., and St. Stephen and Milltown, New Brunswick.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number) viz.:		
With St. Croix and Penobscot Railroad, North street, Calais	1	1
With St. Stephen and Milltown R. R., Main street, Milltown,	1	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Calais Street Railway Company, Calais, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—George A. Curran, Calais, Maine.
 Treasurer—C. W. Young, Calais, Maine.
 Auditor—C. D. Hill, Calais, Maine.
 Clerk of Corporation—C. D. Hill, Calais, Maine.
 General Counsel—Geo. A. Curran, Calais, Maine.
 General Manager—Geo. A. Curran, Calais, Maine.
 Superintendent—C. F. Pray, Calais, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Curran, Calais, Maine.
 C. D. Hill, Calais, Maine.
 C. W. Young, Calais, Maine.
 W. H. Pike, Calais, Maine.
 C. F. Pray, Calais, Maine.

We hereby certify that the statements contained in the foregoing report are full and true.

GEO. A. CURRAN,
 CHARLES W. YOUNG,
 C. F. PRAY,
 Directors.
 CHARLES W. YOUNG,
 Treasurer.
 C. F. PRAY,
 Superintendent.

STATE OF MAINE.

WASHINGTON, ss. September 7, 1897.

Then personally appeared the above named Geo. A. Curran, Charles W. Young and Charles F. Pray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

GEORGE R. GARDNER, Justice of the Peace.

**Report of the Fryeburg Horse Railway Company for the Year
Ending June 30, 1897.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.		\$691 86
Operating expenses		637 81
Net income from operation		\$59 05
Taxes	\$ 2 70	
Account of labor, 1896	104 25	
Total charges and deductions from income.....		106 95
Deficit for year ending June 30, 1897.....		\$52 90
Amount of surplus June 30, 1896		46 89
Total deficit June 30, 1897.....		\$6 01

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$691 86
EXPENSES OF OPERATION.	
Maintenance of roadway and buildings:	
Repairs of road-bed and track.....	\$150 61
Maintenance of equipment:	
Repairs of cars and other vehicles.....	4 00
Oil.....	2 60
Harnesses, horse-shoeing.....	7 92
Transportation expenses:	
Provender.....	38 33
Wages and compensation of persons employed in conducting transportation ..	434 35
Total operating expenses.....	\$637 81

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks	\$6,492 18	
Equipment:		
Cars and other rolling stock and vehicles.....	793 89	
Horses and harnesses	164 60	
Land and buildings:		
Land necessary for operation of railway.....	224 00	
Total		\$7,674 07
LIABILITIES.		
Capital stock	\$5,075 00	
Note	776 31	
Loans and bills payable.....	9 01	\$5,860 32
Profit and loss balance—surplus.....		1,813 75
Total		\$7,674 07

CAPITAL STOCK.

Capital stock authorized by law, common	\$20,000	
Capital stock issued and outstanding, common		\$5,075 00
Total capital stock liability.....		5,075 00
Number of stockholders, common	203	
Number of stockholders in Maine, common	20	
Total stock held in Maine....	\$5,075	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		9,025
Number of passengers carried per mile of railway track operated		3,008
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for horse power	3
Open passenger cars equipped for horse power	1
Total passenger cars of all kinds.....	4

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway Owned, Leased, Etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	3			
Length of sidings, switches, etc .....	.12			

**Report of the Lewiston and Auburn Horse Railroad Company
for the Year Ending June 30, 1897.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$56,343 85
Operating expenses		41,586 29
Net income from operation		\$14,757 56
House rents	\$149 00	
Advertising	277 88	426 88
Gross income above operating expenses		\$15,184 44
Interest on funded debt	\$ 6,879 16	
Interest and discount on unfunded debts and loans	15,756 60	
Taxes	425 50	
Extraordinary expense of bridge	2,259 88	
Total charges and deductions from income		\$25,321 15
Deficit for year ending June 30, 1897		\$10,136 70
Amount of deficit June 30, 1896		36,089 10
Total deficit June 30, 1897		\$46,225 80

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$56,343 85
Receipts from rentals of buildings and other property		149 00
Receipts from advertising in cars		277 88
Gross income from operation		\$56,770 73
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$4,796 13
General office expenses and supplies		103 33
Legal expenses		807 00
Insurance		605 00
Other general expenses: { Accidents		100 29
{ Rentals of Park		1,345 03
Island Garden Park		590 34
Lake Grove		1,006 16
Maintenance of roadway and buildings:		
Repairs of road-bed and track		1,782 91
Repairs of electric line construction		514 85
Removal of snow and ice		535 59
Repairs of buildings		294 77
Supplies		689 62
Maintenance of equipment:		
Repairs of cars and other vehicles		763 74
Repairs of electric equipment of cars		1,104 73
Repairs of trucks		596 49
Harnesses, horse-shoeing and veterinary care, stable		1,067 58
Car house, express		1,084 08
Transportation expenses:		
Cost of electric motive power		8,739 98
Wages and compensation of persons employed in conducting transportation		15,049 27
Total operating expenses		\$41,586 29

GENERAL BALANCE SHEET.

ASSETS.		
Construction and equipment		\$414,475 84
Cash and current assets:		
Cash.....	\$76 89	
Bills and accounts receivable	1,051 45	
Power house construction	5,628 37	
Total cash and current assets		6,756 71
First consolidated mortgage bonds held as collateral		143,300 00
Profit and loss balance—deficit		46,225 80
Total		\$610,758 35
LIABILITIES.		
Total capital stock.....		\$97,800 00
Funded debt.....		350,000 00
Current liabilities:		
Loans and bills payable.	\$149,024 89	
Matured interest coupons unpaid (including coupons due July 1).....	12,979 30	
Total current liabilities		162,004 19
Interest accrued and not yet due.....		954 16
Total		\$610,758 35

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	
Capital stock issued and outstanding, common	97,800 00	
Total capital stock liability.....		\$97,800 00
Number of shares issued and outstanding, common..	978	
Number of stockholders, common.....	56	
Number of stockholders in Maine, common....	51	
Total stock held in Maine.	\$97,300 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds..	5%	.....	\$ 85,000 00	\$1,595 00
First mortgage bonds (consolidated)...	.....	.....	265,000 00	
Total.....	.....	.....	\$350,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	1,017,119
Number of passengers carried per mile of railway track operated.....	72,651
Number of car miles run—average 3,000 miles a day	13,035
Number of car miles run.....	365,000
Average number of persons employed..	50

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	10	30
Open passenger cars equipped for horse power—trail cars.....	12	
Open passenger cars equipped for electric power.....	8	
Total passenger cars of all kinds.....	.....
Number of all above cars with four wheels	29	
Number of all above cars with eight wheels	1	
Number of electric cars equipped with fenders.....	4	
Construction, repair and other work cars.....	4	
Snow plows	3	
Carts and snow sleds	4	
Other vehicles	1	
Horses	2	
Electric motors	32	

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railways Owned, Leased, Etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	.14			
Length of sidings, switches, etc.....	.62			
Total length, computed as single track	14.62			

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power only.	Total.
Length of railway line.....		14.		
Length of sidings, switches, etc.....		.62		
Total length, computed as single track		14.62		

System of electric motive power in use by the company, General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Lewiston and Auburn.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Maine Central Railroad, Cedar street (Lewiston) main line and siding.....	2	1
With Maine Central Railroad, Court street (Auburn) main line and siding ..	2	1

Number of above crossings at which frogs are inserted in the tracks, 4.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Lewiston and Auburn Horse Railroad Company, Lewiston, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—H. W. True, Lewiston, Maine.

Treasurer—John N. Wood, Lewiston, Maine.

Clerk of Corporation—Cheney C. Brown, Lewiston, Maine. Elected July 6, 1897.

General Manager—Henry W. True, Lewiston, Maine.

Superintendent—F. C. Farr, Lewiston, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

F. H. Packard, Lewiston, Maine.

John N. Wood, Lewiston, Maine.

C. I. Barker, Lewiston, Maine. Elected July 6, 1897.

H. W. True, Lewiston, Maine.

C. C. Brown, Auburn, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. N. WOOD,

F. H. PACKARD,

C. C. BROWN,

Directors.

J. N. WOOD,

Treasurer.

F. C. FARR,

Superintendent.

STATE OF MAINE.

ANDROSCOGGIN, ss. September 23, 1897.

Then personally appeared the above named F. H. Packard, C. C. Brown and F. C. Farr, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. F. BOOTHBY, Justice of the Peace.

September 22, 1897. Then personally appeared J. N. Wood and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief true.

Before me,

HARRY MANSER, Justice of the Peace.

**Report of the Mousam River Railroad Company for the
Year Ending June 30, 1897.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$18,900 44
Operating expenses.....		11,900 04
Net income from operation.....		\$7,000 40
Charges upon income accrued during the year:		
Interest on funded debt.....	\$3,900 00	
Interest and discount on funded debts and loans.....	1,633 28	
Taxes	167 48	
Total charges and deductions from income		5,700 76
Net divisible income....		\$1,299 64
Surplus for year ending June 30, 1897.....		\$1,299 64
Amount of surplus June 30, 1896		3,163 65
Total surplus June 30, 1897		\$4,463 29

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$4,596 15
Receipts from carriage of mails and parcels		111 92
Receipts from rentals of buildings and other property		42 90
Other earnings from operation } Freight		9,946 42
Other earnings from operation } Lights		4,203 05
Gross income from operation		\$18,900 44
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,293 87
General office expenses and supplies.....		331 40
Insurance.....		345 07
Other general expenses, tools.....		10 45
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		128 08
Repairs of electric line construction.....		146 21
Removal of snow and ice		108 75
Maintenance of equipment:		
Repairs of cars and other vehicles.....		603 34
Repairs of electric equipment		243 49
Transportation expenses:		
Cost of electric motive power.....		2,595 23
Wages and compensation of persons employed in conducting transportation		4,792 55
Damages for injuries to property.....		7 10
Other transportation expenses, lights		1,294 50
Total operating expenses..		\$11,900 04

PROPERTY ACCOUNTS.
ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions:		
Extension of railway and tracks (length, 900 feet)	\$427 40	
New buildings necessary for operation of railway. . . .	348 84	
Construction lights	1,276 69	
Total additions to property accounts.....		\$2,052 93

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of railway and equipment owned.....		*\$153,289 44
Land necessary for operation of railway		4,066 11
Other permanent property:		
Lights.	\$1,276 69	
Office.....	348 84	
Railway.....	427 40	
Total cost of other permanent property owned		2,052 93
Total permanent investments.....		\$159,408 48
Cash and current assets:		
Cash.....	\$316 00	
Bills and accounts receivable	4,948 54	
Total cash and current assets.....		5,264 54
Total		\$164,673 02
LIABILITIES.		
Capital stock, common.....		\$65,000 00
Funded debt.....		65,000 00
Current liabilities:		
Loans and bills payable.....		30,209 73
Profit and loss balance—surplus		4,463 29
Total		\$164,673 02

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000 00	
Capital stock issued and outstanding, common.....		\$65,000 00
Number of shares issued and outstanding, common .	650	
Number of stockholders, common	9	
Number of stockholders in Maine, common	8	
Amount of stock held in Maine, common.....	\$64,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Portland Trust Company	6%	Dec. 1912	\$65,000 00	\$3,900 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	91,923
Number of passengers carried per mile of railway track operated.....	239,919
Number of round trips run	5,984
Number of car miles run.	31,236
Average number of persons employed.....	12

EQUIPMENT OWNED.		
	Number.	Total Number.
Box passenger cars equipped for electric power	2	
Open passenger cars equipped for trailers	2	
Total passenger cars of all kinds.....		4
Number of all above cars with 4 wheels.....		4
Snow plows.		3
Baggage cars.....		2
Electric motors		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway owned, leased, etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	2.94	.....	.....	2.94
Length of sidings, switches, etc ..	.53	.....	.....	.53
Total length computed as single track	3.47	.....	.....	3.47

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	2.94	.....	2.94
Length of sidings, switches, etc.....53	.....	.53
Total length, computed as single track	3.47	.....	3.47

System of electric motive power in use by the company, Westinghouse.

Miles of new electric railway in process of construction, .21.

Names of the several cities and towns in which the railways operated by the company are located, Sanford and Springvale, in the town of Sanford.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Portland and Rochester Railroad at depot called Springvale	3	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Mousam River Railroad Company, Sanford, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Ernest M. Goodall, Sanford, Maine.
 Vice-President—George B. Goodall, Sanford, Maine.
 Treasurer—Louis B. Goodall, Sanford, Maine.
 Clerk of Corporation—Louis B. Goodall, Sanford, Maine.
 Superintendent—Chas. A. Bodwell, Sanford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thos. Goodall, Sanford, Maine.
 Geo. B. Goodall, Sanford, Maine.
 Louis B. Goodall, Sanford, Maine.
 Ernest M. Goodall, Sanford, Maine.
 Geo. F. West, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

LOUIS B. GOODALL,
 E. M. GOODALL,
 GEO. B. GOODALL,
 Directors.
 LOUIS B. GOODALL,
 Treasurer.

STATE OF MAINE.

YORK, ss. August 26, 1897.

Then personally appeared the above named Louis B. Goodall, E. M. Goodall, Geo. B. Goodall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDWARD E. HUSSEY, Justice of the Peace.

Report of the Norway and Paris Street Railway Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$7,745 40
Operating expenses		6,787 41
Net income from operation.....		\$957 99
Miscellaneous income, less expense of collecting:		
Interest.....	\$ 5 00	
Advertising	133 50	
Discount.....	6 54	
Stock (profit).....	58 04	
Total income from other sources than operation.....		203 08
Gross income above operating expenses.....		\$1,161 07
Dividends declared, 4 per cent on common stock.....		1,000 00
Surplus for year ending June 30, 1897.....		\$161 07
Amount of surplus June 30, 1896.....		474 36
Total surplus June 30, 1897.....		\$635 43

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$7,745 40
Receipts from advertising in cars		133 50
Receipts from interest on deposits.....		5 00
Discount.....		6 54
Stock (profit).....		58 04
Gross income from operation.....		\$7,948 48
EXPENSES OF OPERATION.		
General expenses:		
Tax	\$ 32 12	
Interest on bonds.....	900 00	
General office expenses and supplies	558 33	
Insurance	210 00	
Station lighting.....	27 00	
Car clearing.....	49 14	
Maintenance of roadway and buildings:		
Repairs of road-bed and track and cleaning track	289 77	
Repairs of electric line construction	15 17	
Removal of snow and ice.....	186 56	
Repairs of buildings.....	6 73	
Maintenance of equipment:		
Repairs of cars and other vehicles.....	338 29	
General repairs.....	685 54	
Transportation expenses:		
Cost of electric motive power.....	1,164 89	
Wages and compensation of persons employed in conducting transportation	2,233 44	
Damages for injuries to persons and property.....	59 50	
Express and freight.....	30 93	
Total operating expenses.....		\$6,787 41

GENERAL BALANCE SHEET.

ASSETS.		
Plant	\$43,000 00	
Total permanent investments ..		\$43,000 00
Cash and current assets:		
Cash	\$677 06	
Bills and accounts receivable	54 28	
Total cash and current assets		731 34
Miscellaneous assets:		
Materials and supplies	\$356 60	
H. L. Shepherd (Trustee, Supt's House)	562 24	
Total miscellaneous assets.....		918 84
Total		\$44,650 18
LIABILITIES.		
Capital stock, common.....	\$25,000 00	
Funded debt.....		\$18,000 00
Current liabilities:		
Loans and bills payable.....	\$14 75	
Dividends not called for	1,000 00	
Total current liabilities		1,014 75
Profit and loss balance—surplus.....		635 43
Total		\$44,650 18

CAPITAL STOCK.

Capital stock authorized by law, common	\$25,000 00	
Capital stock authorized by vote of company, common ...	25,000 00	
Capital stock issued and outstanding, common		\$25,000 00
Total capital stock liability.....		25,000 00
Number of shares issued and outstanding, common .	250	
Number of stockholders common.....	7	
Number of stockholders in Maine, common.....	7	
Amount of stock held in Maine, common	\$25,000 00	

FUNDED DEBT.

Description of securities.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Eighteen one thousand dollar bonds—principal and interest payable in gold *	5%	June 1, 1916	\$18,000 00	

* Union Safe Deposit and Trust Company, Portland, Me., trustees.

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	185,531
Number of passengers carried per mile of railway track operated.....	87,309
Number of round trips run	13,453
Number of car miles run.	60,540
Average number of persons employed.....	7

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	2	4
Open passenger cars equipped for electric power	2	
Total passenger cars of all kinds.....		4
Number of all above cars with four wheels		4
Snow plows.....		1
Electric motors		4

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway owned, leased, etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	2.13	.....	.....	2.13
Length of sidings, switches, etc.....	.03	.....	.....	.03
Total length, computed as single track.....	2.16	.....	.....	2.16

MOTIVE POWER.

Length of railway line.....	.....	2.13	.....	2.13
Length of sidings, switches, etc.....	.....	.03	.....	.03
Total length, computed as single track.....	.....	2.16	.....	2.16

System of electric motive power in use by the company, Water Power.

Names of the several cities and towns in which the railways operated by the company are located, Norway and Paris.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade:		
With Grand Trunk (main line) on Paris street.....	1	1
With Grand Trunk and Norway branch on Paris street...	2	1
Total number of tracks at crossings	3	2

GENERAL REMARKS AND EXPLANATIONS.

The power for the Norway and Paris Street Railway is furnished under contract by the Oxford Light Company. The system used by them is water power.

ACCIDENTS TO PERSONS.

July 4, 1896—Charles Lucas, thrown from running board and wrist slightly injured.

September 16, 1896—J. Abbott, in trying to leave car when in motion slipped and fell. Cut his scalp quite badly.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Norway and Paris Street Railway Company, Norway, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Freeland Howe, Norway, Maine.
 Treasurer—H. L. Shepherd, Rockport, Maine.
 Clerk of Corporation—John F. Hill, Augusta, Maine.
 General Manager—F. B. Lee, Norway, Maine.
 Superintendent—F. B. Lee, Norway, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Manchester Haynes, Augusta, Maine.
 H. L. Shepherd, Rockport, Maine.
 John F. Hill, Augusta, Maine.
 Freeland Howe, Norway, Maine.
 Orville D. Baker, Augusta, Maine.
 George E. Macomber, Augusta, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREELAND HOWE,
 H. L. SHEPHERD,
 GEO. E. MACOMBER,
 E. B. BEAL,
 Directors.
 H. L. SHEPHERD,
 Treasurer.
 F. B. LEE,
 Superintendent.

STATE OF MAINE.

KNOX, ss. Rockport, October 5, 1897.

Then personally appeared the above named H. L. Shepherd, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true. Before me, J. S. FOSTER, Notary Public.

Report of the Portland Railroad Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$276,857 53
Operating expenses.....		188,674 32
Net income from operation.....		\$88,183 21
Charges upon income accrued during the year:		
Interest on funded debt.....	\$22,500 00	
Interest and discount on funded debts and loans	4,271 73	
Taxes	5,579 27	
Total charges and deductions from income.....		32,351 00
Net divisible income		\$55,832 21
Dividends declared, 6 per cent on common stock.....		20,883 00
Surplus for year ending June 30, 1897.....		\$34,949 21
Amount of surplus June 30, 1896.....		15,043 35
Deductions during the year:		\$49,992 56
P. & L. construction and equipment account .	\$20,000 00	
Back bay improvements ..	8,986 50	
Total deductions		28,986 50
Total surplus June 30, 1897.....		\$21,006 06

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$274,849 08
Receipts from rentals of buildings and other property		905 23
Receipts from sales of manure.....		260 00
Receipts from advertising in cars		800 00
Miscellaneous receipts.		43 22
Gross income from operation		\$276,857 53
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$6,384 37
General office expenses and supplies		582 08
Insurance.....		2,115 59
Other general expenses.....		12,151 38
Maintenance of roadway and buildings:		
Repairs of road-bed and track		17,069 79
Repairs of electric line construction		1,111 50
Removal of snow and ice.		2,604 59
Repairs of buildings		2,612 61
Maintenance of equipment:		
Repairs of cars and other vehicles.....		26,174 43
Repairs of electric equipment of cars.....		16,290 38
Harnesses, horse-shoeing and veterinary care		200 00
Transportation expenses:		
Provender.		3,202 45
Cost of electric motive power.....		17,523 86
Wages and compensation of persons employed in conducting transportation		65,456 09
Damages for injuries to persons and property		1,408 68
Rentals of buildings and other property.....		1,348 50
Other transportation expenses, lubricants and waste, tools and miscellaneous expenses		12,438 02
Total operating expenses.....		\$188,674 32

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks	\$531,247 32	
Electric line construction, including poles, wiring, feeder lines, etc.....	50,243 46	
Total cost of railway owned..		\$581,490 78
Equipment:		
Cars and other rolling stock and vehicles...	\$148,096 92	
Electric equipment of same.....		
Horses.	1,605 50	
Total cost of equipment owned		149,702 42
Land and buildings:		
Real estate, buildings.....	338,823 92	
Land necessary for operation of railway.....		
Electric power stations, including equipment.....		
Total cost of land and buildings owned		338,823 92
Theatre Corporation of Portland, stock...	1,000 00	
Total permanent investments		\$1,071,017 12
Cash and current assets:		
Cash.....	\$6,532 71	
Bills and accounts receivable.	901 25	
Total cash and current assets.....		7,433 96
Total		\$1,078,451 08
LIABILITIES.		
Capital stock, common.....	\$493,966 70	
Funded debt.....		\$500,000 00
Current liabilities:		
Loans and bills payable.	\$63,478 32	
Total current liabilities		63,478 32
Profit and loss balance—surplus.....		21,006 06
Total		\$1,078,451 08

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$1,000,000 00	
Capital stock authorized by votes of company, common..	500,000 00	
Capital stock issued and outstanding, common		\$493,500 00
Scrap convertible into stock		466 70
Total capital stock liability.....		\$493,966 70
Number of shares issued and outstanding, common .	4,935	
Number of stockholders, common.....	115	
Number of stockholders in Maine, common	103	
Amount of stock held in Maine, common	\$430,566 70	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds on all property and franchise	4½%	May 1, 1913	\$500,000 00	\$22,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		4,982,809
Number of passengers carried per mile of railway track operated.....		224,759
Number of round trips run		141,583
Number of car miles run.		972,327
Average number of persons employed.....		215
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for trail.....	18	55
Box passenger cars equipped for electric power.....	37	
Total		
Open passenger cars equipped for trailer	20	56
Open passenger cars equipped for electric power.....	36	
Total		
Total passenger cars of all kinds.....		111
Number of all above cars with four wheels		90
Number of all above cars with six wheels		2
Number of all above cars with eight wheels		19
Construction, repair and other work cars.....		4
Snow plows		13
Road machines.....		2
Levelers		2
Tower wagons		2
Carts and snow sleds		6
Horses		28
Electric motors		140

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railways Owned, Leased, Etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	22.17	.....	.....	22.17
Length of second track.....	6.75	.....	.....	6.75
Total length of main track	28.92	.....	.....	28.92

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power only.	Total.
Length of railway line.....		22.17	.....	22.17
Length of second track		6.75	.....	6.75
Total length of main track		28.92	.....	28.92

Names of the several cities and towns in which the railways operated by the company are located, Portland, Deering and Westbrook.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Maine Central Railroad, Congress Street, Deering, near Stroudwater	2	1
With Maine Central Railroad, Forest Avenue, Deering....	2	1
With Maine Central Railroad, Spring Street, Deering... .	2	1
With Maine Central Railroad, Stevens Plains Avenue, Deering.....	2	1
With Maine Central Railroad, Main Street, Westbrook....	3	1
With Portland and Rochester Railroad, Green St., Portland	2	1
With Portland and Rochester Railroad, Green St., Portland	1	2
With Portland and Rochester Railroad, Forest Avenue, Deering.....	1	1
With Portland and Rochester Railroad, Forest Avenue, Deering.....	2	1
With Portland and Rochester Railroad, Westbrook.....	4	1

ACCIDENTS TO PERSONS.

Killed and injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.	
	Killed.	Injured.
Passengers	4
Employees.....	1
Other persons	1
Total	6

STATEMENT OF EACH ACCIDENT.

- July 14, 1896, woman injured by collision of cars.
- July 14, 1896, woman injured by collision of cars.
- November 25, 1896, woman injured by falling while alighting from car.
- April 23, 1897, man injured by falling while alighting from car.
- April 23, 1897, man (employee) injured while setting poles.
- June 22, 1897, man injured by collision of wagon with car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland Railroad Company, 471 Congress street, Portland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—William R. Wood, Portland, Maine.

Treasurer—E. A. Newman, Portland, Maine.

General Counsel—Charles F. Libby, Portland, Maine.

General Manager—E. A. Newman, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William R. Wood, Portland, Maine.

Chas. F. Libby, Portland, Maine.

William G. Davis, Portland, Maine.

W. A. Wheeler, Cincinnati, Ohio.

Payson Tucker, Portland, Maine.

A. Whitney, Portland, Maine.

J. S. Ricker, Deering, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM R. WOOD,
WM. G. DAVIS,
CHARLES F. LIBBY,
JOS. S. RICKER,
AMMI WHITNEY,
Directors.

E. A. NEWMAN,
Treasurer.

E. A. NEWMAN,
Superintendent.

STATE OF MAINE.

CUMBERLAND, ss. September 29, 1897.

Then personally appeared the above named William R. Wood, William G. Davis, Charles F. Libby, Joseph S. Ricker and Ammi Whitney, and E. A. Newman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN T. FAGAN, Justice of the Peace.

**Report of the Portland and Cape Elizabeth Railway Company
for the Year Ending June 30, 1897.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$58,364 66
Operating expenses		35,467 40
Net income from operation		\$22,897 26
Mail transportation	\$383 44	
Advertising in cars	267 50	
Total income from other sources than operation.....		650 94
Gross income above operating expenses.....		\$23,548 20
Interest and discount on unfunded debts and loans..	\$15,018 65	
Taxes	611 00	
Total charges and deductions from income.....		\$15,629 65
Net divisible income		\$7,918 55
Dividends declared, 1½ per cent on common stock		6,750 00
Surplus for year ending June 30, 1897.....		\$1,168 55
Amount of surplus June 30, 1896.....		4,536 79
Total surplus June 30, 1897.....		\$5,705 34

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$58,364 66
Receipts from carriage of mails and parcels		383 44
Receipts from advertising in cars		267 50
Gross income from operation		\$59,015 60
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$3,040 00
General office expenses and supplies.....		236 54
Insurance		985 14
Maintenance of roadway and buildings:		
Repairs of road-bed and track		871 95
Repairs of electric line construction.....		144 42
Removal of snow and ice		466 49
Maintenance of equipment:		
Repairs of cars and other vehicles.....		299 98
Repairs of electric equipment of cars		131 56
Care of cars		1,814 72
Transportation expenses:		
Cost of electric motive power		9,652 93
Wages and compensation of persons employed in conducting transportation		14,994 28
Damages for injuries to persons and property		65 32
Tolls for trackage rights over other railways		200 00
Rentals of buildings and other property.....		300 00
Other transportation expenses, Casino expenses.		2,264 07
Total operating expenses		\$35,467 40

PROPERTY ACCOUNTS.

Extension of railway and tracks (length, 14,483 feet).....		
New electric line construction (19,763 feet)....		
Other additional rolling stock and vehicles, 1 snow plow.		

GENERAL BALANCE SHEET.

ASSETS.		
Property acquired by purchase for stock and bonds.		
Stock.....		\$456,000 00
Bonds.....		300,000 00
Other permanent improvements, general construction....		57,059 89
Total permanent investments ...		\$807,059 89
LIABILITIES.		
Total capital stock.....		\$450,000 00
Funded debt.....		350,000 00
Current liabilities:		
Floating indebtedness for general construction.....	3,421 95	
Total current liabilities.....		3,421 95
Profit and loss balance—surplus ...		3,637 94
Total		\$807,059 89

CAPITAL STOCK.

Total amount authorized by law	\$450,000 00	
Total amount authorized by vote	450,000 00	
Capital stock issued and outstanding, common		\$450,000 00
Number of shares issued and outstanding, common..	4,500	
Total number of stockholders	40	
Total stockholders in Maine...	14	
Amount of stock held in Maine, common—shares....	805	
Total stock held in Maine.	\$80,500 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,191,714
Number of passengers carried per mile of railway track operated.....		105,610
Number of car miles run.		303,094
Average number of persons employed.....		40
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	10	
Open passenger cars equipped for electric power.....	16	
Total passenger cars of all kinds.....		36
Trailer cars, 10; electric, 26; total.....		36
Number of all above cars with four wheels ..		36
Number of electric cars equipped with man-guards....		36
Snow plows.....		2
Snow sleds		1
Single and tower wagon		2
Electric motors		54

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway Owned.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	11.185			
Length of second track	3.221			
Total length of main track owned, etc	14.406			
Length of sidings, switches, etc .....	.776			
Total length, computed as single track	15.182			

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line		11.185		
Length of second track		2.72		
Total length of main track		13.40		
Length of sidings, switches, etc. . . . .		.77		
Total length, computed as single track....		14.17		

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, city of Portland, towns of South Portland and Cape Elizabeth.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Boston and Maine Railroad at Cape Elizabeth	1	1
With Boston and Maine Railroad at Private Way	1	1
With Boston and Maine Railroad at State and Commercial Streets	2	2
With Boston and Maine Railroad at High and Commercial Streets	1	2
With Boston and Maine Railroad at Maple and Commercial Streets	2	2
With Portland Railroad at Market and Middle Streets	2	1
With Portland Railroad at Congress and Elm Streets	2	1
Total number of tracks at crossings	11	10

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.	
	Killed.	Injured.
Passengers		1
Other persons		1
Total		2

August 16, 1896—Albert N. Watson fell from car at power station, Knightville, his head striking pavement, causing scalp wound.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland and Cape Elizabeth Railway Company, 12 Monument Square, Portland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—J. S. Winslow, 135 Commercial Street, Portland, Maine.
 Vice-President—Thos. S. Krutz, 35 Wall Street, New York.
 Treasurer—H. R. MacLeod, 12 Monument Square, Portland, Maine.
 Auditor—A. S. Macreadie, 12 Monument Square, Portland, Maine.
 Clerk of Corporation—H. R. Macleod, 12 Monument Square, Portland, Maine.
 General Counsel—Clarence Hale, 39 Exchange Street, Portland, Maine.
 General Manager—H. R. MacLeod, 12 Monument Square, Portland, Maine.
 Superintendent—A. S. Macreadie, 12 Monument Square, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. S. Winslow, Portland, Maine.
 Thos. S. Krutz, New York.
 H. R. MacLeod, Portland, Maine.
 A. S. Macreadie, Portland, Maine.
 Clarence Hale, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOS. S. KRUTZ,
 H. R. MACLEOD,
 J. S. WINSLOW,
 CLARENCE, HALE,
 A. S. MACREADIE,
 Directors.
 H. R. MACLEOD,
 Treasurer.
 A. S. MACREADIE,
 Superintendent.

STATE OF MAINE.

CUMBERLAND, ss. Portland, September 7, 1897.

Then personally appeared the above named Thomas S. Krutz, H. R. MacLeod, J. S. Winslow, Clarence Hale and A. S. Macreadie, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD K. MILLIKEN, Justice of the Peace.

**Report of the Rockland, Thomaston and Camden Street
Railway Company for the Year Ending June 30, 1897.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$66,781 76
Operating expenses		41,088 85
Net income from operation.....		\$25,692 91
Interest on funded debt.....	\$12,500 00	
Interest and discount on unfunded debts and loans.....	1,585 28	
Taxes	372 41	
Total charges and deductions from income.....		14,457 69
Net divisible income		\$11,235 22
Surplus for year ending June 30, 1897.		11,235 22
Amount of surplus June 30, 1896		33,518 49
Total surplus June 30, 1897		\$44,753 71

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$46,898 65
Receipts from carriage of mails and parcels		1,643 40
Receipts from tolls for use of tracks by other companies.....		659 26
Receipts from rentals of buildings and other property.....		44 17
Receipts from carriage of freight.....		4,727 96
Receipts from advertising in cars		356 25
Other earnings from operation: { American Express Company		373 10
{ Power sold		12,050 42
{ Discounts.....		28 55
Gross income from operation.....		\$66,781 76
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,778 07
Insurance		1,514 35
Other general expenses		1,544 64
Maintenance of roadway and buildings:		
Repairs of road-bed and track and cleaning track		4,969 86
Repairs of electric line construction		566 08
Removal of snow and ice.....		554 08
Repairs of buildings.....		259 75
Maintenance of equipment:		
Repairs of cars and other vehicles.....		2,781 00
Repairs of electric equipment of cars.....		619 08
Car cleaning.....		
Transportation expenses:		
Cost of electric motive power.....		12,639 17
Wages and compensation of persons employed in conducting transportation		8,878 80
Damages for injuries to persons and property.....		64 65
Station lighting.....		770 12
Rentals of buildings and other property.....		49 59
Other transportation expenses		4,009 61
Total operating expenses.....		\$41,088 85

CAPITAL STOCK.

Capital stock authorized by law, common	\$300,000 00	
Capital stock authorized by votes of company, common..	250,000 00	
Capital stock issued and outstanding, common.....		\$250,000 00
Total capital stock liability		250,000 00
Number of shares issued and outstanding, common .	2,500	
Number of stockholders, common	39	
Number of stockholders in Maine, common	38	
Amount of stock held in Maine, common.....	\$249,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds.....	5%	May 1, 1822	\$250,000 00	\$12,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		937,973
Number of passengers carried per mile of railway track operated.....		58,363
Number of round trips run		8,461
Number of car miles run.		269,059
Average number of persons employed.....		49

EQUIPMENT OWNED.		Number.	Total Number.
Box passenger cars equipped for electric power .....	.....		7
Open passenger cars equipped for electric power.....	.....	8	
Open passenger cars, trails .....	.....	2	
Total .....	.....		10
Total passenger cars of all kinds.....	.....		17
Electric .....	.....		1
Number of all above cars with 4 wheels.....	.....		7
Number of all above cars with 8 wheels.....	.....		1
Snow plows.....	.....		2
Other rolling stock—Two 8-wheel flats; one 4-wheel box; one 8-wheel motor freight .....	.....		4
Electric motors .....	.....		22

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railways Owned, Leased, Etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	15.90	.....	.....	15.90
Length of second track.....	.57	.....	.....	.57
Total length of main track	16.47	.....	.....	16.47

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power only.	Total.
Length of railway line.....	15.90	.....	15.90
Length of second track57	.....	.57
Total length of main track	16.47	.....	16.47

System of electric motive power in use by the company, General Electric Company and Edison.

Names of the several cities and towns in which the railways operated by the company are located, Thomaston, Rockland, Rockport and Camden.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Rockport Railroad	1	1
With Lime Rock Railroad, Camden street, Rockland	1	1
With Lime Rock Railroad, Sea street, Rockland.....	1	1
With Lime Rock Railroad, North Main street, Rockland..	1	1
With Maine Central Railroad, South Main street-Rockland	1	1
With Maine Central Railroad, Mechanic street, Rockland.	1	1
With Maine Central Railroad, Park street, Rockland . . .	2	1
With Maine Central Railroad, Thomaston road, Rockland,	1	1
Total number of tracks at crossings.....	9	8

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Rockland, Thomaston and Camden Street Railway Company, Rockland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Geo. E. Macomber, Augusta, Maine.

Treasurer—A. D. Bird, Rockland, Maine.

Clerk of Corporation—H. M. Heath, Augusta, Maine.

Superintendent—Thomas Hawken, Rockland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Geo. E. Macomber, Augusta, Maine.

John F. Hill, Augusta, Maine.

H. L. Shepherd, Rockport, Maine.

S. M. Bird, Rockland, Maine.

W. T. Cobb, Rockland, Maine.

W. S. White, Rockland, Maine.

E. K. O'Brien, Thomaston, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE E. MACOMBER,
JOHN F. HILL,
SIDNEY M. BIRD,
WILLIAM T. COBB,
E. K. O'BRIEN,
H. L. SHEPHERD,
W. S. WHITE,

Directors.

A. D. BIRD,

Treasurer.

THOMAS HAWKEN,

Superintendent.

STATE OF MAINE.

KENNEBEC, ss. August 4, 1897.

Then personally appeared the above named George E. Macomber and John F. Hill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. R. WHITTEN, Justice of the Peace.

KNOX, ss. September 22, 1897.

Then personally appeared the above named Sidney M. Bird, William T. Cobb, E. K. O'Brien, H. L. Shepherd, W. S. White, Thomas Hawken and A. D. Bird, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. ERNEST HOLMAN, Notary Public.

Report of the Skowhegan and Norridgewock Railway and Power Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$4,882 54
Operating expenses.....		4,823 45
Net income from operation.....		\$59 09
Taxes		53 86
Surplus for year ending June 30, 1897.....		\$ 5 23
Amount of deficit June 30, 1896.....		534 25
Total deficit June 30, 1897.....		\$529 02

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$4,610 66
Receipts from carriage of mails and parcels.....		271 88
Gross income from operation		\$4,882 54
EXPENSES OF OPERATION.		
General expenses:		
Insurance.....		\$ 25 00
Other general expenses, coal, water and incidentals.....		318 50
Maintenance of roadway and buildings:		
Repairs of road-bed and track		346 75
Repairs of electric line construction		25 30
Removal of snow and ice.....		182 35
Maintenance of equipment:		
Repairs of cars and other vehicles.....		128 80
Repairs of electric equipment of cars.....		25 31
Oil and waste.....		27 47
Transportation expenses:		
Cost of electric motive power.....		1,200 00
Wages and compensation of persons employed in conducting transportation		2,488 97
Other transportation expenses.....		55 00
Total operating expenses.....		\$4,823 45

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of land and buildings, railway and equipment owned.....		\$58,000 00
Cash and current assets:		
Cash		500 00
Miscellaneous assets:		
Materials and supplies		1,000 00
Profit and loss balance—deficit.....		40,500 00
Total		\$100,000 00
LIABILITIES.		
Total capital stock.....		\$50,000 00
Funded debt.....		50,000 00
Total		\$100,000 00

CAPITAL STOCK.

Capital stock authorized by law, common	\$50,000 00	
Capital stock authorized by vote of company, common ...	50,000 00	
Total capital stock outstanding ..		\$50,000 00
Number of shares issued and outstanding, common .	500	
Number of stockholders common.....	14	
Number of stockholders in Maine, common.....	13	
Amount of stock held in Maine, common	\$2,500 00	

REAL ESTATE MORTGAGES.

Road and equipment mortgaged; interest, six per cent; amount, \$50,000.

FUNDED DEBT.

Description of securities.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Bonds	6%	1914	\$50,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		48,886
Number of passengers carried per mile of railway track operated.....		8,139
Number of round trips run		2,912
Number of car miles run.		34,944
Average number of persons employed.....		6
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	2	5
Open passenger cars equipped for electric power	3	
Total passenger cars of all kinds.....		5
Number of all above cars with four wheels		5
Construction, repair and other work cars.....		2
Snow plows.....		1
Electric motors		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway Owned.	Owned.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	5.75	.....	.. ....	5.75

System of electric motive power in use by the company, Westinghouse.
 Names of the several cities and towns in which the railways operated by the company are located, Skowhegan and Norridgewock.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade: With Maine Central at Skowhegan.....	2	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Skowhegan and Norridgewock Railway and Power Company, Skowhegan, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—W. H. Wildes, Skowhegan, Maine.
 Vice-President—C. A. Marston, Skowhegan, Maine.
 Treasurer—I. C. Libby, Waterville, Maine.
 Clerk of Corporation—A. R. Bixby, Skowhegan, Maine.
 General Counsel—S. J. Walton, Skowhegan, Maine.
 General Manager—A. F. Gerald, Fairfield, Maine.
 Superintendent—E. A. Longfellow, Skowhegan, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. F. Gerald, Fairfield, Maine.
 I. C. Libby, Waterville, Maine.
 C. A. Richardson, Worcester, Mass.
 W. H. Wildes, Skowhegan, Maine.
 A. R. Bixby, Skowhegan, Maine.
 C. A. Marston, Skowhegan, Maine.
 L. C. Emery, Skowhegan, Maine.
 S. A. Dinsmore, Boston, Mass.
 H. C. Goodenough, Brighton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

A. F. GERALD,
 I. C. LIBBY,
 Directors.
 I. C. LIBBY,
 Treasurer.

STATE OF MAINE.

KENNEBEC, ss. Waterville, October 22, 1897.

Then personally appeared the above named A. F. Gerald and I. C. Libby, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

R. E. ATTWOOD, Notary Public.

**Report of the Somerset Traction Company for the Year
Ending June 30, 1897.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.	\$9,997 02
Operating expenses	5,177 04
Net income from operation	\$4,819 98
Taxes accrued September 1, 1896, to June 30, 1897.....	57 33
Net divisible income.	\$4,762 65
Surplus for year ending June 30, 1897.	4,762 65
Amount of surplus June 30, 1896	605 95
Total surplus June 30, 1897.....	\$5,368 60

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$9,690 71
Receipts from carriage of mails and parcels	306 31
Total income from operation.....	\$9,997 02
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies.....	\$ 82 59
Other general expenses, taxes, twine, express, freight, oil, etc . .	625 84
Maintenance of roadway and buildings:	
Removal of snow and ice.....	9 00
Repairs of buildings	50 07
Transportation expenses:	
Cost of electric motive power.....	1,000 00
Wages and compensation of persons employed in conducting transportation..	3,363 14
Other transportation expenses: Transfers and teaming between Maine Central and Somerset Traction Companies cars	46 40
Total operating expenses.....	5,177 04

PROPERTY ACCOUNTS.

Additional rolling stock and vehicles..... \$864 90

GENERAL BALANCE SHEET.

ASSETS.			
Railway:			
Roadbed and tracks	\$47,397 92		
Electric line construction, including poles, wiring, feeder lines, etc.....	17,992 18		
Interest accrued during construction of railway	55 56		
Salaries, engineering and other expenses incident to construction.....	1,495 98		
Total cost of railway owned..			\$66,941 64
Equipment:			
Cars and other rolling stock and vehicles...	\$8,717 81		
Electric equipment of same.....	4,675 83		
Other items of equipment.....	176 05		
Total cost of equipment owned			13,569 69
Land and buildings:			
Land necessary for operation of railway.....	\$ 911 06		
Electric power stations, including equipment.....	6,536 24		
Other buildings necessary for operation of railway	1,330 30		
Total cost of land and buildings owned			8,777 60
Total permanent investments			\$89,288 93
Cash and current assets:			
Bills and accounts receivable.			1,250 70
Total			\$90,539 63
LIABILITIES.			
Real estate mortgages... ..	\$75,000 00		
Current liabilities:			
Loans and bills payable.	10,113 70		
Total current liabilities			\$85,113 70
Taxes accrued and not yet due			57 33
Profit and loss balance—surplus.....			5,368 60
Total			\$90,539 63

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$200,000 00	
Capital stock authorized by votes of company, common..	75,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Real estate mortgages	5%	May 1, 1916	\$75,000 00	

REAL ESTATE MORTGAGES.

All the property of the corporation; interest 5 per cent; mortgage due May 1 1916; amount, \$75,000 00.

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		90,253
Number of passengers carried per mile of railway track operated.....		8,205
Number of round trips run		3,105
Number of car miles run.		69,021
Average number of persons employed.....		9

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power.....	3
Open passenger cars equipped for electric power.....	4
Total passenger cars of all kinds.....	7
Number of all above cars with four wheels	7
Snow plows	1
Other rolling stock—cars	3
Electric motors	18

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway owned, leased, etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	11	.....	.....	11

MOTIVE POWER.

Length of railway line.....	11	11
-----------------------------	-------	----	-------	----

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Skowhegan and Madison.

Operation on five and one-half miles additional, commenced August 15, 1896.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Somerset Traction Company, Skowhegan, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—R. B. Shepherd, Skowhegan, Maine.
Treasurer—T. H. Anderson, Skowhegan, Maine.
Clerk of Corporation—J. O. Smith, Skowhegan, Maine.
General Manager—R. B. Shepherd, Skowhegan, Maine.
Superintendent—R. B. Shepherd, Skowhegan, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

R. B. Shepherd, Skowhegan, Maine.
Lewis Anderson, Skowhegan, Maine.
T. H. Anderson, Skowhegan, Maine.
J. O. Smith, Skowhegan, Maine.
A. G. Blunt, Skowhegan, Maine.
J. P. Oak, Skowhegan, Maine.
S. W. Gould, Skowhegan, Maine.

We hereby certify that the statements contained in the foregoing report are full just and true.

R. B. SHEPHERD,
LEWIS ANDERSON,
JOS. P. OAK,
J. O. SMITH,
T. H. ANDERSON,
S. W. GOULD,
A. G. BLUNT,
Directors.
T. H. ANDERSON,
Treasurer.

STATE OF MAINE.

SOMERSET, ss. September 8, 1897.

Then personally appeared the above named R. B. Shepherd, Lewis Anderson, J. O. Smith, S. W. Gould, Jos. P. Oak, A. G. Blunt and T. H. Anderson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD F. DANFORTH. Justice of the Peace.

Report of the Waterville and Fairfield Railway and Light Company for the Year Ending June 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$19,121 25
Operating expenses.....		16,298 04
Net income from operation.....		\$2,823 21
Charges upon income accrued during the year:		
Interest on funded debt.....	\$600 00	
Taxes	852 27	
Payments to sinking and other special funds.....	3,500 00	
Total charges and deductions from income		10,352 27
Deficit for year ending June 30, 1897.....		\$7,519 96
Amount of surplus June 30, 1896		8,420 68
Total surplus June 30, 1897		\$900 72

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$19,121 15
Receipts from rentals of buildings and other property.		200 00
Gross income from operation		\$19,321 15
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$ 624 00
Insurance.....		474 86
Other general expenses.....		6,892 97
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		239 90
Transportation expenses:		
Wages and compensation of persons employed in conducting transportation		6,728 81
Rentals of buildings and other property.....		1,337 50
Total operating expenses.. ..		\$16,298 04

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$56,863 45
Cash and current assets:		
Bills and accounts receivable		4,428 13
Total cash and current assets.....		\$61,291 58
Materials and supplies		1,000 00
Total		\$122,583 16
LIABILITIES.		
Capital stock		\$36,000 00
Matured interest coupons unpaid (including coupons due July 1).....		4,700 00
Profit and loss balance—surplus.....		81,883 16
Total		\$122,583 16

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000	
Capital stock authorized by votes of company, common..	36,000	
Capital stock applied to railway		\$36,000 00
Number of shares issued and outstanding, common..	360	
Number of stockholders, common	41	
Number of stockholders in Maine, common	32	
Total stock held in Maine.....	\$36,000 00	

REAL ESTATE MORTGAGES.

Bond mortgage on whole property; interest, 6 per cent; mortgage due, 2011; amount, \$36,000; interest paid during year, \$2,160.

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Waterville Electric Light Company, Fairfield Electric Light & Power Company, Waterville & Fairfield R. R. Company..	6%	2011		
\$200,000 is bonded debt upon the three companies, of which amount under consolidation and purchase \$36,000 was applied to purchase of W. & F. R'y Co..	.....	.....	\$36,000 00	\$2,160 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		382,425
Number of passengers carried per mile of railway track operated		88,252
Number of round trips run		11,680
Number of car miles run.....		50,613
Average number of persons employed.....		11

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power.	3	8
Open passenger cars equipped for trailer.	3	
Open passenger cars equipped for electric power.....	2	
Total passenger cars of all kinds.		8
Number of all above cars with four wheels.....		8
Snow plows		1
Barges		1
Horses		1
Harnesses—single		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

Railway owned, leased, etc.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	4.36	.....	.....	4.36
Length of sidings, switches, etc ..	.....	.....	.....	.073
Total length computed as single track .....	.....	.....	.....	4.433

MOTIVE POWER.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	4.36	.....	.....
Length of sidings, switches, etc.....073	.....	.....
Total length, computed as single track	4.433	.....	.....

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Waterville and Fairfield, Maine.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade:		
With Maine Central Railroad at College Avenue, Water- ville	2	1
With Maine Central at Main Street, Fairfield	1	1
With Maine Central at brick yard, Waterville.....	1	1
Total number of tracks at crossings	4	3

GENERAL REMARKS AND EXPLANATIONS.

The Maine Central Railroad has three separate crossings over which the Waterville and Fairfield tracks cross, two in Waterville and one in Fairfield.

Waterville and Fairfield Railroad Company deposited interest on bonds on account of being obliged to put up sinking fund ten per cent of gross earnings. The company has been reorganized by issuing (\$240,000) two hundred and forty thousand dollars of new bonds at five per cent, which does not increase interest account and gives the company forty thousand dollars of new money to construct auxiliary steam plant and to put in three more water wheels in the Nye Water Power. The new company leave out the sinking fund.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Waterville and Fairfield Railway and Light Company.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—I. C. Libby, Waterville, Maine.
 Treasurer—I. C. Libby, "Acting," Waterville, Maine.
 Clerk of Corporation—Wm. T. Haines, Waterville, Maine.
 General Counsel—Wm. T. Haines, Waterville, Maine.
 General Manager—I. C. Libby, Waterville, Maine.
 Superintendent—W. P. Libby, Waterville, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

I. C. Libby, Waterville, Maine.
 W. T. Haines, Waterville, Maine.
 A. F. Gerald, Fairfield, Maine.
 S. A. Nye, Fairfield, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

I. C. LIBBY,
 Director.
 I. C. LIBBY,
 Acting Treasurer.
 W. P. LIBBY,
 Superintendent.

STATE OF MAINE.

KENNEBEC, ss. Waterville, November 9, 1897.

Then personally appeared the above named I. C. Libby and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

R. E. ATTWOOD, Notary Public.

EXPENSE.

Appropriation		\$3,200 00
Stationery, etc	\$338 77	
Express.	176 02	
Magazines	100 45	
Postage	232 13	
Telegraph expense	28 59	
Map work, etc.....	107 50	
Stenography	137 21	
Clerk hire.....	314 64	
Miscellaneous, office.....	206 00	
 Incidental Expenses of Commissioners and Clerk in Discharge of Official Duties.		
J. B. Peaks	388 60	
Benj. F. Chadbourne	595 50	
Frederic Danforth	474 16	
E. C. Farrington.....	77 75	\$3,177 32
Unexpended.....		22 68
		\$3,200 00

INDEX.

	PAGE
Aroostook Northern Railroad; articles of association, approved, Part II..	64-67
Location approved, Part II.....	92
Crossing of highways, Part II.....	104-109
Certificate for operation, Part II.....	132
Physical condition, Part I.....	23
Augusta, Hallowell and Gardiner Railroad; physical condition, Part I.....	42
History, organization, officers, annual returns. See Appendix.....	309-313
Bangor and Aroostook Railroad; physical condition, Part I.....	27-29
History, organization, officers, annual returns. See Appendix.....	3-16
Branch track, Sheridan Plantation, Part II.	9-11
Taking land, Ashland Branch, Part II.....	17-19
Branch track, Sheridan Plantation, Part II.....	22-23
Branch track, Sheridan Plantation, Part II.....	24-25
Branch, Log and Spur, Sheridan Plantation, Part II....	34-35
Taking land, Ashland Branch, Part II.....	36-38
Bangor, Hampden and Winterport Railway; certificate, Bangor to Stearn's Mills, Part II.....	8
Certificate, Stearn's Mills to Hampden Corner, Part II.....	115
Physical condition, Part I.....	24
Bangor, Orono and Old Town Street Railway; physical condition, Part I.....	42
History, organization, officers, annual returns. See Appendix.....	314-318
Crossing, Bangor Street Railway, Bangor, Part II.	45-46
Extension, West Market Square, Part II.....	64
Bangor Street Railway; physical condition, Part I.....	43
History, organization, officers, annual returns. See Appendix.....	319-324
Extension in Bangor, Part II.....	8
Bath Street Railway; physical condition, Part I.....	43
History, organization, officers, annual returns. See Appendix.....	325-329
Biddeford and Saco Railroad, physical condition, Part I.....	44
History, organization, officers, annual returns. See Appendix.. . . .	330-335
Boston and Maine Railroad; physical condition, Part I.....	29-31
History, organization, officers, annual returns. See Appendix.....	17-44
Highway crossing, Old Orchard, Part II	30-34
Bridgton and Saco River Railroad; physical condition, Part I.....	38
History, organization, officers, annual returns. See Appendix.....	45-55
Extension, approved, Part II.....	19-21
Brunswick Electric Railway, Part I.....	44
History, organization, officers, annual returns. See Appendix.....	336-339
Calais Street Railway; physical condition, Part I.	44
History, organization, officers, annual returns. See Appendix.....	340-344
Canadian Pacific Railway; physical condition, Part I	31
History, organization, officers, annual returns. See Appendix	56-68
Cape Elizabeth Street Railway; physical condition, Part I.	47
History, organization, officers, annual returns. See Appendix.....	371-376
Extension double track, Part II.	5

	PAGE
Franklin and Megantic and Kingfield and Dead River Railroads; physical condition, Part I	39
History, organization, officers, annual returns. See Appendix	69-81
Franklin, Somerset & Kennebec Railroad, crossing highways, Part II.....	121-125
Fryeburg Horse Railroad; physical condition, Part I	45
History, organization, officers, annual returns. See Appendix	345-348
Georges Valley Railroad; physical condition, Part I.....	32
History, organization, officers, annual returns. See Appendix	82-91
Grand Trunk Railway; physical condition, Part I.....	32
History, organization, officers, annual returns. See Appendix.....	92-105
Highway crossing, Paris, Part II.....	61-63
Crossing by Portland and Yarmouth Electric Railway, Part II	82-86
Accident, investigation of, Danville, Part II.....	133-135
Kennebec Central Railroad; physical condition, Part I.....	39
History, organization, officers, annual returns. See Appendix	106-117
Lewiston and Auburn Horse Railroad; physical condition, Part I.....	45
History, organization, officers, annual returns. See Appendix	349-353
Lime Rock Railroad; physical condition, Part I	33
History, organization, officers, annual returns. See Appendix.....	118-127
Crossing streets, Rockland, Part II.....	67-70
Maine Central Railroad, physical condition, Part I.....	33-34
History, organization, officers, annual returns. See Appendix.....	128-152
Highway crossing, Danforth, Part II.....	3-4
Crossing by Portland Railroad, Deering, Part II.....	6-7
Highway crossing, Jay, Part II.....	11
Highway crossings, Waldo, Part II	50-53
Accident, investigation, Danville, Part II	139-140
Monson Railroad; physical condition, Part I	40
History, organization, officers, annual returns. See Appendix.....	153-163
Mousam River Railroad; physical condition, Part I	45
History, organization, officers, annual returns. See Appendix.....	354-358
Norway and Paris Street Railway; physical condition, Part I.....	46
History, organization, officers, annual returns. See Appendix.....	359-363
Oxford Central Electric Railroad, articles of association approved, Part II,	25-29
Location approved, Part II	87
Construction commenced, Part I.....	25
Oxford County Railroad, articles of association approved, Part II	54-60
Location, action of the Board, Part II	109-114
Patten and Sherman Railroad; physical condition, Part I.....	34
History, organization, officers, annual returns. See Appendix.....	164-172
Penobscot Central Railroad; physical condition, Part I.....	25
Articles of Association, approved, Part II.....	13-16
Location approved, Part II.....	39-45
Crossing M. C. R. R. in Bangor, Part II.....	47-49
Extension to steamboat wharf, Part II.....	87
Phillips and Rangeley Railroad; physical condition, Part I.....	40
History, organization, officers, annual returns. See Appendix.....	173-184
Portland and Cape Elizabeth Railway; physical condition, Part I.....	47
History, organization, officers, annual returns. See Appendix.....	371-376
Extension of line to Cottage Road, Part II.....	60
Portland Railroad; physical condition, Part I.....	46
History, organization, officers, annual returns. See Appendix.....	364-370
Crossing M. C. R. R., Deering, Part II.	6-7
Extension to Allen's Corner, Part II.....	61
Portland and Rochester Railroad; physical condition, Part I.....	34-35
History, organization, officers, annual returns. See Appendix.....	185-199
Crossing Washington street, Portland. Part II	74-79

	PAGE
Portsmouth, Kittery and York Street Railway; physical condition, Part I.	25
Crossing of bridges on line, Part II.....	93-95
Certificate for operation, Part II.....	96
Crossing York Harbor and Beach Railroad, Part II.....	97-99
Portland and Yarmouth Electric Railway; physical condition, Part I.....	26
Crossing Grand Trunk Railway, Deering, Part II....	79-81
Portland and Rumford Falls Railway; physical condition, Part I.....	35
History, organization, officers, annual returns. See Appendix.....	200-214
Certificate, extension, to Peterson's Rips, Part II.....	5
Certificate, extension, Peterson's Rips to Otis Falls, Part II.....	88
Branch constructed, Part I.....	24
Accident, investigation of, Part II.....	136-138
Rockland, Thomaston and Camden Street Railway; physical condition, Part I.....	47
History, organization, officers, annual returns. See Appendix.....	377-381
Crossing Lime Rock Railroad, Rockland, Part II.....	89-90
Extension in Rockland, Part II.....	91
Rockport Railroad; physical condition, Part I.....	41
History, organization, officers, annual returns. See Appendix.....	215-222
Rumford Falls and Rangeley Lakes Railroad; physical condition, Part I...	36
History, organization, officers, annual returns. See Appendix.....	223-235
Certificate, extension to Bemis, Part II.....	3
Saco River Electric Railroad; articles of association, approved, Part II...	70-73
Location approved, Part II.....	118-120
Reference to organization, etc., Part I.....	26
Sanford and Cape Porpoise Railway; articles of association, approved, Part II.....	99-103
Location, approved, Part II.....	131-132
Reference to organization, etc., Part I.....	26
Sandy River Railroad; physical condition, Part I.....	40-41
History, organization, officers, annual returns. See Appendix.....	236-249
Seabiscok and Moosehead Railroad; physical condition, Part I.....	37
History, organization, officers, annual returns. See Appendix.....	250-258
Skowhegan and Norridgewock Railway; physical condition, Part I.....	48
History, organization, officers, annual returns. See Appendix.....	382-386
Somerset Railway; physical condition, Part I.....	37
History, organization, officers, annual returns. See Appendix.....	259-270
Somerset Traction Company, Part I.....	48
History, organization, officers, annual returns. See Appendix.....	387-391
Extension in Madison, Part II.....	91
St. Croix and Penobscot Railroad; physical condition, Part I.....	36
History, organization, officers, annual returns. See Appendix.....	271-283
Washington County Railroad: Location changed, Part II.....	115-117
Waterville and Fairfield Railway; physical condition, Part I.....	48
History, organization, officers, annual returns. See Appendix.....	392-396
Wiscasset and Quebec Railroad, physical condition, Part I.....	41
History, organization, officers, annual returns. See Appendix.....	284-295
Crossing M. C. R. R., Burnham Junction, Part II.....	125-130
York Harbor and Beach Railroad; physical condition, Part I.....	38
History, organization, officers, annual returns. See Appendix.....	296-305