

MAINE STATE LEGISLATURE

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Public Documents of Maine :

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Departments  Institutions

FOR THE YEAR

1899.

VOLUME III.

AUGUSTA
KENNEBEC JOURNAL. PRINT
1900

FORTIETH 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, 1898, INCLUDING
PETITIONS,

DECISIONS AND RULES BOARD

MADE DURING THE YEAR

1898.

AUGUSTA
KENNEBEC JOURNAL PRINT
1898.



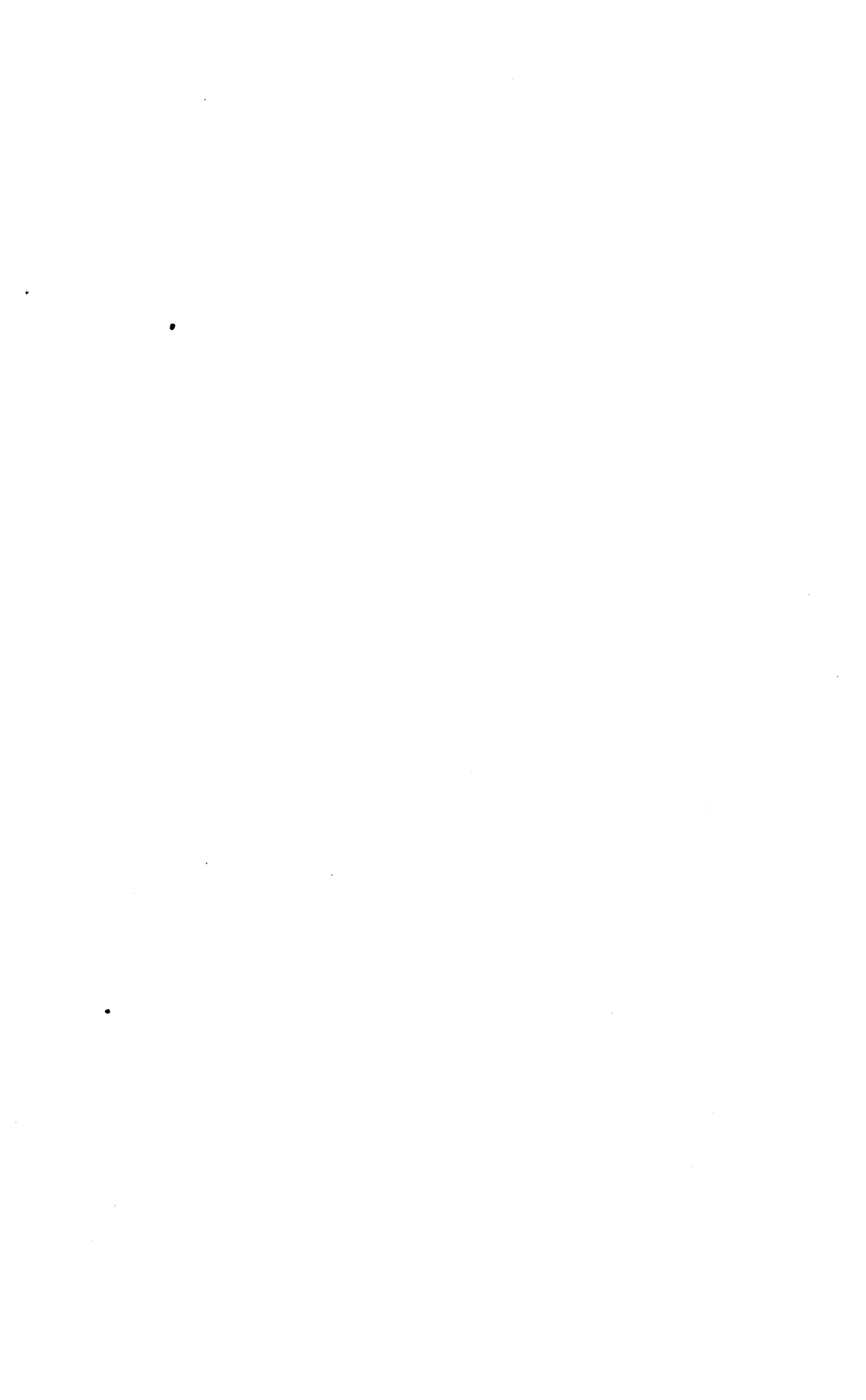
BOARD OF RAILROAD COMMISSIONERS.

JOSEPH B. PEAKS, Chairman, Dover.

BENJ. F. CHADBOURNE, Biddeford.

FREDERIC DANFORTH, Gardiner.

E. C. FARRINGTON, Clerk, Augusta.



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.

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STATE OF MAINE.

To the Honorable Llewellyn Powers, Governor of Maine:

In accordance with the provisions of law the Board of Railroad Commissioners, respectfully submits its fortieth annual report.

RAILROAD CONSTRUCTION.

The report of 1897 shows that there was 1,722.02 miles of steam railroad in the State on June 30, of that year.

During the year ending June 30, 1898, there has been constructed the following additional mileage.

The Aroostook Northern Railroad, Caribou to Limestone, 15.90; Portland & Rumford Falls Railway, Canton to Chisholm's Mills, 9.68; Maine Central Railroad, Union station to Thompson's Point, .74; Lime Rock Railroad, additional, .21; total, 26.53 miles.

This additional mileage makes the mileage of steam railroads in Maine on June 30, 1898, 1,749.45 miles. There was a loss of .50 miles by remeasurement, etc., which makes the actual mileage 1,748.95 miles.

There has been no change in the mileage of the narrow gauge railroads. There was therefore in Maine 1,600.03 miles of broad gauge and 148.92 miles of narrow gauge railroads on June 30, 1898.

GROSS EARNINGS FROM OPERATION.

It appears as will be seen by the following comparative statements that there was a slight falling off in the gross earnings of the steam railroads, applicable to the State of Maine, being \$6,952.52 less than in 1897. It will also be noticed that there was carried in Maine during the year ending June 30, 1898,

74,496 more passengers and 200,852 more tons of freight than in 1897. This increase in the transportation of passengers and freight show that the business in Maine is increasing and the probability of continued prosperity. The fact of a falling off in earnings over 1897 might be naturally attributed to the carrying of passengers and freight less distances, thereby reducing the earnings. A careful examination of the returns of the Maine Central Railroad Company, show that the "average receipts per passenger per mile," was .02232 in 1898, against .02357, in 1897, or .00125 cents less in 1898 than in 1897; and "average receipts per ton per mile, .01284 in 1898, against .01334 in 1897, or .0005 cents less than in 1897. This reduction in the rates of this road, make \$164,812.85 less earnings for the current year, and accounts for an increase in the volume of traffic and a consequent reduction in earnings. This it will be seen, is just so much saved to the patrons of the road.

The gross transportation earnings of all the roads doing business in the State, which by careful estimate are credited to the State of Maine for the year ending June 30, 1898, were \$8,231,018.63 against the corresponding year of 1897 of \$8,237,971.15, a loss in earnings of \$6,952.52.

The total number of passengers carried in Maine for the year ending June 30, 1898, was 4,896,065 against 4,821,569 in 1897, a gain of 74,496 passengers.

The number of tons of freight carried in Maine to June 30, 1898, was 5,646,376, against 5,445,524 in 1897, a gain of 200,852 tons.

The total passenger train mileage in the State for the year 1898 was 3,270,128 miles, against 3,132,347, a gain of 137,781 miles.

The total freight train mileage for the same time was 3,049,226 miles, against 2,971,316 miles in 1897, a gain of 77,910 miles.

The number of passengers carried one mile to June 30, 1898, was 127,113,104, against 123,376,463 in 1897, an increase of 3,736,641.

The number of tons of freight carried one mile for the corresponding time was 425,482,639, against 400,614,669, being an increase of 24,867,970 tons.

Mileage of Steam Railroads for Year Ending June 30, 1898.

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 & Aroostook Railroad:					
Old Town to Greenville.....	76.50				
Katahdin Branch.....	18.90				
Brownville to Caribou.....	154.69				
Fort Fairfield Jr. to Fort Fairfield..	13.31				
Ashland Branch.....	43.35				
Caribou to Limestone.....	15.90				
Branch Tracks.....	8.72				
Boston & Maine Railroad:					
Western Division.....	44.00				
Eastern Division.....	50.76				
Northern Division.....	2.92				
Kennebunk & Kennebunkport.....	4.50				
Orchard Beach Railroad.....	3.27				
\$Bridgton & Saco River Railroad.....	16.00	16.00		1.00	
Canadian Pacific Railway.....	144.50				
Aroostook River Branch.....	29.20		*232.70		
Houlton Branch.....	3.00				
\$Franklin & Megantic Railroad.....	16.70	16.70		.50	1.70
\$Kingfield & Dead River Railroad.....	10.00	10.00	26.70		
Georges Valley Railroad.....	8.50	8.50			.50
Grand Trunk Railway:					
Portland to Boundary Line.....	82.60				
Lewiston Branch.....	5.41				
Norway Branch.....	1.36				
\$Kennebec Central Railroad.....	5.00	5.00			
Lime Rock Railroad.....	11.30	12.57			
Maine Central Railroad:					
Portland to Bangor.....	136.60				
Brunswick to Bath.....	8.90				
Cumberland to Skowhegan.....	91.20				
Leeds Junction to Farmington.....	36.40				
Brewer Jr. to Mt. Desert Ferry.....	41.13				
Crowley's to Lewiston.....	4.80				
Brunswick to Farmington.....	62.60				
Newport to Dexter.....	14.23				
Dexter Junction to 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 Junction to Bucksport.....	18.80				
Portland to Lunenburg.....	109.10				
Union Station to Thompson's Pt.....	.74				
Quebec Jr. to Beecher's Falls.....	55.33				
Beecher's Falls to Lime Ridge.....	52.85				
Knox & Lincoln Railway:					
Woolwich to Rockland.....	47.03				
Rockland to Wharf.....	1.36				
\$Monson Railroad.....	8.16	8.16		1.00	
Patten & Sherman Railroad.....	5.84	5.84		1.61	
\$Phillips & Rangeley Railroad.....	28.60	28.60		1.55	
Portland & Rochester Railroad.....	51.98	53.26		18.09	
Portland & Rumford Falls Railway:					
Rumford Falls Jr. to Rumford Falls	52.86				
Canton to Chisholm's Mills.....	9.68				
||Rockport Railroad.....	3.00	3.00			
Rumford Falls & Rangeley Lakes Railroad	31.00	31.00		6.00	4.00
\$Sandy River Railroad.....	18.00	18.00			
Sebastiack & Moosehead Railroad.....	8.00	8.00		.25	
Somerset Railway.....	42.06	42.06		4.32	1.00
St. Croix & Penobscot Railroad.....	16.25	21.00		3.34	
\$Wiscasset & Quebec Railroad.....	43.46	43.46			
York Harbor & Beach Railroad.....	11.17	11.17		1.11	
	1,748.95	3,675.62			

* 56 miles from Mattawamkeag to Vanceboro, operated on the Maine Central line.
 † 1.27 M. C. R. R. trackage rights. ‡ 4.20 M. C. R. R. trackage rights.
 § Narrow (two foot gauge). || Narrow (three foot gauge).

It will be seen by the following table that the net income from operation, for year ending June 30, 1898, was \$8,838,413.81, being \$261,457.18 greater than in 1897, and \$100,182.37 more than the net income of 1897. The operating expenses increased \$90,529.81 in 1898.

The results show a decided improvement in the business of the railroads doing business in Maine, during the past year. The tabulations show that the income came from increased earnings, while in 1897 it was the result of a reduction of expenses, greater by \$161,274.81, than the loss in income.

Gross Income, Operating Expenses, Net Income and Percentages in 1896, 1897 and 1898, of all Steam Railroads doing Business in Maine.

	1896.	1897.	1898.	Increase in income and expenses.	Increase in net income over 1897.
Gross income from operation	\$28,526,763 24	\$27,888,788 59	\$28,150,245 77	\$170,927 37	
Operating expenses	20,020,551 61	19,221,302 15	19,311,831 96	90,529 81	
Income from operation	8,506,211 63	8,667,486 44	8,838,413 81		
Net income .....	.....	161,274 81	261,447 18	.....	\$100,182 37
Percent of expenses to income.....	70.18	68.92	68.60		

**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, 1897 and 1898.**

Railroad.	1892.	1893.	1894.	1895.	1896.	1897.	1898.
Bangor and Aroostook Railroad.....	*\$ 172,470 67	\$ 184,580 68	\$ 245,902 53	\$ 582,832 12	\$ 699,661 50	\$ 754,780 66	\$ 779,206 76
Boston and Maine Railroad.....	†15,788,773 99	17,257,986 65	16,022,653 02	16,937,967 93	†20,499,768 27	19,640,846 30	19,850,984 06
Bridgton and Saco River Railroad.....	27,139 61	31,810 68	28,933 80	29,861 41	29,514 62	28,065 44	28,453 26
Canadian Pacific Railway.....	243,015 96	251,556 33	282,990 85	258,357 75	361,070 85	419,664 32	462,063 67
Franklin and Megantic Railway.....	9,076 96	7,937 51	9,338 81	15,582 48	12,678 85	13,866 68	15,843 02
Georges Valley Railroad.....	-	-	4,945 51	10,893 12	11,537 73	10,642 87	11,014 55
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	1,274,505 67
Kennebec Central Railroad.....	15,121 22	14,202 64	14,055 11	14,417 89	13,250 54	15,253 65	16,275 39
Lime Rock Railroad.....	74,167 31	77,607 70	59,706 17	64,723 68	71,947 76	71,386 50	59,805 64
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	4,784,101 23
Monson Railroad.....	11,588 37	10,838 79	9,413 21	6,446 26	7,257 88	6,807 72	5,433 63
Patten and Sherman Railroad.....	-	-	-	-	-	4,225 34	4,806 42
Phillips and Rangeley Railroad.....	20,770 35	37,956 75	39,275 28	34,301 42	32,500 51	29,933 80	35,166 83
Portland and Rochester Railroad.....	249,365 18	260,062 29	222,278 84	256,449 34	263,297 37	242,419 18	253,373 45
Portland and Rumford Falls Railway.....	54,890 40	123,339 16	111,431 16	173,349 89	208,182 29	252,825 35	289,936 49
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	81,500 82
Sandy River Railroad.....	44,996 59	51,879 62	51,279 53	44,667 95	47,653 99	43,996 05	44,306 68
Sebastiack and Moosehead Railroad.....	9,446 55	10,649 79	8,065 57	10,230 86	6,448 32	8,702 01	8,935 85
Somerset Railway.....	80,207 77	92,250 42	67,484 77	75,372 10	84,281 70	78,688 48	67,133 88
St. Croix and Penobscot Railroad.....	26,906 10	35,722 24	27,958 92	26,455 35	28,653 05	25,765 28	25,643 98
Wiscasset and Quebec Railroad ||.....	-	-	-	2,845 53	18,715 13	19,177 28	20,935 45
York Harbor and Beach Railroad.....	34,789 76	40,410 59	32,448 16	35,180 47	37,178 09	36,456 70	30,919 04
	\$22,600,006 37	\$24,791,905 82	\$22,948,378 61	\$24,401,621 34	\$28,526,763 24	\$27,888,788 79	\$28,150,245 77

* Includes Bangor and Piscataquis Railroad.

† Orchard Beach Railroad included.

‡ Increase of mileage over 1895, 423.57.

§ Not in operation.

¶ Commenced operation of 18 miles September 1, 1895.

|| Commenced operation February 25, 1895.

RAILROAD COMMISSIONERS' REPORT.

The following table shows that there was a loss of passengers carried in 1898, compared with 1897, of 360,114. This, as will be seen, was due to the decrease of passenger traffic on the Boston and Maine Railroad.

Table Showing Total Number of Passengers Carried by the Steam Railroads doing Business in Maine for Years Ending June 30, 1893, 1894, 1895, 1896, 1897 and 1898.

Railroads.	1893.	1894.	1895.	1896.	1897.	1898.
Bangor and Aroostook Railroad	90,299	109,162	194,574	229,940	220,213	228,838
Boston and Maine Railroad ...	36,247,601	33,384,862	32,380,241	35,132,992	32,658,341	32,176,210
Bridgton and Saco River Railroad	16,097	14,803	15,221	15,877	13,745	13,075
Canadian Pacific (International) ..	101,008	89,860	81,490	70,245	66,356	76,048
Franklin and Megantic Railway	5,638	5,287	5,915	6,851	6,890	7,851
Georges Valley Railroad .....	.....	3,120	4,980	5,141	4,422	6,303
Grand Trunk Railway	418,644	413,980	384,329	408,053	358,846	387,342
Kennebec Central Railroad	35,302	32,717	37,391	35,845	38,121	49,727
Maine Central Railroad	2,317,689	2,167,063	2,083,807	2,110,734	2,005,172	2,071,431
Monson Railroad	5,040	4,628	4,206	4,190	3,565	4,486
Patten and Sherman Railroad .....	.....	.....	.....	.....	6,231	7,289
Phillips and Rangeley Railroad	12,123	13,252	11,562	10,409	9,867	10,198
Portland and Rochester Railroad	339,678	265,501	307,786	287,067	264,100	268,489
Portland and Rumford Falls Railway	61,157	60,923	93,241	99,136	95,862	98,427
Rumford Falls and Rangeley Lakes Railroad .....	.....	.....	.....	* 7,227	10,798	11,374
Sandy River Railroad	30,594	26,514	20,370	25,331	27,445	25,859
Sebasticook and Moosehead Railroad	11,716	9,198	9,461	6,867	7,561	8,508
Somerset Railway	35,769	28,477	27,131	29,861	25,457	25,263
St. Croix and Penobscot Railroad	13,264	10,969	8,022	8,165	6,245	6,535
Wiscasset and Quebec Railroad † .....	.....	.....	2,053	12,037	13,565	11,255
York Harbor and Beach Railroad	102,413	76,192	84,897	85,623	89,772	77,922
	39,844,032	36,716,508	35,674,604	38,591,591	35,932,574	35,572,460

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

† Commenced operation February 25, 1895.

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

Table Showing the Total Number of Tons of Freight Carried by all Steam Railroads doing Business in Maine for the Years Ending June 30, 1893, 1894, 1895, 1896, 1897 and 1898.

Railroad.	1893.	1894.	1895.	1896.	1897.	1898.
Bangor & Aroostook R. R.	80,305	127,967	257,609	295,401*	341,725	323,190
Boston & Maine R. R.	8,065,167	7,389,273	8,381,322	10,247,029	9,892,705	10,271,875
Bridgton & Saco River Railroad.....	14,140	15,864	15,449	13,898	14,303	15,552
Canadian Pacific Railway (International)	267,508	301,583	266,362	279,882	289,120	364,668
Franklin & Megantic Ry..	3,666	5,713	10,438	9,140	8,641	12,542
Georges Valley Railroad		7,836	12,767	12,803	15,558	18,886
Grand Trunk Railway	1,036,677	990,107	1,014,226	1,049,781	1,247,028	1,402,938
Kennebec Central R. R. ...	6,219	6,691	6,134	4,896	6,342	5,406
Lime Rock Railroad	269,320	202,402	215,809	238,052	236,122	197,879
Maine Central Railroad...	2,238,851	2,170,538	2,476,337	2,678,203	2,687,603	2,747,021
Monson Railroad	7,205	6,474	4,758	6,548	7,897	6,969
Patten & Sherman R. R. ...					4,267	3,351
Phillips & Rangeley R. R.	23,871	25,328	21,973	12,464	19,359	19,006
Portland & Rochester R. R.	222,825	194,497	256,061	256,069	239,187	272,437
Portland & Rumford Falls Railway	75,911	66,889	113,358	168,438	233,379	278,881
Rockport Railroad †.	12,000	12,000	11,750	12,183	3,777	
Rumford Falls & Rangeley Lakes Railroad.....				177,078	142,142	131,435
Sandy River Railroad.....	36,026	36,322	31,038	34,192	29,607	29,008
Sebasticook & Moosehead Railroad.....	6,000	5,675	5,897	3,760	6,638	7,316
Somerset Railway.....	69,546	46,262	63,744	77,925	77,002	59,543
St. Croix & Penobscot Railroad.....			54,739	60,815	53,399	62,586
Wiscasset & Quebec Railroad §.....			1,390	9,671	8,329	8,155
York Harbor & Beach R. R.	8,551	6,859	6,797	9,873	10,992	8,982
	12,443,788	11,618,280	13,227,958	15,548,101	15,575,122	16,246,623
Increase.....						671,501

* Increase of mileage over 1895, 423.57.

† Not in operation.

‡ Commenced operation of 18 miles September 1, 1895.

§ Commenced operation February 25, 1896.

ASSETS AND LIABILITIES.

The gross assets and liabilities of steam railroads of the corporations doing business in Maine to June 30, 1895, 1896, 1897 and 1898, is given in the following tables.

Gross Assets, June 30, 1895, 1896, 1897 and 1898.

Assets.	1895.	1896.	Increase.	1897.	Increase.	1898.	Increase.
Construction	\$62,298,587 66	\$64,813,871 29	\$2,515,283 63	\$72,082,871 68	\$7,269,000 39	\$72,197,719 02	\$ 114,847 34
Equipment	7,530,636 09	7,691,756 95	161,120 86	7,778,853 87	87,096 92	9,504,470 31	1,725,616 44
Other permanent property	15,080,769 19	15,771,288 15	690,518 96	16,186,001 99	414,713 84	8,859,889 26	*7,326,112 73
Cash and current assets.....	7,333,016 50	7,353,159 97	20,143 47	7,291,058 48	* 62,101 49	6,647,511 96	* 643,546 52
Miscellaneous assets	4,557,168 08	5,098,084 71	540,916 63	3,601,209 07	*1,496,875 64	5,126,682 01	1,525,472 94
Gross assets.....	\$96,800,177 52	\$100,728,161 07	\$3,927,983 55	\$106,939,995 09	\$6,211,834 02	\$102,336,272 56	\$4,603,722 53

Gross Liabilities June 30, 1895, 1896, 1897 and 1898.

Liabilities.	1895.	1896.	Increase.	1897.	Increase.	1898.	Increase.
Capital stock.....	\$37,561,311 88	\$37,949,869 46	\$388,557 58	\$40,217,529 34	\$2,267,659 88	\$40,875,898 10	\$658,368 76
Funded debt	41,135,295 22	41,964,901 87	828,606 65	46,123,768 37	4,158,866 50	46,687,877 16	564,108 79
Real estate mortgages	594,800 00	597,800 00	3,000 00	597,800 00	.....	771,185 94	173,385 94
Current liabilities	4,555,976 20	7,188,938 79	2,632,962 59	6,464,062 82	*724,875 97	6,027,545 09	*436,517 73
Accrued liabilities	9,788,277 32	9,804,598 08	16,320 76	10,443,959 53	639,361 45	4,308,074 06	*6,135,885 47
†Gross liabilities	\$93,636,660 62	\$97,506,108 20	\$3,869,447 58	\$103,847,120 06	\$6,341,011 86	\$98,670,580 35	*\$5,176,539 71
Surplus	3,163,516 90	3,222,052 87	58,535 97	3,092,875 03	†129,177 84	3,665,692 21	†572,817 18

* Decrease.

† Sinking funds and other special funds not included.

† Increase of liabilities over assets.

It will be seen by the foregoing tables that there was an increase in assets in 1898 over those of 1897 of \$4,603,722.53 and an increase in liabilities over assets of \$572,817.18.

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 expenses of operation to gross income, of the narrow gauge railroads in Maine, for year ending June 30, 1897 and 1898.

Railroad.	Miles.	1897.						1898.					
		Cost of construction per mile.	Cost of equipment per mile.	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses, to gross income.	Cost of construction per mile.	Cost of equipment per mile.	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating 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	\$10,691 18	\$2,099 50	\$28,453 26	\$16,757 60	\$11,695 66	.57
Franklin & Megantic Railroad...	*26.70	6,046 97	1,198 08	13,866 68	10,551 16	3,315 52	.76	.....	.....	15,843 02	18,442 10	†2,599 08	1.16
Kennebec Central Railroad	5	12,303 46	4,012 26	15,253 66	9,991 26	5,262 40	.65	12,303 46	4,012 26	16,275 59	10,177 34	6,098 05	.62
Monson Railroad.....	8.16	7,461 60	2,115 43	6,807 72	5,124 04	1,683 68	.75	7,461 60	2,115 43	5,433 63	5,684 84	†251 31	1.04
Phillips & Rangeley Railroad....	28.60	8,318 60	2,013 58	29,933 80	26,682 93	3,250 87	.89	8,352 93	2,013 58	35,166 83	29,866 30	5,300 53	.84
Rockport Railroad	3	7,323 33	2,666 66	2,266 22	2,131 40	134 82	.94	7,733 33	2,266 66	..... †.....	.....	.....	.....
Sandy River Railroad.....	18	11,519 42	2,308 10	43,996 05	22,490 89	21,505 16	.51	11,603 44	2,620 42	44,306 68	22,151 35	22,155 33	.49
Wiscasset & Quebec Railroad....	43.46	8,380 63	724 62	19,177 28	20,960 34	†1,783 06	1.08	9,873 30	727 91	20,935 45	23,507 40	†2,571 95	1.12
	148.92												

* Operates Kingfield and Dead River Railroad. Operated by the bondholders.

† Not operated (three foot gauge).

‡ 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, 1897 and 1898.

Company.	1896.				1897.				1898.			
	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to gross earnings.	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to gross earnings.	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to gross earnings.
Bridgton and Saco River Railroad.....	\$29,514 62	\$21,412 50	\$8,102 12	.72	\$28,065 44	\$19,019 60	\$9,045 84	.67	\$28,453 26	\$16,757 60	\$11,695 66	.57
Franklin and Megantic Railroad*	12,678 85	10,861 12	1,817 73	.85	13,866 68	10,551 16	3,315 52	.76	15,843 02	18,442 10	†2,599 08	1.16
Kennebec Central Railroad	13,250 54	8,828 09	4,422 45	.66	15,253 66	9,991 26	5,266 40	.65	16,275 39	10,177 34	6,098 05	.62
Monson Railroad.....	7,257 88	4,637 92	2,719 96	.62	6,867 72	5,124 04	1,683 68	.75	5,433 63	5,684 84	†251 31	1.04
Phillips and Rangeley Railroad	32,500 51	26,596 20	5,904 31	.81	29,933 80	26,682 93	3,250 87	.89	35,166 83	29,866 30	5,300 53	.84
Rockport Railroad †.....	7,310 15	5,201 82	2,108 33	.71	2,266 22	2,131 40	134 82	.94	.....	.....	.....	.....
Sandy River Railroad.	47,653 99	23,464 86	24,189 13	.49	43,996 05	22,490 89	21,505 16	.51	44,306 68	22,151 35	22,155 33	.49
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	20,935 45	23,507 40	†2,571 95	1.12

* Operates Kingfield and Dead River Railroad, 10 miles.

† Not in operation.

‡ Deficit.

ACCIDENTS IN MAINE UPON STEAM RAILROADS.

The accidents in Maine to passengers upon the steam railroads, during the year ending June 30, 1898, were five killed and one hundred injured. The accidents during the year 1897 were twenty-five injured. This increase was largely the result of the derailments of the passenger trains at Newport and Orono, on the Maine Central Railroad. In the derailments four were killed and eighty-two injured. These accidents must be classed as extraordinary in their nature; aside from which, the casualties during the year 1898 would have been less than for the previous year.

The special reports upon "serious accidents" will be found in Part II of this report.

EMPLOYEES.

There were nine employees killed and one hundred and twenty-two injured against twenty killed and seventy injured in 1897. Of the number killed six were trainmen; one being killed by coupling or uncoupling; three from falling from trains or engines; two other train accidents.

Of the injured, eighty-one were trainmen; forty-five being injured by coupling and uncoupling; sixteen by falling from trains or engines; one by collision; one by overhead obstruction; four by derailments; three by other accidents; seven at stations, and four from other causes.

Of the other forty-one employees who were injured, ten were switchmen, flagmen or watchmen, and six were other employees, whose injuries resulted from coupling and uncoupling.

TRESPASSERS AND THOSE NOT TRESPASSING.

Of trespassers, there were eighteen killed and seventeen injured, and fifteen injured to those not trespassing.

The following condensed table gives the causes of each accident.

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	45	.....	10	.....	6	1	61
Falling from trains and engines	3	16	.....	1	1	1	4	18
Overhead obstructions .....	.....	1	.....	.....	.....	1	.....	2
Collisions ..	.....	1	.....	.....	.....	.....	.....	1
Derailments .....	.....	4	.....	.....	1	.....	1	4
Other train accidents... ..	1	3	.....	.....	.....	1	1	4
At stations .....	.....	.....	.....	2	1	3	1	12
Other causes	1	4	.....	1	.....	15	1	20
Total	6	81	.....	14	3	27	9	122

Kind of Accident.	OTHERS.							
	Passengers.		Trespassing.		Not trespassing.		*Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions .....	.....	2	.....	.....	.....	.....	.....	.....
Derailments	4	82	.....	.....	.....	.....	.....	.....
Other train accidents .....	.....	10	.....	.....	.....	1	.....	1
At highway crossings	1	4	3	3	.....	8	3	11
At stations ..	.....	.....	9	11	.....	3	9	14
Other causes ..	.....	2	6	3	.....	3	6	6
Total	5	100	18	17	.....	15	18	32

*Passengers not included.

Passengers Killed and Injured in Maine in 1896, 1897 and 1898.

	1896.	1897.	1898.
Total number of passengers carried in Maine	5,706,615	4,821,569	4,896,065
Total number of miles traveled	136,435,202	123,376,462	127,113,104
Passengers killed from causes beyond their own control .....	.....	3	0
Ratio to passengers carried.....	1, to 1,902,205	0, to 4,821,569	1, to 979,213
Ratio to total miles traveled.....	1, to 45,478,400	0, to 123,376,462	1, to 31,778,276
Passengers injured.....	.....	25	100
Ratio to total number carried .....	.....	1, to 192,862	1, to 48,960
Ratio to total miles traveled.....	.....	1, to 4,936,058	1, to 1,271,131

STREET RAILWAY MILEAGE.

There was an increase in the street railway mileage for the year ending June 30, 1898, of 25.72 miles. The gain in mileage was from additional construction as follows:

Bangor, Hampden & Winterport Railway.....	4.52
Bangor, Orono & Old Town Railway.....	1.50
Portland & Cape Elizabeth Street Railway.....	.34
Portland Railroad	2.03
Portsmouth, Kittery & York Street Railway.....	15.20
Rockland, Thomaston & Camden Street Railway.....	.74
Somerset Traction Company	1.00
Waterville & Fairfield Railway.....	.39

25.72

† Mileage of Street Railways.

Name.	1896.			1897.			1898.			Increase in main line.
	Length of line owned.	Length of line operated.	Second track.	Length of line owned.	Length of line operated.	Second track.	Length of line owned.	Length of line operated.	Second track.	
Augusta, Hallowell and Gardiner Railroad.....	7.00	7.00	....	7.00	7.00	.....	7.00	7.00		
Bangor, Hampden and Winterport Railway.....	.....	.....	.....	.....	.....	.....	4.52	†6.13	.....	4.52
Bangor, Orono and Old Town Railway.....	13.40	14.60	..	14.70	15.90	.....	16.20	*17.40	.....	1.50
Bangor Street Railway...	8.40	8.40	1.00	8.40	8.40	1.30	8.40	8.40	1.30	
Bath Street Railway.....	4.25	4.25	....	4.25	4.25	.....	4.25	4.25		
Biddeford and Saco Railroad.....	5.72	5.72	....	5.72	5.72	.....	5.72	5.72		
Brunswick Electric Railway.....	.....	.....	.....	3.50	3.50	.....	3.50	3.50		
Calais Street Railway....	7.00	7.00	....	7.00	7.00	.....	7.00	7.00		
Fryeburg Horse Railroad	3.00	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	14.00		
Mousam River Railroad..	2.94	2.94	....	2.94	2.94	.....	2.94	2.94		
Norway and Paris Railway.....	2.13	2.13	....	2.13	2.13	.....	2.13	2.13		
Portland and Cape Elizabeth Street Railway....	9.75	9.75	2.06	11.18	11.18	3.22	11.52	11.52	3.22	.34
§Portsmouth, Kittery and York Street Railway....	.....	.....	.....	.....	.....	.....	15.20	15.20	.....	15.20
Portland Railroad.....	21.00	21.00	4.57	22.17	22.17	6.75	24.20	24.20	6.75	2.03
Rockland, Thomaston & Camden Street Railway	15.90	15.90	...	15.90	15.90	.....	16.64	16.64	.....	.74
Skowhegan and Norridgewock Railway.....	5.75	5.75	....	5.75	5.75	.....	5.75	5.75		
Somerset Traction Company.....	5.50	5.50	....	11.00	11.00	.....	12.00	12.00	.....	1.00
Waterville and Fairfield Railway.....	4.36	4.36	..	4.36	4.36	.....	4.75	4.75	.....	.39
	130.10	131.30	7.63	143.00	144.20	11.27	168.72	171.53	11.27	25.72

† Second track reckoned as separate mileage

* Trackage rights over Bangor Street Railway, 1.20 miles.

† 1.61 miles trackage rights over Bangor Street Railway.

§ Commenced operation August 12, 1897.

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, 1897 and 1898.

Table Showing the Gross Earnings from Operations of the Street Railroads in Maine for Years Ending June 30, 1893, 1894, 1895, 1896, 1897 and 1898.

Name.	1893.	1894.	1895.	1896.	1897.	1898.
Augusta, Hallowell and Gardiner Railroad (electric).....	\$40,848 76	\$37,931 50	\$40,270 38	\$41,117 26	\$40,840 17	\$40,620 31
Bangor, Hampden and Winterport Railway.....						19,081 03
Bangor, Orono and Old Town Street Railway (electric) ...				56,121 53	65,658 79	63,675 99
Bangor Street Railway (electric).....	47,213 08	50,850 00	56,660 30	58,071 20	69,492 90	65,291 38
Bath Street Railroad (electric).....		16,200 03	21,603 25	21,047 65	20,002 65	21,265 80
Biddeford and Saco Railroad (electric).....	28,210 05	24,097 15	24,229 05	25,460 95	26,383 40	24,887 40
Brunswick Electric Railway.....					3,586 72	4,816 40
Calais Street Railway (electric).....			25,055 56	25,706 70	23,882 35	23,251 70
Fryeburg Horse Railroad (horse).....	533 55	692 49	708 79	717 64	691 86	501 98
Lewiston and Auburn Horse Railroad (electric).....	28,199 00	22,477 03	30,911 41	55,641 55	56,770 73	52,101 73
Mousam River Railroad (electric).....	5,235 15	14,878 82	15,452 11	20,707 73	18,900 44	24,586 92
Norway and Paris Street Railway (electric).....				8,108 93	7,648 48	7,283 95
Portland Railroad (electric).....	204,788 56	199,634 62	212,060 42	247,565 98	276,857 53	302,126 48
Portland and Cape Elizabeth Railway (electric).....				25,145 23	59,015 60	54,782 82
Rockland, Thomaston and Camden Street Ry. (electric)..	44,675 30	54,285 44	51,734 11	56,697 97	66,781 76	68,223 24
Skowhegan and Norridgewock Railway (electric).....			4,557 54	6,195 67	4,882 54	5,012 03
Somerset Traction Company (electric).....				758 76	9,997 02	12,267 98
Waterville and Fairfield Railway (electric).....	16,419 00	18,979 50	19,234 85	20,933 70	19,121 25	*40,228 97
Total.....	\$416,222 45	\$440,026 58	\$502,477 80	\$669,998 45	\$770,614 19	\$819,956 06

* Lighting and power rents, \$20,021.02.

† Commenced operation December 1, 1897.

Table showing Number of Passengers Carried for Year Ending June 30, 1893, 1894, 1895, 1896, 1897, and 1898, on the Street Railroads doing Business in Maine.

Name.	1893.	1894.	1895.	1896.	1897.	1898.
Augusta, Hallowell and Gardiner Railroad (electric)	816,975	758,630	805,407	833,544	823,920	816,115
Bangor, Hampden and Winterport Railway*.....						161,186
Bangor, Orono and Old Town Railway (electric)				1,060,314	1,268,642	1,225,028
Bangor Street Railway (electric).....	892,212	1,057,000	1,132,006	1,293,861	1,560,771	1,523,837
Bath Street Railway (electric).....		327,696	437,762	440,560	419,968	451,907
Biddeford and Saco Railroad (electric).....	393,018	325,759	327,606	350,925	365,488	337,860
Brunswick Electric Railway.....					71,933	96,328
Calais Street Railway (electric).....			501,105	548,343	513,649	485,613
Fryeburg Horse Railroad (horse).....	6,335	9,614	8,971	9,636	9,025	8,560
Lewiston and Auburn Horse Railroad (electric).....	551,817	449,540	487,625	929,138	1,017,119	1,160,445
Mousam River Railroad (electric).....	43,100	113,647	125,444	116,677	91,923	124,247
Norway and Paris Street Railway (electric).....				177,102	185,551	172,831
Portland Railroad (electric).....	3,706,420	3,660,643	3,907,296	4,575,133	4,982,809	5,444,897
Portland and Cape Elizabeth Railway (electric).....				503,900	1,191,714	1,095,066
Rockland, Thomaston and Camden Street Railway (elec.).....	858,045	1,053,978	979,883	979,548	937,973	960,578
Skowhegan and Norridgewock Railway (electric).....			45,575	59,836	48,836	91,029
Somerset Traction Company (electric).....				7,134	90,253	92,384
Waterville and Fairfield Railway (electric).....	332,140	384,877	384,697	416,675	382,425	402,659
Total.....	7,600,062	8,141,378	9,143,377	12,302,326	13,961,980	14,651,165

* Commenced operation December 1, 1897.

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, 1898.

Railroad.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.
Augusta, Hallowell and Gardiner Railroad											7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
*Bangor, Hampden and Winterport Railroad																			4.52
Bangor, Orono and Old Town R'y																	13.40	14.70	16.20
Bangor Street Railway									3.18	7.13	7.25	7.25	8.25	8.25	8.25	8.25	8.40	8.40	8.40
Bath Street Railway														4.25	4.25	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 Electric Railway																			3.50
Calais Street Railway																7.00	7.00	7.00	7.00
†Fryeburg Horse Railroad											3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Lewiston and Auburn Horse R. R.		5.00	5.00	7.5	7.5	7.5	7.5	7.7	7.70	7.70	7.70	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
Mousam River Railroad														2.94	2.94	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	11.52
†Portsmouth, Kittery and York Street Railway																			15.20
¶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	24.20
Rockland, Thomaston and Camden Street Railway														14.34	14.34	14.34	15.90	15.90	16.64
Skowhegan and Norridgewock Street Railway																5.75	5.75	5.75	5.75
Somerset Traction Company																	5.50	11.00	12.00
Waterville and Fairfield Street R'y									3.36	3.36	3.36	3.36	4.36	4.36	4.36	4.36	4.36	4.36	4.75
	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	130.10	143.00	168.72

* Commenced operation December 1, 1897.

† Only horse railroad in Maine.

‡ Commenced operation August 13, 1897.

¶ Commenced operation in 1863, with 1.37 miles.

§ Ocean Street Horse Railroad, 1.5 included.

ASSETS AND LIABILITIES OF STREET RAILWAYS.

In the following table the construction account in several instances, covers all the permanent investments.

Gross Assets, June 30, 1897, and 1898.

Assets.	1897.	1898.	Increase.
Construction	\$3,764,451 42	\$4,484,370 25	\$719,918 83
Equipment.	223,453 05	256,206 42	32,753 37
Other permanent property.....	413,604 51	531,776 15	118,171 64
Cash and current assets	58,387 87	67,512 32	9,124 45
Miscellaneous assets.....	161,079 30	21,836 27	*139,243 03
Gross assets	\$4,620,976 15	\$5,361,701 41	\$740,725 26

Gross Liabilities June 30, 1897, and 1898.

Liabilities.	1897.	1898.	Increase.
Capital stock	\$2,158,841 70	\$2,613,341 70	\$454,500 00
Funded debt	2,393,000 00	2,758,000 00	365,000 00
Current liabilities.....	398,034 24	368,465 25	*29,568 99
Accrued liabilities	3,040 38	5,876 94	2,836 56
Gross liabilities	\$4,952,916 32	\$5,745,683 89	†\$792,767 57

* Decrease.

† Increase of liabilities over assets.

The following Table gives the Mileage, Gross Income from Operation, operating Expenses, Per cent of expenses to Income, Net Income from Operation per mile of road operated to June 30, 1897 and 1898 of the Street Railways doing business in Maine.

Railway.*	1897.				1898.				
	Miles operated.	Earnings per mile operated.	Expenses of operation per mile.	Per cent of operating expenses to income from operation.	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net income from operation per mile.	Per cent of operating expenses to income from operation.
Augusta, Hallowell and Gardiner Railroad.....	7.00	\$5,894 31	\$3,147 60	.53	7.00	\$5,802 90	\$3,153 15	\$2,649 75	.54
Bangor, Hampden and Winterport Railway.....					6.13	1,481 40	1,399 33	82 07	.94
Bangor, Orono and Old Town Railway.....	15.90	4,129 48	2,618 76	.63	17.40	3,659 36	3,231 67	427 69	.88
Bangor Street Railway.....	8.40	8,272 96	7,029 03	.84	9.70	6,731 07	5,588 92	1,142 15	.82
Bath Street Railway.....	4.25	4,706 50	3,118 59	.66	4.25	5,063 23	3,365 02	1,698 26	.66
Biddeford and Saco Railroad.....	5.72	4,612 48	3,550 25	.76	5.72	4,363 33	2,925 03	1,438 30	.67
Brunswick Electric Railway.....	3.50	1,024 77	1,024 77	1.00	3.50	1,376 11	1,420 08	143 97	1.03
Calais Street Railway.....	7.00	3,426 05	2,709 69	.79	7.00	3,221 67	2,644 05	577 59	.79
Fryeburg Horse Railroad.....	3.00	230 62	212 60	.92	3.00	267 31	128 74	138 56	.76
Lewiston and Auburn Horse Railroad.....	14.00	4,024 56	2,970 45	.73	14.00	3,721 55	2,872 68	848 87	.77
Mousam River Railroad.....	2.94	6,428 38	4,047 63	.62	2.94	8,362 89	5,694 86	2,668 03	.68
Norway and Paris Street Railway.....	2.13	3,636 33	3,139 62	.87	2.13	3,513 21	2,715 78	797 43	.77
Portland Railroad.....	22.17	12,487 93	8,510 34	.68	30.95	9,761 76	6,706 22	3,055 54	.68
Portland and Cape Elizabeth Railway.....	11.18	5,278 67	3,172 39	.67	14.74	3,716 60	2,521 18	1,195 42	.67
Portsmouth, Kittery and York Street Railway.....					15.20	2,736 82	1,519 42	1,217 40	.58
Rockland, Thomaston and Camden Street Railway.....	15.90	4,200 11	2,580 41	.61	16.64	4,099 95	2,571 92	1,528 03	.62
Skowhegan and Norridgewock Railway.....	5.75	849 13	838 86	.98	5.75	871 65	905 61	133 96	1.03
Somerset Traction Company.....	11.00	908 82	470 64	.51	12.00	1,022 33	590 21	432 12	.57
Waterville and Fairfield Railway.....	4.36	4,408 52	3,738 08	.85	4.75	8,465 25	6,544 22	1,921 03	.77

*In all computations the second track is regarded a portion of the main line.

†Deficit.

EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the percentage of operating expenses to gross income, and the net income from operation for the years 1897 and 1898, upon the street railways doing business in Maine.

Years.	Gross earnings from operation.	Operating expenses.	Percentage of expenses to earnings.	Net earnings.
1896	\$685,053 66	\$482,492 10	61	\$202,561 56
1897	771,114 09	527,684 44	68	243,429 65
1898	862,885 64	613,336 42	71	249,489 22

ACCIDENTS ON STREET RAILWAYS.

The number of persons injured by the operation of street railways for the year ending June 30, 1898, was fourteen, one only being killed.

The number of passengers injured was twelve, none injured fatally. Six of those were injured upon the Lewiston and Auburn Horse Railroad, by a rear end collision. The other six were injured from their own carelessness, nearly all in getting on or off cars while in motion.

The person killed was an old man quite deaf, who stepped in front of a car.

There was but one employee injured, that being in the collision above referred to.

This is one employee injured to 645, that being the total number employed.

There was 1,465,161 persons carried upon the street railways during the year, and when it is realized that the traffic is in the most crowded portions of our cities and large towns, the conclusion must follow that the carrying of people by street railways is among the safest methods of public travel. There was no loss of life to passengers and only one injured to 1,212,597 carried.

The following table gives a statement of each accident.

ACCIDENTS TO PERSONS.

Killed and injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	6	.....	6	.....	12
Employees	1	.....	.....	.....	1
Other persons	1	1	1	1
Totals.	7	1	7	1	14

NEW RAILROADS AND EXTENSIONS.

Since June 30, 1898, the date when the mileage as shown in our report, is closed, considerable railroad mileage has been added to that therein reported. On June 30, there was 1,748.95 miles of railroad operated by steam. Since then the Washington County Railroad has been practically completed, adding 118 miles. The Bridgton and Saco River Railroad Company have extended their road from Bridgton to Harrison a distance of 5.25 miles, and a short extension has been added to the Portland & Rumford Falls Railway at Livermore Falls giving .60 miles additional. This makes the total mileage of steam railroads in the State 1,872.80 miles.

The street railway mileage in Maine on June 30, 1898, was 165.72 miles. Since that date 47.51 miles have been built. The increase was the result of the construction of the Portland & Yarmouth Electric Railway, from Portland to Yarmouth village, thirteen miles, the building by the Lewiston, Brunswick and Bath Street Railway of 18.20 miles of road from Lewiston to Topsham, connecting the Lewiston and Auburn Horse Railroad with the Brunswick Electric Railway; from Brunswick to and in Bath, 8.43 miles,—connecting with the Bath Street Railway, and a branch from Lewiston to Sabattus, 4.90 miles; the construction of 2.73 miles by the Portland Railroad, in the city of Deering, and .25 miles of extension to the Waterville & Fairfield Railway, making a total street railway in the State of 213.23 miles.

BENTON AND FAIRFIELD RAILWAY.

This is an electric railway organized by Articles of Association under general law dated June 29, 1898. The location was filed and subsequently approved on the 3d day of August, 1898.

The line extends from the paper mills situated on the Sebastcook river in the town of Benton, extending about three miles to Benton station on the main line of the Maine Central Rail-

road. A comparatively small part of the location is in the highway, right of way having been purchased out side of the highway limits.

The work of construction has been commenced and promises to be completed at an early date. The road is being built for the purpose, in a large measure, of transporting the products of the pulp mill to the line of the Maine Central Railroad, thereby relieving the highway of a traffic which has been a considerable burden upon the way, as well as reducing the cost of getting the products of this mill to market.

BRIDGTON AND SACO RIVER RAILROAD.

This is a two foot gauge railroad, and its extension commences at the station in Bridgton Center and runs through the village of North Bridgton five and one-fourth miles to the village of Harrison.

It was very substantially built, and promises to have a considerable traffic over its line.

COBBOSSEE CONTEE RAILROAD.

This is a corporation organized under the general law. Articles of Association were approved by the Board, September 26, 1898. The location was subsequently filed and a hearing commenced, and adjourned from time to time pending change of location, looking to relieving the streets of the city of Gardiner of the burden of this additional servitude. The line will be used exclusively in transporting freight from the paper mills in the upper part of the city of Gardiner to the main line of the Maine Central Railroad. The city government of the city of Gardiner have already granted a location in certain streets of the said city. The Board have no doubt that in the very near future the location of the entire line will be agreed upon by all concerned.

FRANKLIN, SOMERSET AND KENNEBEC RAILROAD.

This line extends from Farmington in the counties of Franklin, Somerset and Kennebec to Waterville. The corporation was organized under a charter of the legislature of 1897. The man-

ner and conditions of the crossing of the several highways have been determined and construction entered upon. The grading has been very nearly completed to New Sharon, some of the trestles and bridges built and a small part of the steel laid.

It is not likely that much more work will be done before another spring.

PORTLAND AND RUMFORD FALLS RAILROAD.

A short extension of this line has been built during the year, in length about 60-100ths of a mile, from Chisholm's Mills to the new passenger station in the village of Livermore Falls.

This station is a model one and conveniently located.

WASHINGTON COUNTY RAILROAD.

Contracts had been awarded and construction practically commenced at the date of our last report. Work was carried on with a great deal of energy until the line is now practically completed. A few miles of ballasting still remains to be done.

The line extends from Washington Junction, a point on the Maine Central Railroad about two miles southerly from Ellsworth, and extends through the towns of Hancock, Franklin, Number 7, Steuben, Cherryfield, Columbia, Columbia Falls, Machias, Centerville, Whitneyville, Marshfield, East Machias, Marion, Edmunds, Dennysville, Pembroke, Charlotte, Baring, to the city of Calais. A branch extends from Eastport Junction through Pembroke and Perry to the city of Eastport. In all about 118 miles. It is the consummation of an enterprise started more than twenty-five years ago.

Several surveys had been made, and more or less grading done at points along the line. The present company was chartered by Special Law, chapter 454 of the Private and Special Laws of 1893. The county of Washington was authorized to aid in its construction, and contracts were made as indicated.

The line is very well built, laid with sixty-pound steel on good ties. The principal streams are spanned with steel structures set on good masonry.

The equipment is modern in design, built by some of the best builders in the country. Their motive power is heavy and equipped with all the modern conveniences.

The people of the county of Washington are to be congratulated that at last they have so good a road to bring the products of this county to market.

It runs through several thriving villages, and already its beneficial effect upon business is apparent.

STREET RAILROADS.

LEWISTON, BRUNSWICK AND BATH STREET RAILWAY.

This is a new corporation organized during the year, made up in the first instance the Lewiston and Auburn Horse Railroad; the Brunswick Electric Railway and the Bath Street Railway. These three corporations being merged in the Lewiston, Brunswick and Bath Street Railway Company.

Lines have been built during the year from Lewiston to Sabattus, 4.90-100 miles; from Lewiston through the villages of Lisbon and Lisbon Falls to Topsham, a distance of 18 2-10 miles, and from Brunswick to Bath, and in Bath, a distance of 8.43 miles; in all making new lines built, 31.53 miles.

The road was very well built and well equipped. The power is derived from water wheels located in Brunswick. Several new propositions regarding power have been introduced and promise to work very satisfactorily.

The crossings of this line with the Maine Central might have been at grade but this company preferred to build steel structures going over the Maine Central tracks having incline approaches to the main span, long enough to make comparatively easy grades, the land at these places being nearly level with the Maine Central tracks.

PENOBSCOT CENTRAL RAILWAY.

This is a line extending from Bangor through the villages of Kenduskeag, Corinth to Charleston, a distance of about twenty-seven miles. It is an electric road but is a novelty in this part of the country, in fact there is no other road in the United States that uses the particular motive power to be used on this line. The motor known as the Patton motor is being used here, which by the use of a gasoline engine generates electricity in the car, connected with a storage battery to store the electricity generated when the motor is not in use, so that the load on the engine is comparatively constant.

The use of this motor does away with power houses, overhead construction and bonding.

The line is not yet completed but enough has been built so that the motor has been used, and those in charge express themselves as being well satisfied with its performance. Should it prove to be all that is claimed for it by its manufacturers and those who are using it, it promises to work a considerable change in the propelling power of street railways.

PORTLAND RAILROAD.

Extensions of this line have been built in the city of Deering, of 2.73 miles. The work has been done very thoroughly, the best of materials used and in all respects the construction has been carried out in the usual first-class manner for which this road is well known.

PORTLAND AND YARMOUTH STREET RAILWAY.

This is a new line, starting in Portland at the junction of Congress and Elm streets, running through the city of Portland over the bridge known as Tukey's bridge and through the city of Deering and towns of Falmouth and Cumberland to the village of Yarmouth, a distance of thirteen miles.

The road is very well built, and the equipment is good. It is quite evident that the business of the road is very much larger in volume than was anticipated by the promoters of the enterprise.

WATERVILLE AND FAIRFIELD RAILWAY.

A short extension of one-fourth of a mile of this line in the city of Waterville has been built during the year. It extends to the cemetery in that city.

INSPECTION AND PHYSICAL CONDITION.

The law requires that this Board shall annually, "between the first of April and October, and at any other time on application, and whenever they think it necessary, shall carefully examine the tracks, rolling stock, bridges, viaducts and culverts of all railroads." That duty has been attended to and hereinafter will be found a report of the physical condition of the different railroads in the State.

BANGOR AND AROOSTOOK RAILROAD.

The Bangor and Aroostook Railroad is, comparatively, a new line, extending from Oldtown to Houlton, Presque Isle, Caribou, with a branch to Fort Fairfield and another branch to Ashland. Also taking in what was formerly known as the Bangor and Piscataquis Railroad, from Oldtown to Greenville, on the Moosehead lake, and the branch from Milo to the Katahdin Iron Works. Its mileage is 331.37 miles. An extension has been made under the name of the Aroostook Northern Railroad from Caribou to Limestone. They have also made arrangements for trackage rights with the Maine Central, from Old Town to Bangor, so that the trains of this road are run solid into Bangor. The road-bed throughout the whole system is in good condition and good line and surface, and is in all respects well maintained. The enterprise from the start has been well ordered and well carried out in every detail. Extensive improvements on the old Bangor and Piscataquis line have been made and others are in contemplation. This means a very decided improvement in line and surface. The new parts of the line were originally well built, laid with heavy steel of good pattern, with good ties and well ballasted. The bridges in the new part are almost entirely steel structures, of modern design, set on good masonry and well up to the standards in use on the best lines in the country. The improvements contemplated on the Bangor and Piscataquis line will eliminate several of the objectionable wooden structures, and bring this line up to the high standard prevailing in other parts of the system.

Repairs and renewals have been made under a well defined system of improvement, so that it may be truly said that the entire system is in very good condition. The rolling stock and motive power are comparatively new, and are maintained in first-class condition in all respects. The station buildings as a whole are models in design, convenient and commodious, and kept in a thoroughly good condition.

The extension spoken of, from Caribou to Limestone, 15.90 miles was well built in all respects and is a valuable addition to the system.

BOSTON AND MAINE RAILROAD.

There are 105.45 miles of the Boston and Maine Railroad system in the State of Maine.

This is made up of the Eastern Division, from Portland to Kittery; the Western Division, from Portland to Salmon Falls; and the Northern Division, from Conway Junction to Salmon Falls, and a short distance in the town of Acton; the Kennebunkport branch which runs from Kennebunk to Kennebunkport, and the Old Orchard Beach branch, which runs from Old Orchard to Ferry Beach. The last named line being used only during the summer. On the Eastern Division considerable work has been done on the road-bed and track in ballasting, and about 1,400 tons of new steel and over 30,000 new ties have been put in. The work has been done in a very creditable manner. The bridges on this division have been carefully looked after, repaired whenever needed, and they have generally been kept in first-class condition.

Considerable extensions have been made in sidings, notably at Conway Junction, where a great improvement has been made which will facilitate very much the handling of traffic at that point.

On the Western Division the road-bed and track have been kept in first-class condition. About fifteen miles have been thoroughly ballasted, some new steel has been laid, and between 16,000 and 17,000 ties put in. The bridges are mostly substantial iron or steel structures, maintained in good repair.

The bridge over Common street in the city of Saco is a first-class plate girder, set on good masonry, having a high safety factor and is creditable alike to the corporation and builders.

Repairs have been made on all of the bridges on the line wherever required, so that they are all in a good state of repair.

Northern Division: The road-bed and track of this division is in its usual good condition. The bridges are mostly iron or steel structures, comparatively new and in excellent condition.

Kennebunk and Kennebunkport Branch: The road-bed and track of this branch are in good condition and well ditched. There is only one bridge on the line, and that is a substantial plate girder with good masonry.

Old Orchard Beach Branch: This is a line that is used only during the summer months to accommodate the visitors to Old Orchard Beach and vicinity. It was put in good condition prior to its opening early in the summer, and so kept during the summer. The bridges are substantial wooden structures. The renewals inaugurated by the Boston and Maine system have been carried out on their lines in the State of Maine, and repairs done and improvements made so that the line has maintained its usual first-class condition. Its equipment is of the very best, its motive power good, and its trains have been run with commendable regularity, in a manner very satisfactory to its patrons and profitable to the people of the State. A new station has been built at Ocean Park, a dwelling house for the agent at Kennebunk on the Western Division, the freight yard at Biddeford improved by the addition of tracks, a new engine house built at Kennebunkport, and general renewals and repairs made wherever needed.

CANADIAN PACIFIC RAILROAD.

This line extends from Mattawamkeag on the line of the Maine Central, to the boundary, and also from Aroostook Junction to Caribou, and from Debec Junction to Houlton. The main line across the State has been practically rebuilt during the last two years. This year some heavy steel has been laid. Something over 52,000 ties have been put in, so that now the line is to all intents and purposes, newly tied. One hundred twenty thousand yards of ballast have been put in, which in addition to the amount put in last year, practically reballasts the whole line. The track is kept in excellent line and surface, and a great deal has been done in the way of ditching. Formerly there were quite a number of wooden trestles, some of them

long and high. Six have been replaced with stone or steel structures, and twelve filled and permanently disposed of, during the last year. Culverts have been rebuilt as needed.

The bridges are now nearly all iron or steel structures. The rolling stock of the Canadian Pacific Railroad is first-class. Some additions have been made during the year. The last additions were some fine sleeping cars having all the modern improvements, especially the method of lighting the car by electricity generated by connecting the generator with the axles under the car.

The large winter business of this line of shipments of western products from St. John to Europe has necessitated the addition of quite a number of engines to the motive power, and they have been first-class, modern in design, heavy in weight. Some of them are compounds of the most approved types.

The Aroostook and Houlton branches in road-bed and track have been carefully looked after, a considerable number of new ties laid, and more or less ballasting done. Quite a number of the smaller openings have been filled, new culverts being built where required.

GEORGES VALLEY RAILROAD.

This is a line extending from Warren on the line of the Knox and Lincoln branch of the Maine Central, to Union. It is a comparatively new line and the road-bed and track are kept in fair condition. The bridges are good structures of their kind and well maintained. They are of wood with the exception of one first-class plate girder, which rests upon good substantial masonry.

The rolling stock is kept in a good state of repair.

The station buildings are kept in a good condition of repair and cleanliness.

GRAND TRUNK RAILWAY.

The lines of this railway in the State of Maine extend from Portland to Gilead, with a branch from Lewiston Junction to Lewiston and from South Paris to Norway.

In road-bed and track considerable has been done in laying heavy steel rails, ballast and ties. The largely increasing traffic on this line in European bound freight has necessitated quite large extensions of tracks in and about Portland. To accommodate this increasing traffic, sidings at many of the stations along the line have been extended at a considerable expense, so that the business of the coming winter promises to be handled easier and better than it ever has before.

The bridges on the line were built when the motive power used was very much lighter than that of to-day, and the factor of safety used in the design of bridges was much lower than now. They are all kept in good repair, the motive power used is light and the bridges are abundantly strong to carry the loads that are put upon them. The company contemplate replacing them at an early date.

The stations of this line have been improved during the year, and are mainly good buildings and well maintained. The equipment has been improved by the addition of new cars, and repairs and painting done to the old ones. Taken all in all the Grand Trunk Railway, in the State of Maine, has been considerably improved during the year.

LIME ROCK RAILROAD.

This is exclusively a freight road, hauling very little else than lime-rock from the quarries located in the vicinity of Rockland to the kilns in that city.

Its road-bed and track are kept in good condition and its bridges being largely trestles, so constructed as to deliver the lime-rock at the top of the kilns. These are wooden structures and well maintained in every respect. Its equipment, of course, is entirely used for the transportation of lime-rock, and is kept in good condition.

It has no station buildings.

MAINE CENTRAL RAILROAD.

The Maine Central Railroad may be termed the principal artery in the business circulation of the State, extending as it does from Portland to Vanceboro, with branches reaching out

on all sides to different points. A well defined system of improvements has been inaugurated and during the last year a good deal of work has been done under it. The road-bed and track have been considerably improved by the laying of some over 3,000 tons of new steel and some 2,800 tons of carefully selected relaying steel, and almost 400,000 ties have been put in. A large number of curves have been readjusted and relined. More than twenty-eight miles of track have been thoroughly ballasted, and in many instances depressed points between grades have been raised, to the end that the danger of freight trains breaking apart may be very much lessened.

The bridges are mostly iron or steel; in fact, all are on the main line between Portland and Bangor, with the exception of the Gardiner trestle, which is a first-class wooden structure, well maintained. The bridges are all comparatively new, designed with a very high factor of safety. It may be well claimed that no road in the country has better bridges taken all in all, than the Maine Central Railroad.

Several steel plate girders have been put in during the year, and the wooden pile bridge at Farmington has been thoroughly rebuilt.

The equipment of the Maine Central Railroad has been kept fully up to the high standard of former years, and as Maine becomes more widely known as a vacation ground, the demands upon the Maine Central for equipment and motive power increase.

Tourists generally are by no means backward in demanding the best, and their demands have always been generously met by the Maine Central. Well equipped trains are run with commendable regularity. The train service during the summer that is past has been commended by every one as satisfactory. Heavy demands have been made on the rolling stock but it has been equal to the demand, and is in a good state of repair. It is doubtful if any road in New England can boast of better motive power than that of the Maine Central.

The station buildings as a whole are models in design as well as in their condition of maintenance.

PATTEN AND SHERMAN RAILROAD.

The Patten and Sherman Railroad is practically a branch of the Bangor and Aroostook Railroad, from Patten Junction to the village of Patten, though it was built and is operated as an independent corporation, and serves almost exclusively the thriving village of Patten. Its road-bed and track are kept in good condition of line and surface, and it is well ditched. There are no bridges on the line. Its rolling stock is well maintained in all respects.

PORTLAND AND ROCHESTER RAILROAD.

This line extends from Portland to Rochester, New Hampshire. Some new steel has been laid this year and more than 13,000 new ties put in, so that the road-bed and track are in first-class condition. In the way of bridges, a new plate girder bridge over the highway west of Springvale station has been completed and is a first-class structure in all respects. The pile bridge and wharf on the marginal way in Portland has been substantially rebuilt.

The station buildings of this line have been repaired considerably during the year and are in all respects, neat, commodious and convenient.

The equipment is good and well maintained. For several years the management of this line have maintained a system of repairs and renewals, doing a stated amount of such work every year. This system has brought the road to a first-class condition in all respects.

PORTLAND AND RUMFORD FALLS RAILWAY.

The Portland and Rumford Falls Railway starts from a point called Rumford Junction in the city of Auburn on the line of the Maine Central Railroad, and runs to Rumford Falls, with a branch from Canton to Livermore Falls. The road-bed and track are in excellent condition. Several miles are comparatively new and on the older portion a great deal of work has been done in re-adjusting and taking out curves, easing grades, laying steel of heavy pattern and renewing ties.

The bridges are new, steel or iron, with the exception of one pile bridge, and this the company contemplate replacing, either by a steel structure or a stone arch.

The road-bed and bridges of this line are in all respects first-class, well looked after and well maintained.

The station buildings are good substantial structures, neatly kept.

The motive power and rolling stock are all first-class, and kept in good repair.

An extension was built from Chisholm's Mills to Livermore Falls, and a very pretty commodious station building built at that point.

RUMFORD FALLS AND RANGELEY LAKE RAILROAD.

While this is an independent corporation, operated by itself, it is, nevertheless, practically an extension of the Portland and Rumford Falls Railway, from Rumford Falls to Rangeley lakes. During the summer months it accommodates quite a large amount of summer travel, and during the winter its traffic is that of hauling logs to the pulp and paper mills at Rumford Falls. It is comparatively new. Its road-bed and track are in good condition, and well ditched. Its bridges are mostly wooden structures, comparatively new, well designed and kept in good condition.

Its rolling stock is in fair condition. The motive power good.

ST. CROIX AND PENOBSCOT RAILROAD.

This is a railroad run from Calais to Princeton. It is one of the earliest built roads of the State, and up to now has had a very limited traffic. The managers of the road have been diligent and watchful in caring for the road-bed and track. The bridges have been carefully looked after, and kept in a perfectly safe condition. The new Washington County Railroad has taken control of this line, joining it at a point in the town of Baring, some three miles from the city of Calais. Between this junction and Calais the road is being practically rebuilt. New steel, new ties, and ballast, cuts widened, the trestle in Calais filled, overhead bridges raised, and other repairs made.

Their rolling stock and motive power have been kept in good condition during the year, and that of the Washington County Railroad is new and first-class in all respects.

SEBASTICOOK AND MOOSEHEAD RAILROAD.

This line extends from Pittsfield on the line of the Maine Central to the town of Harmony. The line is not yet completed to Harmony, and is only operated as far as Hartland. Its traffic is limited. Trains run over it are not very heavy. Its road-bed and track are in fairly good condition. There is but one bridge on the line of any size, and that is kept in a good state of repair.

The rolling stock is kept in good condition. The station building is in a good state of repair, and kept in good condition of cleanliness.

SOMERSET RAILWAY.

The Somerset Railway extends from Oakland on the line of the Maine Central Railroad, through the prosperous towns of Norridgewock, Anson, Solon, to Bingham, about forty-two miles. Its road-bed and track are kept in excellent condition of line, surface and ditching.

The bridges are in most instances wooden structures of good design and are kept in a thorough state of repair in all respects. Those of iron or steel are modern structures set on good masonry. Its rolling stock and motive power are kept in excellent condition of repair. Its station buildings are neat, commodious and satisfactory in all respects.

YORK HARBOR AND BEACH RAILROAD.

The York Harbor and Beach Railroad is operated by the Boston and Maine Railroad. Its road-bed, track and bridges have been maintained in good repair throughout the year.

Its station buildings are neat and commodious and its equipment up to the standard of the Boston and Maine Railroad Co. by whom it is furnished.

NARROW GAUGE RAILROADS.

BRIDGTON AND SACO RIVER RAILROAD.

This is a two foot gauge railroad, extending from Bridgton Junction on the line of the Mountain Division of the Maine Central, to Harrison, a distance of twenty-one and one-fourth miles.

As hereinbefore stated, an extension from Bridgton Centre to Harrison has been built during the past year, and in a very satisfactory manner. The entire line is kept in excellent condition. The road-bed and track have been carefully looked after, and are in excellent line and surface. It is well ditched, and in all respects is in first-class condition. The bridges are well maintained.

The rolling stock is first-class and maintained in a most excellent state of repair. The station buildings are neat and commodious.

FRANKLIN AND MEGANTIC RAILROAD.

This is another two foot gauge railroad, extending from Strong on the line of the Sandy River Railroad, to Kingfield, with a branch to Mt. Abram a distance in all of 16.70 miles. The road-bed and track have been greatly improved during the year in the use of new ties and ballast. It is now in very good line and surface. The bridges on this line are wooden structures, and have been thoroughly repaired, and in many instances practically renewed during the year.

The rolling stock is in good condition, and well cared for.

The station buildings have been more or less repaired and are in fairly good condition.

KINGFIELD AND DEAD RIVER RAILROAD.

The Kingfield and Dead River Railroad is practically an extension of the above named road, ten miles from Kingfield to Carrabasset. The road-bed and track are in good condition of line and surface. The bridges are wooden structures with two

exceptions, they being steel riveted spans, well designed and heavy enough to carry the loads that are put upon them. The other bridges are comparatively new, and are in good condition. The rolling stock is furnished by the Franklin and Megantic Railroad. The station buildings are new and kept in excellent order.

KENNEBEC CENTRAL RAILROAD.

This is a two foot gauge line extending from Randolph to the National Home at Togus. The road-bed and track are kept in good line and surface notwithstanding the fact that there is no ballast whatever alongside the line or within any distance practicable for running a spur from the main line.

The bridges are of wood carefully looked after and kept in good repair. The rolling stock is maintained in first-class condition in all particulars. The station buildings are well built and kept in good condition of repair as well as neat and cleanly.

MONSON RAILROAD.

This line extends from Monson Junction on the line of the Bangor and Aroostook Railroad to the village of Monson.

Its road-bed and track are kept in fairly good line and surface, and fairly well ditched. The bridges are wooden structures, carefully looked after, and kept in a good state of repair.

The rolling stock is good and well maintained. The station buildings are good and kept in excellent condition of repair and cleanliness.

PHILLIPS AND RANGELEY RAILROAD.

While this is a distinct corporation, it is operated in connection with the Sandy River Railroad, trains being run over both roads from Farmington to Phillips. The road-bed and track have been improved during the year by a considerable amount of ballast and the laying of about 10,000 new ties. The track is in good line and surface, and fairly well ditched. The bridges on this line are wooden structures, not very long spans, and have been more or less repaired during the year.

Quite extensive renewals will be necessary in a comparatively short time. The rolling stock is good and well maintained. The station buildings are in good condition and kept neat and cleanly.

SANDY RIVER RAILROAD.

The Sandy River Railroad is another narrow gauge road extending from Farmington, through Strong to Phillips. The road-bed and track are in excellent condition, well lined and surfaced, and carefully ditched. The bridges now are nearly all iron or steel structures, modern in design and set on good masonry. Formerly there were a great many wooden trestles on this line but now they are all filled with two or three exceptions. The work of filling those has already commenced and is progressing very satisfactorily.

The rolling stock is first-class and well kept. The motive power is excellent and kept in good repair. Taken all in all, this is one of the best maintained narrow gauge railroads in the country.

WISCASSET AND QUEBEC RAILROAD.

This is a two foot gauge railroad, extending from Wiscasset, on the line of the Knox and Lincoln branch of the Maine Central Railroad to the town of Albion, and nearly completed to Burnham on the main line of the Maine Central.

The road-bed and track have been considerably improved by the use of 4,000 yards of ballast and some new ties. It is in fairly good line and surface and fairly well ditched. The bridges are wooden structures well cared for and kept in a good state of repair.

The iron bridge over the Sheepscott river was formerly used by the Maine Central, and makes a satisfactory bridge on this line.

The rolling stock is kept in good repair, and in every way satisfactory.

The station buildings are good and kept in excellent condition.

STREET RAILROADS.

AUGUSTA, HALLOWELL AND GARDINER RAILROAD.

This line runs through the cities of Augusta and Hallowell, the town of Farmingdale to the city of Gardiner. Its road-bed and track are in good condition of line and surface, and have been considerably improved during the year by the use of ballast and the putting in of new ties. Its bridges are those of the several cities through which it run and are kept in a good state of repair.

During the year some trestles spoken of in former reports have been filled and at several points the ledge and earth have been removed so as to widen the road and thereby greatly improve the same.

Its rolling stock is good and well maintained.

BANGOR, ORONO AND OLD TOWN RAILWAY.

This line extends from Bangor through the villages of Veazie and Orono to Old Town and Great Works, a distance of 16.20 miles.

The road-bed and track are in good condition and well maintained. Considerable ballast has been put in during the year, and about 300 new ties. The bridges are those of the several municipalities through which the line runs and are repaired as occasion requires. The bridge at Orono has been repaired in its approaches by a new abutment at one end and extensive repairs at the other. The equipment is good and well maintained.

BANGOR, HAMPDEN AND WINTERPORT RAILWAY.

This is a new line from Bangor to Hampden. Its track is laid with sixty-pound steel on good ties and well ballasted. It is in good line and surface and the bridges are those of the municipalities through which it passes, that at Hampden, which

was built by this corporation, being a wooden structure of good design, well built, and having strength largely in excess of any demand that will be made upon it by any traffic on this line.

Its rolling stock is new and well built and maintained. During the year an extension has been built from the main line to a pleasure ground in a thoroughly substantial manner, and has added very much to the traffic on this line.

BANGOR STREET RAILWAY.

The Bangor Street Railway runs through the cities of Bangor and Brewer. Its road-bed and track are in fairly good condition, maintained in good line and surface. Improvements have been made by relaying the track to the Hampden road and providing a double track to and for some distance beyond the grounds of the Eastern State Fair Association.

The bridges are those of the cities through which the line runs and are well built structures and well maintained. The equipment, although it has been in use for some time, is kept in good condition.

In the city of Brewer the road-bed and track are in fair condition. The bridges are those of the city of Brewer, with the exception of the trestle built by this company, which is kept in fair repair.

What is said of the rolling stock of this line in the city of Bangor, may be truly said of that in the city of Brewer.

BIDDEFORD AND SACO RAILROAD.

This line runs from the city of Biddeford through the city of Saco to Old Orchard Beach. Its road-bed and track are in fairly good condition, that in the cities of Saco and Biddeford being first-class in all respects. The bridges are those of the cities and towns in which and through which it runs, and are maintained in a good state of repair. Some strengthening of the bridge between the cities of Saco and Biddeford will be required in the near future, and plans are already being made looking to such strengthening.

The rolling stock is good and well maintained. The traffic over this line is quite heavy during the summer months, when

tourists are visiting Old Orchard Beach. In the winter traffic is comparatively light, and in the case of heavy snows, warrants a cessation of operation for a short time.

CALAIS STREET RAILWAY.

The Calais Street Railway runs from the city of Calais through Milltown, crossing the St. Croix river, and extends through the city of St. Stephens.

Its road-bed and track are in good condition in line and surface, and are well maintained.

The bridges are those of the cities and towns through which it runs and are substantial structures kept in a good state of repair.

Its equipment is well maintained in all respects.

FRYEBURG HORSE RAILROAD.

This is a short line running from Fryeburg station on the Mountain Division of the Maine Central Railroad, through the village of Fryeburg to the grounds of the Chautauqua Assembly, formerly known as Martha's grove. Its principal traffic is during the session of the Chautauqua Assembly.

It is now the only horse railroad in the State. Its road-bed and track are in fairly good condition of line and surface. There are no bridges on the line. Its rolling stock is kept in fairly good condition of repair and is cleanly.

MOUSAM RIVER RAILROAD.

The Mousam River Railroad extends from Springvale village to the town of Sanford, passing the Portland and Rochester station at Springvale, where it crosses their tracks, running to the thriving village of Sanford. It is one of the pioneer roads in this country to handle freight with electric power, which it does in a very satisfactory manner.

Its road-bed and track are kept in a very good condition of line and service. The bridges built by the corporation, are substantial plate girders, set on fairly good masonry. Those of the towns over which it passes have been strengthened by the company, and are good structures in all respects.

Its rolling stock is kept in excellent condition.

An extension of this road from Sanford through the towns of Kennebunk to Cape Porpoise is now being pushed with more or less of activity.

NORWAY AND PARIS RAILWAY.

This line runs between the two thriving village of Paris and Norway. It was well built originally, and very fortunately located, so far as road-bed and track are concerned, the soil in which they are built being largely of sand.

It is well maintained in all respects. There are no bridges of considerable importance, all being those of the town, and well maintained.

Its equipment is kept in first-class condition in all respects.

PENOBSCOT CENTRAL RAILROAD.

This is a line which will eventually extend from Bangor to Charleston. The line now in operation is only a few thousand feet in the city of Bangor.

Its road-bed and track are in first-class condition, well maintained in all respects. As at present operated there are no bridges on the line.

An extension of this line is spoken of in another part of this report.

PORTLAND RAILROAD.

This is a street railroad, and extends into the adjoining cities of Deering and Westbrook. Its road-bed and track are in first-class condition in all respects.

There are no bridges of any considerable size, except the so called Tukey's bridge, which was lately rebuilt in a most thorough manner. The equipment is first-class, in fact the best that can be procured in this country. The power house is a model in all respects.

PORTLAND AND CAPE ELIZABETH RAILROAD.

The Portland and Cape Elizabeth Street Railroad extends from Monument Square in the city of Portland, through several streets in that city, over Portland bridge to Cape Cottage Park and Rigby Park.

The road-bed and track are in good condition, well lined and surfaced. The bridges are largely those of the cities and towns through which the line runs. A double track pile bridge from the power house to the draw in the Portland bridge, a distance of 1,800 feet, has been built, thereby relieving the town bridge of a burden, and giving the company better facilities for doing its business.

Its rolling stock is comparatively new, and is well maintained in all respects. This company during the year having lost the Casino building, so called, at Willards, have built a theatre and Casino at Cape Cottage Park, so called, which has been very liberally patronized during the summer which has passed.

PORTSMOUTH, KITTERY AND YORK STREET RAILWAY.

This line extends from Kittery in the town of York as far as York Beach. This is the first complete year of its operation. Its road-bed and track were substantial in their origin, and are now in good condition. The bridges are either new or are the bridges belonging to the municipalities, and were strengthened to meet the demands of this road. They have been maintained in good repair throughout the year. The equipment is first-class, and well maintained. The traffic over this line during the year has been heavy, up to the fullest capacity of equipment, far larger than was anticipated by the builders of this line, and their cars have been run without accident and with commendable regularity.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY.

This road extends from Thomaston through Rockland to Camden. Its road-bed and track have been carefully looked after and are in good condition in line and surface. Some improvements have been made during the year in ballast and new ties. The bridges are those of the several municipalities named, and are kept in excellent condition. The rolling stock is first-class and well maintained.

ROCKPORT RAILWAY.

This is an exclusively freight railway, three feet gauge, running from the Rockport quarries near by. It has not been operated during the year, hence no examinations have been made.

SKOWHEGAN AND NORRIDGEWOCK RAILWAY.

This line extends from Skowhegan to Norridgewock. Its road-bed and track are in very fair condition, and have been considerably improved during the year. Its bridges are in great part those of the towns of Skowhegan and Norridgewock and are kept in good condition. They were strengthened when this road was built, abundantly to carry any load that will be put upon them. Those built and controlled by the company have been substantially repaired during the year. The equipment is very good and kept in a good and cleanly condition.

SOMERSET TRACTION COMPANY.

This is a line built for freight as well as passenger traffic, between the towns of Skowhegan and Madison.

The road-bed and track were originally well built and are maintained in good condition in all respects. The bridges are wooden structures built by the company and are first-class in all respects.

Its equipment is good and well maintained.

WATERVILLE AND FAIRFIELD RAILROAD.

This is a line of railway run from Waterville to Fairfield. Its road-bed and track have been considerably improved during the year by the laying of new rails in the city of Waterville, and by the use of considerable ballast, and new ties on many other parts of the line.

A short extension has been built during the year from the southerly end to the cemetery in the city of Waterville.

The bridges are mostly those of the city of Waterville and the town of Fairfield. They are well maintained in all respects.

Its equipment has been improved during the year by repairs and is kept in a cleanly condition.

Respectfully submitted,

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

Railroad Commissioners of Maine.

December 1, 1898.

PART II.

PETITIONS, ORDERS OF NOTICE, DECISIONS AND
CERTIFICATES OF THE BOARD OF RAIL-
ROAD COMMISSIONERS FOR YEAR
ENDING NOVEMBER 30, 1898.

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PETITIONS AND DECISIONS OF THE BOARD.

Petition, Order of Notice and Decision of the Board relating to a Branch track on line of Aroostook Northern Railroad in the town of Caribou. Decision December 1, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The Aroostook Northern Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track extending from its present main line near the Little Madawaska river, in the town of Caribou, Aroostook county, State of Maine, to the lumber mill owned by E. P. Grimes in said Caribou, and that it has made a location of said branch railroad track, which location is described as follows:

Beginning at a point on the center line of the Aroostook Northern Railroad (as per location approved by the Railroad Commissioners), in the town of Caribou, at a stake marked B. C. 188+82.9=0 of branch track; thence in an easterly direction on a curve to the left with a radius of four hundred and ten and three-tenths (410.3) feet, a distance of four hundred (400) feet, to a stake marked P. C. C. 4+00; thence continuing in an easterly direction on a curve to the left with a radius of four hundred and fifty-nine and three-tenths (459.3) feet, crossing the "Caribou Road," so called, near the north end of the highway bridge over said Little Madawaska river, a distance of three hundred and fifty (350) feet, to a stake marked E. C. 7+50; thence on a tangent bearing north 70° 16' east, a distance of six hundred and ninety and one-tenth (690.1) feet, to a stake marked B. C. 14+44.1; thence in a northerly direction on a curve to the left with a radius of nineteen hundred and ten and one-tenth (1910.1) feet, a distance of three hundred and eleven and one-tenth (311.1) feet, to a stake marked E. C. 17+55.2; thence on

a tangent bearing north $60^{\circ} 56'$ east, a distance of six hundred and seventy-five and eight-tenths (675.8) feet, to a stake marked 24+31 to a point in the yard of said Grimes lumber mill.

That said location is to cover a width of four rods, being two rods on either side of above described line. That said location crosses a highway known as the "Caribou Road," all of which is shown on plan attached hereto. That it is impracticable for said branch track to pass either over or under said highway.

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 provided by law, and that your honors, will authorize a crossing of said highway at grade, and will determine the manner and condition of crossing said highway, and how the expense of building and maintaining so much thereof as is within the limits of said location shall be borne between said town and your petitioner.

The Aroostook Northern Railroad Company,

By PARKER P. BURLEIGH, its Attorney.

November 8, 1897.

On the foregoing petition,

Ordered, That the petitioner send a copy of this petition and order to the municipal officers of the town of Caribou five days at least before Wednesday the first day of December, 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 22nd day of November, 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 1st Tuesday of December, A. D. 1897.

The Aroostook Northern Railroad Company, a corporation established under the laws of the State of Maine, presented to the Board of Railroad Commissioners the foregoing petition, on

which notice was ordered and given as required by statute. At the hearing which was had at the time and place designated in the foregoing order it appeared that the petitioner desired to construct and maintain a branch track extending from its present main line in the town of Caribou in said county, to the mill owned by E. P. Grimes in said Caribou, and that said branch railroad track is located across the highway known as the Caribou road; all of which is shown on the plan submitted to the board.

We have examined the location of the proposed track and the proposed crossing of the said Caribou road, and we see no reasonable objection to permitting said track to be constructed across said Caribou road at grade.

We therefore hereby approve the location of said branch track as shown on plan herewith signed and approved, to the manufacturing establishment aforesaid, and find that public convenience requires that it shall be built; and we further determine and order that said branch track shall be constructed so as to cross said Caribou road at grade therewith when said road is cut down two feet from its present grade, to conform to the grade of said track, and that the conditions of crossing shall be as follows:

The approaches to said road on each side of the track within the location of the railroad shall be as wide as the highway is now constructed, or may be hereafter constructed, and not steeper than one foot elevation to every twenty feet out from said railroad track, and that the hill in the highway shall not be steeper than it is at the present time, and that all the work herein ordered shall be done at the expense of the said railroad company. Said crossing and approaches shall be made and maintained by said railroad company in such manner that the same shall be safe and convenient for travelers on said road with horses, teams and carriages. Suitable provision shall also be made for surface drainage.

Dated at Augusta this 1st day of December, A. D. 1897.

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

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to a change in the location of the Washington County Railroad in the county of Hancock. Decision January 18, 1898.

(FIRST AMENDED LOCATION.)

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

The Washington County Railroad Company respectfully petitions and asks your Honorable Board to approve an amendment to the original location of said railroad in the county of Hancock, State of Maine, which said original location has been heretofore approved by your Honorable Board.

Accompanying this petition is respectfully presented a map of the proposed amended route on an appropriate scale, with a profile of the amended line on the relative scales of profile paper in common use, and a report and estimate prepared by a skillful engineer from actual survey.

Said Washington County Railroad Company has taken and holds a strip of land four rods wide along the center line of said amended location (said strip of land being two rods in width on each side of said center line) extending from station 42 plus 56.3 near the Maine Central Railroad in the town of Hancock, Hancock county, Maine, to station 400 plus 02.8, near Great Pond in the town of Franklin in said county and State; all of which amended location is especially and particularly shown on the map herewith submitted and made a part hereof.

All the land and materials included in said amended location are so taken and held by said Washington County Railroad Company for the location, construction, repair and convenient use of its said railroad and in the place and stead of the strip of land four rods wide included in the original location of said railroad filed with your Honorable Board extending from station 42+56.3 in the town of Hancock aforesaid, to station 400+02.8 in the town of Franklin aforesaid; and said amended location is selected and adopted by said Washington County Railroad Company to correct and perfect said original location which is defective and uncertain and the said company having failed to acquire under said original location the land actually embraced in its roadway;

A particular description of the said center line of said amended location, in its various courses, curves, tangents and distances, is hereto attached and made a part of this petition and of said plan herewith presented.

Washington County Railroad Company,

By GEO. A. CURRAN, its President.

December 28, 1897.

DESCRIPTION

of the said center line of said four (4) rod strip of land herein-above specified as the first amendment to the location of said Washington County Railroad Company, which strip of land is taken and held with all materials in and upon it as aforesaid:

Beginning at station 42 plus 56.3 in the center line of the original location of said Washington County Railroad Company on file with the Railroad Commissioners for the State of Maine and the county commissioners for Hancock county, State of Maine; thence curving to the right with a radius of nineteen hundred and ten (1910) feet, for a distance of one hundred and seventy-three and seven-tenths (173.7) feet to station 44 plus 30; thence south eighty-two degrees forty-three minutes east for a distance of eighteen hundred (1800) feet to station 62 plus 30; thence curving to the left with a radius of fifty-seven hundred and twenty-nine and six-tenths (5729.6) feet for a distance of five hundred and seventy (570) feet to station 68 plus 00; thence south eighty-eight degrees twenty-five minutes east for a distance of twenty-five hundred and sixty (2560) feet to station 93 plus 60; thence curving to the right with a radius of nineteen hundred and ten (1910) feet for a distance of eleven hundred (1100) feet to station 104 plus 60; thence south fifty-five degrees twenty-five minutes east for a distance of ten hundred and eleven and eight-tenths feet to station 114 plus 71.8; thence curving to the left with a radius of nineteen hundred and ten feet for a distance of nine hundred and seventy-seven and eight-tenths (977.8) feet to station 124 plus 49.6; thence south eighty-four degrees forty-five minutes east for a distance of twenty hundred and seventy-two and four-tenths (2072.4) feet to station 145 plus 22; thence curving to the left with a radius of nine hundred and fifty-five (955) feet for a distance of thirteen hundred and seventy and eight-tenths (1370.8) feet to station 158 plus 92.8;

thence north thirteen degrees east for a distance fourteen hundred and seventeen and two-tenths (1417.2) feet to station 173 plus 10; thence curving to the right with a radius of nineteen hundred and ten (1910) feet for a distance of six hundred and fifty (650) feet to station 179 plus 60; thence north thirty-two degrees thirty minutes east for a distance of thirty hundred (3000) feet to station 209 plus 60; thence curving to the right with a radius of nineteen hundred and ten (1910) feet for a distance of thirteen hundred and fifty-nine and four-tenths (1359.4) feet to station 223 plus 19.4; thence north seventy-three degrees seventeen minutes east for a distance of thirty-eight hundred and ten and one-tenth (3810.1) feet to station 261 plus 29.5; thence curving to the right with a radius of nine hundred and fifty-five (955) feet for a distance of five hundred and thirty-seven and five-tenths (537.5) feet to station 266 plus 67; (which said station 266 plus 67 equals and corresponds to station 315 plus 06 as shown on said plan filed herewith); and the station numbers following in this description are continued from said station 315 plus 06; thence south seventy-four degrees twenty-eight minutes east fifteen hundred and twenty (1520) feet to station 330 plus 26; thence curving to the left with a radius of nineteen hundred and ten (1910) feet for a distance of five hundred and sixty-six and five-tenths (566.5) feet to station 335 plus 92.5; thence north eighty-eight degrees thirty-two minutes east for a distance of thirty-three hundred and six (3306) feet to station 368 plus 98.5; thence curving to the right with a radius of nineteen hundred and ten (1910) feet for a distance of five hundred and fifty-eight and eight-tenths (558.8) feet to station 374 plus 57.3; thence south seventy-four degrees forty-two minutes east for a distance of five hundred and thirty-eight and seven-tenths (538.7) feet to station 379 plus 96; thence curving to the left with a radius of nineteen hundred and ten (1910) feet for a distance of eight hundred and four (804) feet to station 388 plus 00; thence north eighty-one degrees twelve minutes east for a distance of four hundred and ninety-seven and eight-tenths (497.8) feet to station 392 plus 97.8; thence curving to the right with a radius of twenty-eight hundred and sixty-five (2865) feet for a distance of seven hundred and five (705) feet to station 400 plus 02.8; being also station 400 plus 02.8 upon the said center line of said original location filed as aforesaid.

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 five days before the eleventh day of January, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the American House in Ellsworth 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 Hancock county, also to the municipal officers of the towns of Hancock and Franklin.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this first day of January, A. D. 1898.

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, at the time named in said order.

The petition is to change the location of a portion of the Washington County Railroad. The company has a right to make this change, subject to the approval of the Railroad Commissioners.

Assuming that the directors of the company have authorized the proposed change, we hereby approve the same, and find that public convenience requires such change in the location.

Dated at Augusta this 18th day of January, A. D. 1898.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERICK DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to a change in the location of the Washington County Railroad in the County of Hancock. Decision January 18, 1898.

(SECOND AMENDED LOCATION.)

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

The Washington County Railroad Company respectfully petitions and asks your Honorable Board to approve an amendment to the original location of said railroad in the county of Hancock, State of Maine, which said original location has been heretofore approved by your Honorable Board.

Accompanying this petition is respectfully presented a map of the proposed amended route on an appropriate scale, with a profile of the amended line on the relative scales of profile paper in common use, and a report and estimate prepared by a skillful engineer from actual survey.

Said Washington County Railroad Company has taken and holds a strip of land four rods wide along the center line of said amended location (said strip of land being two rods in width on each side of said center line) extending from station 600 plus 51.1 in the town of Franklin, Hancock county, Maine, to station 786 plus 61 in the town of Sullivan, Hancock county, State of Maine; all of which amended location is especially and particularly shown on the map herewith submitted and made a part hereof.

All the land and materials included in said amended location are so taken and held by said Washington County Railroad Company for the location, construction, repair and convenient use of its said railroad and in the place and stead of the strip of land four rods wide included in the original location of said railroad filed with your Honorable Board extending from station 600 plus 51.1 in said town of Franklin to station 770 plus 59.3 in said town of Sullivan; and said amended location is selected and adopted by said Washington County Railroad Company to correct and perfect said original location which is defective and uncertain and the said company having failed to acquire under said original location the land actually embraced in its roadway.

A particular description of the said center line of said amended

location, in its various courses, curves, tangents and distances, is hereto attached and made a part of this petition and of said plan herewith presented.

Washington County Railroad Company,
By GEO. A. CURRAN, its President.

Decemebr 28, 1897.

DESCRIPTION

of the said center line of said four (4) rod strip of land hereinabove specified as the second amendment to the location of said Washington County Railroad Company, which strip of land is taken and held with all materials in and upon it as aforesaid :

Beginning at station 600 plus 51.1 in the center line of the original location of said Washington County Railroad Company on file with the Railroad Commissioners for the State of Maine and the County Commissioners for Hancock county, Maine; thence curving to the left with a radius of nine hundred and fifty-five and four-tenths (955.4) feet for a distance of four hundred and sixty-eight and nine-tenths (468.9) feet to station 605 plus 20; thence north forty-six degrees twenty-nine minutes east for a distance of eleven hundred and fifty-five (1155) feet to station 616 plus 75; thence curving to the right with a radius of eight hundred and nineteen (819) feet for a distance of thirteen hundred and thirty (1330) feet to station 630 plus 05; thence curving to the right with a radius of fourteen hundred and thirty-two and seven-tenths (1432.7) feet for a distance of thirteen hundred and eighty-one and five-tenths (1381.5) feet to station 643 plus 86.5; thence south fourteen degrees fifty-one minutes west for a distance of sixteen hundred and thirty-three and five-tenths (1633.5) feet to station 660 plus 20; thence curving to the left with a radius of seven hundred and sixteen and eight-tenths (716.8) feet for a distance of seven hundred and eight and four-tenths (708.4) feet to station 667 plus 28.4; thence south forty-one degrees forty-nine minutes east for a distance of fifteen hundred and twenty-one and six-tenths (1521.6) feet to station 682 plus 50; thence curving to the left with a radius of fourteen hundred and thirty-two and seven-tenths (1432.7) feet for a distance of five hundred (500) feet to station 687 plus 50; thence south sixty-one degrees forty-nine

minutes east for a distance of eleven hundred and twenty-five (1125) feet to station 698 plus 75; thence curving to the right with a radius of fourteen hundred and thirty-two and seven-tenths (1432.7) feet for a distance of seven hundred and ninety-one and five-tenths (791.5) feet to station 706 plus 66.5; thence curving to the right with a radius of twenty-eight hundred and sixty-four and nine-tenths (2864.9) feet for a distance of nine hundred and seventy and five-tenths (970.5) feet to station 716 plus 37; thence south ten degrees forty-four minutes east for a distance of eight hundred and sixty-three (863) feet to station 725 plus 00; thence curving to the left with a radius of fourteen hundred and thirty-two and seven-tenths (1432.7) feet for a distance of five hundred and eighteen and seven-tenths (518.7) feet to station 730 plus 18.7; thence south thirty degrees twenty-nine minutes east for a distance of twelve hundred and twelve and three-tenths (1212.3) feet to station 742 plus 31; thence curving to the left with a radius of fifty-seven hundred and twenty-nine and six-tenths (5729.6) feet for a distance of ten hundred (1000) feet to station 752 plus 31; thence curving to the left with a radius of nine hundred and fifty-five and four-tenths (955.4) feet for a distance of three hundred and twenty-five (325) feet to station 755 plus 56; thence south fifty-nine degrees fifty-nine minutes east for a distance of six hundred and thirty-four (634) feet to station 761 plus 90; thence curving to the right with a radius of twenty-eight hundred and sixty-four and nine-tenths (2864.9) feet for a distance of six hundred and twenty-five (625) feet to station 768 plus 15; thence south forty-seven degrees and twenty-nine minutes east for a distance of eleven hundred and six and four-tenths (1106.4) feet to station 779 plus 21.4; thence curving to the left with a radius of seven hundred and sixteen and eight-tenths (716.8) feet for a distance of seven hundred and thirty-nine and six-tenths (739.6) feet to station 786 plus 61; being also station 770 plus 59.3 upon the said center line of said original location filed as aforesaid.

Washington County Railroad Company,

By GEO. A. CURRAN, its President.

December 28, 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 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 three days before the eleventh day of January, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the American House in Ellsworth 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 Hancock county, also to the municipal officers of the town of Sullivan.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this first day of January, A. D. 1898.

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, at the time named in said order.

The petition is to change the location of a portion of the Washington County Railroad. The company has a right to make this change, subject to the approval of the Railroad Commissioners.

Assuming that the directors of the company have authorized the proposed change, we hereby approve the same, and find that public convenience requires such change in the location.

Dated at Augusta, this 18th day of January, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to the crossing of a highway in Burnham, by the Wiscasset and Quebec Railroad. Decision February 2, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The Wiscasset and Quebec Railroad Company respectfully represents that its railroad as finally located is laid out across certain highways in the towns of Burnham, in the county of Waldo, and Pittsfield, in the county of Somerset, at the points thereon hereinafter described, and that it is impracticable to so construct said railroad as to pass either over or under said ways.

Wherefore, your petitioner requests that your Honorable Board, after notice and hearing, will authorize a crossing of said highways at grade, and also determine the manner and conditions of said crossings of said 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 railroad company and said respective towns.

Town.	Crossing.	At or near what Place.
Burnham.	1 B.	The highway leading from Burnham village to Unity easterly of the Sebasticook river and at stations 2856+25 and 0 on said railroad location.
Burnham.	2 B.	The highway known as the "Eel Weirs Road" leading to and across the Sebasticook river and at station 231 on said railroad location.
Pittsfield.	3 B.	The highway leading from Burnham village to Pittsfield westerly of the Sebasticook river and at station 320 on said railroad location.

Wiscasset and 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, two weeks successively in the Pittsfield Advertiser, a newspaper published at

Pittsfield in the county of Somerset, before the 27th day of December, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the Maine Central Railroad Station in Burnham 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 municipal officers of the towns of Burnham and Pittsfield seven days before the day of said hearing.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

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

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Belfast, in and for the county of Waldo, on the third Tuesday of April, A. D. 1898.

This matter came before the Board of Railroad Commissioners, by virtue of a petition, a copy of which preceeds this decision. Notice was ordered for a hearing on the 27th day of December, A. D. 1897, as appears by a copy of the order hereto attached. At the time mentioned in said order of notice, the Board met at the Maine Central Railroad station in Burnham, at ten o'clock A. M. Notice having been given as ordered, the Board after viewing the crossing at Burnham, mentioned in said petition, and after hearing the municipal officers of Burnham, who then appeared, adjourned the hearing to meet at the Lancey House in Pittsfield, on the same day at eleven o'clock in the forenoon. The hearing was then adjourned to the office of the Railroad Commissioners in Augusta, on the fifth day of January, A. D. 1898, at ten o'clock in the forenoon, then further continued to January 6th at ten o'clock A. M., when the final hearing was had upon the whole petition.

We hereby determine that the crossing of the highway in Burnham, mentioned in this petition, may be made so that when the rails are laid they shall be precisely at the grade of the street as now constructed. And we further determine that the Wiscasset and Quebec Railroad Company shall so construct its rail-

road, and lay its tracks as to make the said highway within its location safe and convenient for travelers with teams and carriages, and shall forever after so maintain the said street and crossing within its limits. Suitable provision shall also be made for surface drainage.

Dated at Augusta, this second day of February, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to the crossing of a Highway in the town of Pittsfield, by the Wiscasset and Quebec Railroad. Decision February 2, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The Wiscasset and Quebec Railroad Company respectfully represents that its railroad as finally located is laid out across certain highways in the towns of Burnham, in the county of Waldo, and Pittsfield, in the county of Somerset, at the points thereon, hereinafter described, and that it is impracticable to so construct said railroad as to pass either over or under said ways.

Wherefore, your petitioner requests that your Honorable Board, after notice and hearing, will authorize a crossing of said highways at grade, and also determine the manner and conditions of said crossings of said 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 railroad company and said respective towns.

Town.	Crossing.	At or near what Place.
Burnham.	I B.	The highway leading from Burnham village to Unity easterly of the Sebasticook river and at stations 2856+25 and 0 on said railroad location.

Town.	Crossing.	At or near what Place.
Burnham.	2 B.	The highway known as the "Eel Weirs Road" leading to and across the Sebasticook river and at station 231 on said railroad location.
Pittsfield.	3 B.	The highway leading from Burnham village to Pittsfield westerly of the Sebasticook river and at station 320 on said railroad location.

Wiscasset and 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, two weeks successively in the Pittsfield Advertiser, a newspaper published at Pittsfield in the county of Somerset, before the 27th day of December, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the Maine Central Railroad station in Burnham 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 municipal officers of the towns of Burnham and Pittsfield seven days before the day of said hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

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

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court, next to be holden at Skowhegan, in and for the county of Somerset, on the third Tuesday of March, A. D. 1898.

Upon the foregoing petition, notice was given as ordered, and the Board met at the time and place mentioned in said order. The hearing was then adjourned to the Lancey House in Pittsfield, at eleven o'clock A. M. of the same day.

Mr. W. C. Philbrook appeared for the petitioners.

Mr. F. W. Hovey appeared for the town of Pittsfield.

The Board viewed the location of the two crossings in Pittsfield mentioned in said petition.

The attorney of the town of Pittsfield, filed with the Board a protest, on the part of the town, against any crossing of said highways, on the ground that the petitioning company had no charter, and had no legal right to cross said highways.

The matter was then adjourned to the office of the Railroad Commissioners in Augusta, on the fifth day of January, A. D. 1898, at ten o'clock A. M. then further continued to January 6th at ten o'clock A. M., at which time a final hearing was given. We have in another proceeding expressed our doubts as to the existence of any charter authorizing the Wiscasset and Quebec Railroad Company to construct this road; but if we should dismiss this petition, it would involve the company in the useless expense of another proceeding to have the matter determined, and so we prefer to assume that a charter exists, and make our finding upon the conditions of said crossings, and report the matter to the court which alone can determine the existence of a charter.

We therefore determine that the crossing in Pittsfield, known as Eel Weirs road may be made so that when the rails are laid they shall be at grade, as the highway is now constructed. We determine that the crossing of the highway leading from Burnham to Pittsfield, westerly of the Sebasticook river at station 320 may be made so that the rails when laid shall be at grade after the highway has been raised two and one-half feet above the present grade. And we also determine that said Wiscasset and Quebec Railroad Company shall so construct its said road, and lay its tracks at each of said crossings, as to make the said highways within said location, safe and convenient for travelers with teams and carriages, and shall forever after so maintain the said highways and crossings within its limits. And said highways shall not be steeper at said crossings, than one foot elevation for every twenty feet out from said tracks. Suitable provision shall also be made for surface drainage.

Dated at Augusta, this second day of February, A. D. 1898.

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

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to changes of location of the Washington County Railroad in the county of Washington. Decision April 15, 1898.

To the Honorable Board of Railroad Commissioners of Maine, for the purpose of amending and changing the location of the Washington County Railroad within the county of Washington as filed and approved.

The Washington County Railroad Company of Calais, Maine, 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 location, construction, repair, operation and convenient use of said Washington County Railroad for public uses, and all materials in and upon same lying within the lines describing and bounding said location. Said company hereby takes a strip of land four (4) rods wide, beginning in Dennysville, at station numbered 705x32, on the present location of said railroad, and running thence southwardly to station 846x38.6, according to said present location as is more particularly described in the written description of the proposed amended location filed herewith.

Said company also hereby takes a strip of land four (4) rods in width, beginning at station 1430x.07, near the township line between Steuben and Cherryfield, on the present location of said road, and running thence west, to station 1202x76, on the present location of said road, according to the written description of said proposed location filed herewith.

Said company also takes a strip of land four (4) rods wide, beginning at station 1335, in Columbia, on the present location of said road, and running westwardly through Harrington, to station 1663x60, on said present location, near the Saccarappa road, according to the written description of said proposed location filed herewith.

Said company also takes a strip of land four (4) rods in width, beginning at station 630x26, near Whitneyville village, on the present location of said road and running westwardly through Jonesboro and Centerville, to station 1086x95, on said present location. Said amended location embraces two (2) rods of land

on each side of the center line set forth in the written description of the locations and plans thereof filed herewith.

Said changes of location were authorized by the directors of said company at a meeting held February 5, 1898, and said Washington County Railroad Company hereby petitions the Board of Railroad Commissioners of the State of Maine for their approval of said amended location.

Washington County Railroad Company,

By GEO. A. CURRAN, its President.

Calais, February 10, 1898.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot and in the Ellsworth American, Calais Advertiser and Machias Union, newspapers published at Ellsworth, Calais and Machias in the county of Washington, the publication in the Ellsworth American, Calais Advertiser and Machias Union to be in one issue before date of hearing and in the Daily Whig and Courier five days before Thursday and Friday, April 14 and 15, A. D. 1898, on which days the Board of Railroad Commissioners will be in session at Clare's Hotel, Machias, April 14th at nine o'clock A. M. and Cherryfield House, Cherryfield, Friday, April 15th at seven o'clock P. M., 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 Dennysville, Steuben, Columbia, Harrington, Whitneyville, Jonesboro and Centerville seven days before the date of said hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this first day of April, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice having been given as ordered, the Board met at the times and places named in said order, and then and there heard the parties interested.

By chapter 193, Section 1, of the Public Laws of 1893, 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 petition does not allege that the changes are necessary or expedient, but we assume that such changes are so regarded because the company has petitioned to have such changes made. We think this presumption authorizes us to approve such location. There is no evidence before the Board of any vote of the corporation to make these changes, and we can only assume what the action of the corporation is, from the fact that the president of the same has made this petition.

Assuming then, that the directors of the corporation have authorized the changes named in this petition, we hereby approve the same, and find that public convenience requires such changes.

Dated at Augusta this fifteenth day of April, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to the crossing of, the Portland and Rochester Railroad, in the town of Buxton, by the Saco River Electric Railroad. Decision May 4, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The Saco River Electric Railroad, a corporation organized under and existing by virtue of the laws of the State of Maine, and having its principal place of business in the city of Biddeford, in the county of York in said State of Maine, respectfully represents unto your Honorable Body, that it has obtained its location, as provided in the statute, from the municipal officers in the town of Standish, in the county of Cumberland, in the town of Buxton in the county of York, in the city of Saco, in the county of York, and is desirous of locating, constructing and maintaining a street railway track along the stage road, so called, between Bonny Eagle in the said town of Standish and the said city of Saco, and continuing its tracks along North and Elm streets in said city of Saco.

Your petitioner therefore asks for a permit to lay its track, string its wires and run its cars across the track of the Portland and Rochester Railroad on the southwesterly side of the said stage road at the point where said stage road crosses the tracks of the said Portland and Rochester Railroad, in the village of Bar Mills in said town of Buxton.

Therefore your petitioner prays your Honorable Body to grant its crossing, and that it may under your direction, locate, construct and maintain said crossing as provided by law, and that your Honorable Body will authorize the crossing of said railroad at grade, and that such crossing may be constructed and maintained in such manner and under such condition as your Honorable Board may order.

March 24, 1898.

The Saco River Electric Railroad,

By JAMES O. BRADBURY, its Solicitor; CHARLES S. HAMILTON,
its Clerk.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Record, a daily newspaper published at Biddeford in the county of York, the first publication in said paper to be at least five days before Tuesday the twelfth day of April, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the West End Hotel in Portland 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 Portland and Rochester Railroad also to the municipal officers of the towns of Standish and Buxton five days before said hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 25th day of March, A. D. 1898.

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 said order, and heard the parties interested.

Mr. J. O. Bradbury appeared for the petitioners.

Mr. George P. Wescott, president, and Nathan and Henry B. Cleaves appeared for the Portland and Rochester Railroad.

The authority of the Board of Railroad Commissioners in the matter embraced in this petition is found in chapter 72, Public Laws, 1895, and we are to determine the manner and condition of the crossing of the Portland and Rochester Railroad by the Saco River Electric Railroad, and we therefore determine that the manner and condition of such crossing until such time as the Board shall make a different order, shall be as follows: Said crossing shall be at grade.

The Saco River Electric Railroad shall furnish suitable crossing frogs, conforming in weight, pattern and material to the rails now in use by said Portland and Rochester 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

said Portland and Rochester Railroad. The whole expense of said crossing frogs and the laying and maintaining the same, to be borne by the Saco River Electric Railroad.

Before entering upon said crossing every car on the Saco River Electric Railroad shall be stopped within one hundred feet of the said Portland & Rochester Railroad until the motorman and conductor of said car are satisfied said crossing is clear. At said crossing there shall be a signal mast with a red ball to be used by day, and one red light to be used by night. Said mast and signal to be in charge of a signal tender employed by and under the direction of the Portland and Rochester Railroad.

Said signal tender shall invariably put up the red ball or red light before any electric car crosses, and shall keep it up until the crossing is clear, and no electric car shall cross the tracks of said Portland and Rochester Railroad until such ball or light is displayed at mast-head. The Portland and Rochester Railroad shall have the exclusive right of way over said crossing when trains on said road are due and approaching. The whole expense of erecting and maintaining the said mast and signals shall be borne by said Saco River Electric Railroad; and said Saco River Railroad shall pay one-half the expense of employing said signal tender, as a condition of said crossing.

Dated this fourth day of May, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to crossing the Boston and Maine Railroad, in the city of Saco, by the Saco River Electric Railroad. Decision May 4, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The Saco River Electric Railroad, a corporation organized under and existing by virtue of the laws of the State of Maine, and having its principal place of business in the city of Biddeford, in the county of York, in said State of Maine, respectfully represents unto your Honorable Body that it has obtained its location, as provided in the statute, from the municipal officers in the town of Standish, in the county of Cumberland, in the town of Buxton, in the county of York, in the city of Saco, in the county of York, and is desirous of locating, constructing and maintaining a street railway track along the stage road, so called, between Bonny Eagle in the town of Standish and the said city of Saco, and continuing its tracks along North and Elm street in said city of Saco.

Your petitioner therefore asks for a permit to lay its tracks, string its wires and run its cars across the tracks of the Eastern Division of the Boston and Maine Railroad, on the westerly side of said North street, at a point where said North street crosses the tracks of the said Eastern Division of the Boston and Maine Railroad, in the city of Saco.

Therefore your petitioner prays your honorable body to grant its crossing, and that it may, under your direction, locate, construct and maintain said crossing as provided by law, and that your honorable body will authorize the crossing of said railroad at grade, and that such crossing may be constructed and maintained in such manner and under such conditions as your Honorable Board may order.

The Saco River Electric Railroad,

By JAMES O. BRADBURY, Solicitor; CHARLES S. HAMILTON, its Clerk.

March 24, 1898.

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 Record a daily newspaper published at Biddeford in the county of York, the first publication in said paper to be at least five days before Monday the eleventh day of April, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the hotel known as Saco House in Saco, at three 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 Boston and Maine Railroad Company, also to the municipal officers of the city of Saco, five days before said hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 25th day of March, A. D. 1898.

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 said order, and heard the parties interested.

Mr. J. O. Bradbury appeared for the petitioners.

Mr. George C. Yeaton, attorney, appeared for the Boston and Maine Railroad Company.

The authority of the Board of Railroad Commissioners in the matter embraced in this petition is found in chapter 72, Public Laws 1895, and we are to determine the manner and condition of the crossing of the Boston and Maine Railroad by the Saco River Electric Railroad, and we therefore determine that the manner and condition of such crossing until such time as the Board shall make a different order, shall be as follows: Said crossing shall be at grade.

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

Before entering upon said crossing every car on the Saco River Electric Railroad shall be stopped within one hundred feet of the said Boston and Maine Railroad until the motorman and conductor of said car are satisfied said 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 and signal to be in charge of a signal tender employed by and under the direction of the Boston and Maine Railroad.

Said signal tender shall invariably put up the red ball or red light before any electric car crosses, and shall keep it up until the crossing is clear, and no electric car shall cross the tracks of said Boston and Maine Railroad until such ball or light is displayed at mast-head. The Boston and Maine Railroad shall have the exclusive right of way over said crossing when trains on said road are due and approaching. The whole expense of erecting and maintaining the said mast and signals shall be borne by said Saco River Electric Railroad; and the said Saco River Electric Railroad shall pay one-half the expense of employing said signal tender, as a condition of said crossing.

Dated this fourth day of May, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to repairs on a Bridge in the town of Orono, by the Bangor, Orono and Old Town Railway Company. Decision May 4, 1898.

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

Respectfully represent Charles C. White, William Thompson and Llewellyn Spencer, all of Orono in the county of Penobscot and State of Maine and municipal officers of said Orono, that:

1. The Bangor, Orono and Old Town Railway Company is a corporation under and by virtue of a special statute granted by the legislature of Maine, has been duly established thereunder and is now engaged in the actual operation of a railroad, using electricity as a motive power, from Bangor in said county through Veazie and Orono to Old Town.

2. That the said Bangor, Orono and Old Town Railway Company in the course of its railroad from Bangor as aforesaid to said Old Town, passes with its tracks and cars, over, upon and across the bridge commonly known as the toll bridge across the Stillwater river in said Orono which bridge was erected by and is the property of the municipality of Orono.

3. That the manner in which said bridge over which said railroad passes shall be constructed and maintained, as to safety, has never been formally determined by the Board of Railroad Commissioners as is provided by section 3 of chapter 72 of the Public Laws of Maine, A. D. 1895.

4. That while said Bridge, prior to being passed over and upon by said railroad, was, in accordance with the terms of an agreement entered into by and between said railway company and the then municipal officers of Orono, strengthened by said railway company at its expense yet the said bridge from the continued passing over and upon by the said railroad has now become unsafe for the uses to which it is put.

Wherefore your petitioners pray that, after notice to all parties in interest, a hearing may be had in the matter by your Honorable Board to determine in accordance with the statute in such cases made and provided.

In what manner as to safety said bridge shall be constructed and maintained; what repairs, renewals or strengthening of parts, or if necessary the manner of rebuilding such bridge, are required to make the same safe for the uses to which it is put; by whom the expenses of such repairs, renewals, strengthening or rebuilding of such bridge shall be borne.

Dated at said Orono this twenty-first day of February, A. D. 1898.

Chas. C. White,
William Thompson,
L. Spencer.

On the foregoing petition it is,

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 Bangor Daily Commercial, a newspaper published at Bangor, in the county of Penobscot, the first publication in said paper to be at least five days before Tuesday the fifteenth day of March, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the Town Hall in Orono 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 clerk of the Bangor, Orono and Old Town Railway Company, five days before said hearing.

Dated at Augusta, this fifth day of March, A. D. 1898.

JOSEPH B. PEAKS, *Chairman*,
For the Board of Railroad Commissioners of Maine.

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 bridge and approaches named in said petition and heard the parties interested.

Mr. Charles J. Dunn and Mr. Charles P. Stetson appeared for the petitioners.

The Railway Company was represented by A. F. Gerald, F. O. Beal, and Isaac C. Libby, three of its directors.

The main contention between the parties at the hearing seemed to be whether the Railroad Commissioners had jurisdiction over the subject of maintaining the approaches to the bridge. In other words, whether the approaches are parts of the bridge, within the meaning of the statute, chapter 72, Public Laws 1895. And this question we are to determine.

The common law of England, as laid down long ago by Lord Coke, was that "certain portions of the highway at the ends of a bridge are to be taken as parts of the bridge itself, being in the nature of the thing intimately connected with it, and the exact limits difficult in some cases to be ascertained, from the continuance of arches beyond the sides of rivers."

By a statute of Henry VIII (intending to define the limit, which perhaps was uncertain at common law) it was provided that "the portions of highway next adjoining any ends of bridges, distant from the said ends by the space of three hundred feet, are to be repaired with the bridges." "One of them," in the words of Lord Coke, "as it were depending upon the others."

This question arose in *commonwealth vs. Inh. of Deerfield*, 6 Allen 449; and the court in the latter case said, "It is not argued, nor is any evidence offered that this rule was ever adopted as part of the common law of Massachusetts, yet the reason of the thing is certainly very much the same here as in England."

The court then proceeds to lay down the common law rule in this country almost precisely as it had been in England.

That something more than a mere structure of wood, iron and stone is meant by a bridge, is shown by numerous decisions in this country in the case of bridges which railroad companies are required to make and maintain where their roads cross public ways.

Parker vs. Boston & Maine Railroad, 3 Cush. 116.

Sawyer vs. Northfield, 7 Cush. 496.

That something more is meant by a bridge across rivers and streams than the mere structure resting upon piers in the water, and abutments at the waters edge, there can be no doubt. The situation of the bridge and abutments may be such that nothing further need be required; or the conditions may be such that the approaches are as necessary as any other portion of the bridge.

This has been recognized in this State in several cases.

Watson vs. Lisbon Bridge, 14 Me. 201.

State vs. Gorham, 37 Me. 451.

In the 4th volume of American and English Encyclopedia of Law, 2nd edition under the title of bridges, approaches, will be found cited a large number of cases, from many of the different states in this union, recognizing the same principle; and we have no occasion to examine it further.

We are satisfied that the necessary approaches to a bridge are parts of the bridge, within the meaning of this statute. This must be especially true in relation to the bridge in question, because it was at one time owned by a corporation, and used as a toll bridge; and it was in evidence that at the time it was used as a toll bridge the approaches were parts of the bridge, and owned by the bridge company, and that the town had nothing to do with either the bridge or the approaches. Afterwards the town of Orono purchased the bridge of the bridge company, and it became a part of the highway. So that under the decisions, and the facts in this case as we find them, we determine that the approaches at the ends of this bridge are parts of the bridge and come within the statute above stated.

So far as the approaches are concerned we hereby determine and order that the approach at the southerly end of the said bridge shall be repaired and strengthened and shall hereafter be kept in repair by the town of Orono; and that the approach at the northerly end of the bridge shall be repaired and strengthened and hereafter kept in repair by the Bangor, Orono & Old Town Railway Company; and that both said approaches shall be made and maintained as wide as the bridge and approaches now are.

We further order that the said railway company shall replank the bridge in both roadways, so as to put it in good condition, both between and outside the rails. The planking shall be done cross-wise, instead of length-wise of said track and roadway, and so done and constructed that wheels and runners of carriages and sleighs cannot get caught between the rails and planking. Said town of Orono shall furnish such new plank as shall be necessary for such planking, and said railway company shall lay the plank.

Said roadways in said bridge shall hereafter be so maintained and kept; the town of Orono shall furnish the plank for said

roadway, and the railway company shall lay the same, so as to keep the roadways safe and convenient for travelers with carriages.

We further decide and determine that the roof of said bridge shall be reshingled, and kept in repair by the town of Orono. We think the bridge is at present in safe condition for the passage of electric cars over it; but if at our annual inspection we find that any further strengthening of either the bridge or piers is necessary, we can and shall order it done under the general powers and jurisdiction of the Railroad Commissioners.

The petitioners introduced a contract which the town of Orono had made with the railway company in relation to the repairs upon this bridge, and ask the Board to construe it, and order that the bridge shall be kept in repair according to that contract. The Board of Railroad Commissioners has no authority to construe or enforce contracts. The courts of the State have alone jurisdiction in such matters. The Railroad Commissioners have only the authority conferred by statute. And under section 3, chapter 72, Public Laws 1895, we are asked by the petitioners "to determine in what manner as to safety said bridge shall be constructed and maintained. What repairs, renewals or strengthening of parts, or if necessary, the manner of rebuilding such bridge, are required to make the same safe for the uses to which it is put, and by whom the expenses of such repairs, renewals, strengthening or rebuilding such bridge shall be borne." This we have done, and we have no further jurisdiction in the matter.

Dated this fourth day of May, A. D. 1898.

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 in the Location of the Extension of the Bridgton and Saco River Railroad. Decision May 4, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The Bridgton and Saco River Railroad Company respectfully represents that it desires to vary, to wit, to change the northerly part of the location of the extension of the railroad of said company approved by your Honorable Board on the second day of February, A. D. 1897. Said variation, to wit, said changes prayed for and desired are shown and fully appear on maps drawn on an appropriate scale which accompany this petition together with profiles of said line varied, to wit, changed as desired drawn on the relative scale of profile paper in common use.

Said variations, to wit, said changes are desired in order to better serve public convenience, subserve public travel and public business and they are wholly within the town of Harrison in the county of Cumberland in said State.

Wherefore your petitioner prays your Honorable Board to approve said variations, to wit, said changes as is allowed and provided by law.

Dated this fourth day of April in the year 1898.

Bridgton and Saco River Railroad Company,

By A. H. and E. C. WALKER, its Attorneys.

Description of location of Bridgton and Saco River Railroad extension from station 61 to terminus at Harrison village, Maine.

Beginning at a point on the preliminary location of the B. S. R. R. as filed with the Board of Railroad Commissioners of State of Maine. Said point being marked station 61; thence northerly by a curve of 10° to left, 200 feet to station 63; thence tangent to said 10° curve 41 feet to station 63+41; thence by a curve to right of 10° , 259 feet to station 66; thence N. 32° E. tangent to said 10° curve 200 feet to station 75; thence by a curve to right of 4° , 200 feet to station 77; thence N. 40° E. tangent to said 4° curve 800 feet to station 85; thence by a curve to left of 9° 300 feet to station 88; thence N. 13° E. tangent to said

9° curve 300 feet to station 91; thence by a curve to right of 6° 200 feet to station 93; thence N. 25° E. tangent to said 6° curve 300 feet to station 96; thence by a curve to left of 6° 300 feet to station 99; thence N. 7° E. tangent to said 6° curve, 700 feet to station 106; thence by a curve to left of 4° 100 feet to station 107; thence N. 3° E. tangent to said 4° curve 600 feet to station 113; thence by a curve to left of 6° 100 feet to station 114; thence N 3° W. tangent to said 6° curve 400 feet to station 118; thence by a curve to right of 6° 200 feet to station 120; thence N. 9° E. tangent to said 6° curve 50 feet to station 120+50; thence by a curve to left of 8°, 250 feet to station 123; thence N. 11° W. tangent to said 6° curve 705 feet to station 130+05; thence by a curve to right of 6° 95 feet to station 131; thence N. 5° 18' W. tangent to said 6° curve 1000 feet to station 141; thence by a curve to right of 4° 100 feet to station 142; thence N. 1° 18' W. tangent to said 4° curve 1700 feet to station 159; thence by a curve to right of 8° 400 feet to station 163; thence N. 30° 42' E. tangent to said 8° curve 300 feet to station 166; thence by a curve to left of 7° 300 feet to station 169; thence N. 9° 42' E. tangent to said 7° curve 500 feet to station 174; thence by a curve to left of 5°, 100 feet to station 175; thence N. 4° 42' tangent to said 5° curve 150 feet to station 176+50; thence by a curve to left of 4°, 50 feet to station 177; thence N. 2° 42' E. tangent to said 4° curve 250 feet to station 179+50; thence by a curve to left of 8°, 50 feet to station 180; thence N. 1° 18' W. tangent to said 8° curve 100 feet to station 181; thence by a curve to right of 12°, 100 feet to station 182; thence N. 10° 42' E. tangent to said 12° curve 700 feet to station 189; thence by a curve to left of 4°, 100 feet to station 190; thence N. 6° 42' E. tangent to said 4° curve 550 feet to station 195+50; thence by a curve to right 9°, 100 feet to station 196+50; thence N. 15° 42' E. tangent to said 9° curve 350 feet to station 200; thence by a curve to right 6° 15', 648 feet to station 206+48; thence N. 56° 14' E. tangent to said 6° 15' curve 390 feet to station 210+38; thence by a curve to right of 12°, 424 feet to station 214+62; thence S. 73° 42' E. tangent to said 12° curve 566.5 feet to station 220+28.5; thence by a curve to left of 12°, 541.5 feet to station 225+70; thence N. 41° 18' E. tangent to said 12° curve 295 feet to station 228+65; thence by a curve to left of 10°, 335 feet to station 232; thence N. 4° 48' E. tangent to said 10° curve 300 feet to station 235;

thence by a curve to left of 8° , 200 feet to station 237; thence N. $20^\circ 48'$ E. tangent to said 10° curve 500 feet to station 242; thence by a curve to left of 10° , 200 feet to station 244; thence N. $0.48'$ E. tangent to said 10° curve 406 feet to station 248+06; thence by a curve to right of $7^\circ 20'$, 314 feet to station 251+20; thence N. $28^\circ 46'$ E. tangent to said $7^\circ 20'$ curve 155 feet to station 252+75; thence by a curve to right of $10^\circ 50'$, 50 feet to station 253+25; thence N. $34^\circ 12'$ E. tangent to said $10^\circ 50'$ curve 272 feet to station 255+97; thence by a curve to right of 12° , 206 feet to station 258+03; thence N. $58^\circ 33'$ E. tangent to said 12° curve 997 feet to station 268; said station numbered 268 being situated on the station grounds of said B. S. R. R. R. in Harrison village.

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, and once in the Bridgton News, a newspaper published at Bridgton, in said county of Cumberland, the first publication in each paper to be at least five days before Friday, the twenty-ninth day of April, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Bridgton & Saco River Railroad in the town of Bridgton, at eleven 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 Harrison.

Dated this 12th day of April, A. D. 1898.

JOSEPH B. PEAKS, *Chairman*,
For the Board of Railroad Commissioners of Maine.

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 heard the parties interested.

A. H. Walker, Esq., appeared for the petitioners.

The municipal officers of Harrison were present and appeared in pursuance of the notice.

This is a petition to change the location of the extension of the Bridgton and Saco River Railroad; and the proceeding is under chapter 193 of the Public Laws of 1893. This change of location fixes the terminus at Harrison nearer the village of Harrison, and does away with several bad grade crossings; and we have no hesitation in allowing the change of location for the reason given; and we hereby approve of said change of location and of the plans and profiles accompanying the same, and find that public convenience and necessity require it.

Dated at Augusta this fourth day of May, A. D. 1898.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to crossing Commercial street, Portland, by the Boston and Maine Railroad. Decision May 4, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represents the Boston and Maine Railroad that on the 19th day of April, 1898, the honorable mayor and board of aldermen of the city of Portland gave permission to it to lay and maintain a track in said city of Portland of which permission the following is a true copy:

April 19, 1898.

Ordered, That permission be and hereby is given by the board of mayor and aldermen of the city of Portland to the Boston and Maine Railroad to lay and maintain, for the period of five years from the date of the passage of this order, at grade, provided the Honorable Board of Railroad Commissioners shall so determine, a single connecting track from a point at or near the center of Tyng street, in its track, on the northerly side of Commercial street to a point westerly of the westerly side of Brackett street produced, in its track on the southerly side of Commercial street, all as shown on the plan accompanying the petition presented to said board of mayor and aldermen by said railroad; subject however to the following conditions, viz:

First: That said Boston and Maine Railroad shall lay said track with all reasonable diligence, and shall at all times hereafter keep said track and that portion of the street occupied by the same and by its road-bed in good order and repair to the satisfaction and approval of the mayor and aldermen of the city of Portland and of its commissioner of public works, and shall conform to all orders hereafter, from time to time made by the mayor and aldermen of said city of Portland or by its commissioner of public works in reference to the form and kind of rail used, paving, change of grade, sewers, sidewalks, gas and water pipes, maintenance of gates or flagmen, rate of speed of cars run over said track, and shall not unnecessarily stop or leave cars on said crossing, nor use the same in any manner by the mayor and aldermen of said city of Portland deemed to be improper or prejudicial to the city of Portland.

Second: That said Boston and Maine Railroad shall, at all times, hold said city of Portland harmless from any and all damages, suits and expenses caused by or arising out of the negligent use or maintenance of said track by said railroad, or in any way connected with the premises.

Third: That the said Boston and Maine Railroad shall file with the city clerk its written acceptance of this permission and of the terms and conditions thereof together with its agreement in writing to stand to and abide by all and singular the terms and conditions thereof, and to do and to perform all and singular what is required to be done by it under the terms and conditions aforesaid.

Fourth: That this permission shall be of no effect until the aforesaid written acceptance and agreement are filed by said Boston and Maine Railroad with the city clerk of the city of Portland, as aforesaid.

Read and passed.

That subsequently on the twenty-seventh day of April, 1898, said Boston and Maine Railroad, as required under the provisions of said permission, filed with the city clerk of said city of Portland, its acceptance of said permission and its written agreement to perform the terms and conditions thereof of which acceptance and agreement, the following is a true copy:

April 26, 1898.

Whereas the honorable mayor and board of aldermen of the city of Portland did, on the 19th day of April, 1898, give permission to the Boston and Maine Railroad to lay and maintain a track across certain streets in the city of Portland, said track being particularly described in the order granting said permission and in the plan therein referred to, upon the conditions named in said order,

Now therefore said Boston and Maine Railroad hereby accepts said permission upon the terms and conditions thereof and hereby agrees with said city of Portland whenever it exercises its rights under said permission, to stand to, and abide by, all and singular the terms and conditions thereof and to do and perform all and singular what is required to be done by it under the terms and conditions aforesaid.

Boston and Maine Railroad,
By LUCIUS TUTTLE, its President.

That it annexes hereto a copy of the plan filed by it and referred to in said permission, duly certified by the city clerk of said city of Portland.

Your petitioner further represents that said track, beginning at or near the center of Tyng street, crosses a portion of said Tyng street, Commercial street throughout its entire width and the Cape Elizabeth crossing, so-called, throughout its entire width, all said crossings being at grade.

Your petitioner further represents that it wishes to enter upon the construction of said track; that it is desirous that the action of said mayor and board of aldermen be confirmed; and that the location of said proposed track, as shown by said petition and plan, be approved by your Honorable Board.

Wherefore your petitioner prays that your Honorable Board will determine the manner and conditions of crossing said streets and that said track may be located as shown upon said plan and constructed and maintained in such manner and upon such conditions as your Honorable Board may order.

Boston and Maine Railroad,
By SYMONDS, SNOW & COOK, its Attorneys.

On the foregoing petition,

Ordered, That the petitioner cause to be published order of notice on said petition three days successively in the Evening Express, a newspaper published at Portland in the county of Cumberland, the first publication to be at least five days before Wednesday the fourth day of May, A. D., 1898, on which day the Board of Railroad Commissioners will meet and be in session at the State House in Augusta, Maine, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the said petition and order thereon to the county commissioners of Cumberland county, also to the municipal officers of the city of Portland, and to the railroad corporation.

JOSEPH B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 29th day of April, A. D. 1898.

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 said order, and heard the parties interested.

Messrs. Symonds, Snow & Cook appeared for the petitioners—The Boston & Maine Railroad.

No one appeared for the city of Portland, nor for the county commissioners of Cumberland county.

The city of Portland, by its mayor and board of aldermen, having given permission to lay and maintain the track in the city of Portland named in this petition, and there being no opposition to such location, the Board of Railroad Commissioners have no hesitation in allowing and approving the same; and we hereby determine that all the conditions expressed by the municipal officers of the city of Portland shall be complied with, and that said track may be laid as expressed in the permission given, and we find that public convenience and necessity require it.

Dated at Augusta this fourth day of May, A. D. 1898.

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 Sea street in Rockland by the Lime Rock Railroad. Decision June 1, 1898.

To the Honorable Board of 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 said 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, Maine, 1898.

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 Wednesday the first day of June, A. D. 1898, 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 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 4th day of May, A. D. 1898.

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. 1898.

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 has 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 are now constructed, as provided by the permit of the municipal officers of Rockland dated the 21st 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 21st day of June, A. D. 1897.

Dated at Augusta, this 1st day of June, A. D. 1898.

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 the tracks of Maine Central Railroad in Lewiston by the Lewiston, Brunswick and Bath Street Railway. Decision June 1, 1898.

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

The Lewiston, Brunswick and Bath Street Railway originally chartered and formerly known as the Brunswick Electric Railroad Company respectfully represents that in constructing its railroad in the city of Lewiston as authorized by its location, its tracks will be constructed across the tracks already built of the Maine Central Railroad Company as follows: On the southwesterly side of the road leading from the city of Lewiston to Lisbon factory at the point where said road crosses the track of the Maine Central Railroad Company, said point being one

thousand six hundred and fifty feet southeasterly from the Lisbon road schoolhouse and about one and one-fourth miles northwesterly from the railroad station at Crowley's junction.

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 expenses thereof shall be borne.

Lewiston, Brunswick and Bath Street Railway,
By HEATH & ANDREWS, its 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 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 4th day of May, A. D. 1898, 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 Maine Central Railroad Corporation.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 25th day of April, A. D. 1898.

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 mentioned in said order, and the matter was then and there continued until the 9th day of May, A. D. 1898, at ten o'clock in the forenoon, when the case was fully heard.

Messrs. Heath and Andrews appeared for the petitioners.

Mr. Seth M. Carter appeared for the Maine Central Railroad Company.

This petition asks for a crossing of the Lewiston, Brunswick and Bath Street Railway over and across the track of the Maine Central Railroad in the city of Lewiston. The question is raised

whether the petitioning company has any charter or chartered rights to cross the Maine Central Railroad at this point, or to build a street railroad within the limits proposed. The matter is somewhat peculiar. It seems that in July of the year 1881 the boards of mayor and aldermen of the cities of Lewiston and Auburn granted leave to George F. Mellen and associates to lay a track, or tracks, with necessary turnouts, switches, curves, and entrances to car-houses, for a horse railroad within the cities of Lewiston and Auburn, to use the same with horses and cars through certain specified streets in the cities of Lewiston and Auburn, and through any other streets in the said cities in which said Mellen and associates might desire to locate and use a horse railroad.

It is not contended by the petitioning company that the cities of Lewiston and Auburn had any authority to grant any such license or authority to said Mellen and his associates. At that time there was no authority under the general law to organize corporations to build horse railroads, or street railroads of any kind; and so Mellen and his associates in August, 1881, undertook to organize a corporation known as the Lewiston and Auburn Horse Railroad Company, under the general law of 1876, chapter 120, which applied only to the organization of steam railroads. The petitioning company does not contend that that corporation had any validity whatever, because it was organized to build a street railroad under the statute which only authorized the building of steam railroads. But the articles of association were approved by the then Railroad Commissioners, and the articles were filed in the office of secretary of State, and the secretary of State issued a certificate to the said Lewiston and Auburn Horse Railroad Company, according to the statutes in relation to steam railroads.

It is not contended that this gave any authority to the Lewiston and Auburn Horse Railroad Company to build any street railroad in Lewiston or Auburn. Indeed, it is not contended that these proceedings created any such corporation as the Lewiston and Auburn Horse Railroad Company; but it is contended that by chapter 278 of the Public Laws of 1883, the organization of the Lewiston and Auburn Horse Railroad Company under these proceedings was made valid, and said company was by said

chapter 278 declared to be a corporation for the purposes specified therein.

It was certainly a very awkward and unusual way to form a corporation; and although it is not contended that the corporation had any validity until the enactment of chapter 278 of the Public Laws of 1883, it is claimed that the legislature had the power to create a corporation in this way, and that after February 28, 1883, when this act was approved, the Lewiston and Auburn Horse Railroad Company was a corporation, with all the powers necessary to carry out the purposes described in its articles of association entered into in 1881.

We have serious doubt whether this contention is correct. The constitution of this State, as amended in 1875, provides that corporations shall be formed under general laws, and shall not be created by special acts of the legislature, except for municipal purposes, and in cases where the objects of the corporation cannot otherwise be obtained. No doubt where the organization of a corporation had been attempted under a general law which authorized the formation of such a corporation, and by some error, or omission in complying with the statute the organization was defective, the legislature would have power to remedy the defect, without violating this provision of the constitution, and such failure to comply with the conditions in the attempted organization may be waived by the legislature and cured by a special act.

McAuley vs. Railway Co., 83 Ill., 348.

Syracuse City Bank vs. Davis, 16 Barb., 188.

But it is otherwise if the legislature by special act attempts to ratify a claim to corporate existence, which is altogether unauthorized.

Clark on Corporations, page 46.

Oroville & V. R. R. Co. vs. Supervisors, 37 Cal. 354.

A special act waiving a failure to comply with conditions precedent in the attempted organization of a corporation under a general law, is not a violation of the constitutional prohibition against the creation of corporations by special act; but it is otherwise, if the legislature by special act attempts to ratify a claim to corporate existence that is altogether unauthorized.

Clark on Corporations, page 49. Citing—

Attorney General vs. Chicago & N. W. R. R. Co., 35 Wis., 425.

Brady vs. Moulton, 61 Minn., 185.

As it is not contended by the petitioning company that the attempted incorporation of a horse railroad under the general law for the incorporation of steam railroads, had any validity, we do not understand how the legislature by a simple act can declare it a corporation, in violation of the plain language of the constitution.

True our constitution like that of many other states makes an exception in cases where the objects of the corporation cannot otherwise be obtained than by special act; and there are decisions which hold that it is for the legislature and not for the courts to say whether a special law is necessary; but those cases, so far as we have examined them, are where regular charters have been granted by the legislature, and in none of them has a legislature ever attempted by a single act, to declare that a pretended corporation which has no validity whatever, is and shall be a corporation with corporate powers.

But nothing in this chapter 278 either authorized or made valid what had been done by the cities of Lewiston and Auburn in relation to the building of a horse railroad in said cities. But by chapter 259 of the Public Laws of 1883, the doings of the city of Lewiston on the 22d day of July, 1881, and the doings of the city of Auburn on the 23d day of July, A. D. 1881, in empowering and granting leave to George F. Mellen, his associates and assigns to lay tracks in said cities of Lewiston and Auburn for a horse railroad, was made valid. And it is admitted that said George F. Mellen and his associates assigned to the Lewiston and Auburn Horse Railroad Company all the rights they had by the action of the city governments of Lewiston and Auburn. There were several acts of the cities of Lewiston and Auburn, and of the horse railroad company, subsequent to 1881, in changing and reforming the contract in relation to this horse railroad company, which do not affect the question at issue.

By chapter 155, Private and Special Laws of 1891, the Lewiston and Auburn Horse Railroad Company was authorized to use electricity as a motive power for propelling its street cars, and in 1894 it was changed from a horse railroad to an electric railroad, under this act of 1891,—chapter 155. The attorney for the Maine Central Railroad claims that the act of 1883,

Private and Special Laws, chapter 259, authorized the Lewiston and Auburn Horse Railroad Company to lay tracks only in the streets which the city of Lewiston had previously given authority on the 22nd day of July, A. D. 1881, and cannot be extended any further than that; and it is admitted that the street embraced in this petition, to wit, the Lisbon road, was not embraced in the location then given by the city of Lewiston. But the petitioning company claim that the city by its act of July 22d, 1881, not only authorized the building of a street railroad under certain specified streets named, but also through any other streets in the city of Lewiston which said Mellen and his associates desired to locate and use a horse railroad. And the petitioning company claims also that the act of 1883, chapter 259, made all the doings of the city of Lewiston valid, and ratified and confirmed the same. The petitioners also claim that this right was recognized by the act of 1889, Private and Special Laws, chapter 468, in which the Lewiston and Auburn Horse Railroad was authorized by the legislature to issue bonds for the purpose of improving its road and equipments, and make a further extension of its line of track in Lewiston and Auburn; thus recognizing the right to extend the road according to a vote of the city of Lewiston by its mayor and aldermen in July, 1881. But the Maine Central Railroad Company contends that the law in relation to matters of chartered rights, must be strictly construed against the company which claims such chartered rights. Such, we apprehend, is the general rule, as recognized by the supreme court of this State, in the case of Rockland Water Company vs. Camden and Rockland Water Company, 80th Maine, 544, and cases there cited. So the charter of a railway company in common with other private corporations, is to be strictly but reasonably construed in favor of the public, and against the corporation, whenever their interests conflict. The decisions to sustain this are too numerous to cite.

The interpretation of a railroad charter, like the interpretation of any other grant, is the ascertainment of intention. The means reasonably necessary for the enjoyment of granted rights, and for the exercise of the granted power and for the carrying out of the purposes of the grant, are given by implication.

Burke vs. Concord Railroad Co., 61 N. H., 160.

But this rule is subject to this qualification, that in as much as railway corporations are created to further great public interests, their charters will receive a liberal interpretation, in furtherance of their interests, when they are apparent to the courts, instead of the strict construction usually given to the charters of private corporations organized exclusively for pecuniary profit.

Bradley vs. N. Y. & H. R. R. Co., 21 Ct., 294.

Mayor of Baltimore vs. Baltimore R. R. Co., 21st Md., 50.

While we are in doubt about the construction to be put upon these several acts of the legislature in relation to the action of the city government of Lewiston, and the attempted organization of the Lewiston and Auburn Horse Railroad Company, we think that in as much as the supposed chartered rights have been exercised by the Lewiston and Auburn Horse Railroad Company for so many years, we must hold, pro forma, that the Lewiston and Auburn Horse Railroad Company had a right, under the license granted by the city government of Lewiston, to extend its line through and over Lisbon street and Lisbon road, and crossing the track of the Maine Central Railroad at the point named in the petition whenever the city government should authorize it to do so. This authority was given on December 23d, 1897, by the mayor and aldermen, the council concurring, of the city of Lewiston.

The Lewiston and Auburn Horse Railroad Company on the 30th day of March, A. D. 1898, by its deed of indenture, assigned and transferred all its property and franchises to the Brunswick Electric Railroad Company, organized under its charter obtained by chapter 306, Private and Special Laws of 1889, with subsequent amendments. The Brunswick Electric Railroad Company has since changed its name by compliance with section 6, chapter 46, Revised Statutes, to the Lewiston, Brunswick and Bath Street Railway.

Whether such change of name by a railroad company can be affected under this general statute we think may well admit of doubt. True, the language of the section is general, provided that "a corporation" may vote to change its name, but there seems to have been some doubt about the scope of the statute, because in 1883, section 1 of said chapter 46, Revised Statutes, was added, that "this chapter applies to all corporations organized by special acts of the legislature, or under the general laws

of the State, except so far as it is inconsistent with such special acts, or public statutes concerning particular classes of corporations.”

It seems that the legislature recognizes that there are particular classes of corporations to which this statute cannot and does not apply. If a railroad corporation, which is a quasi public corporation, with all its powers of eminent domain, and its right to occupy the public streets, and with all its duties to the public as a common carrier, does not come within this class of corporations named in the exception in section 1, it is difficult to imagine what corporations do come within it. But so long as there has been no judicial decision upon this point that we are aware of, we feel compelled to decide in favor of the authority of this corporation to change its name.

We therefore have only to determine the manner and condition of the crossing as asked for in said petition.

We believe the line of the street railway can be easily changed so as to cross the Maine Central Railroad by an overhead bridge, and that it is for the best interests of all concerned that the line be so changed; but to avoid delay, and for the purpose of giving said street railway a temporary crossing on its present line, we decide and determine that until otherwise ordered by this Board, said street railway may cross the tracks of the Maine Central Railroad at grade. Said Lewiston, Brunswick and Bath Street Railway shall furnish for said crossing good and substantial crossing frogs, satisfactory to the chief engineer of the Maine Central Railroad Company; the angles of said tracks to conform to the angles of the crossings, and the rails therein shall conform in all respects to the rails used by said 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 Lewiston, Brunswick and Bath Street Railway.

Before entering upon said crossing every car upon the Lewiston, Brunswick and Bath Street Railway shall be stopped 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 said 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

and signals shall be in charge of a signal tender employed by and under the direction of the said Maine Central Railroad Company. Said signal tender shall invariably put up the red ball or red light before any electric car crosses, and shall keep it up until the crossing is clear; and no electric car shall cross the tracks of said Maine Central Railroad until such ball or light is displayed at mast-head.

The whole expense of erecting and maintaining said mast and signal shall be borne by the Lewiston, Brunswick and Bath Street Railway; and by the agreement of said latter company, the said Lewiston, Brunswick and Bath Street Railway Company shall pay the entire expense of employing said signal tender.

Dated at Augusta this first day of June, A. D. 1898.

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

Railroad Commissioners of Maine.

Filed June first, 1898.

Petition, Order of Notice and Decision of the Board relating to change of Highway in the town of Sanford, so as to pass under the Portland and Rochester Railroad. Decision June 1, 1898.

PORTLAND, ME., September 22, 1897.

To the Honorable Railroad Commissioners of the State of Maine:

The Portland and Rochester Railroad, a corporation owning and operating a railroad from Portland, Me., to Rochester, N. H., respectfully show, that at the first railroad crossing of their railroad and the highway west from Mousam river in Sanford, in the county of York and State of Maine, the highway is raised so as to cross the railroad track at grade; they desire to change said crossing by lowering the highway so that it may pass under the railroad track substantially according to the accompanying plan which makes part of this petition. They therefore ask your Honorable Board, after notice and hearing,

on this petition, according to law, to authorize and permit the said crossing to be changed as herein petitioned, and to be established and constructed accordingly; upon such conditions of division of the cost of such change as you shall adjudge to be just and reasonable.

Portland and Rochester Railroad,
By GEO. P. WESCOTT, its 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 in the Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least four days before Tuesday the 12th day of October, A. D. 1897, on which day the Board of Railroad Commissioners will be in session at the station of the Portland and Rochester Railroad in Sanford, called Springvale station, 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 town of Sanford.

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 Alfred within and for the county of York on the third Tuesday of September, A. D. 1898.

Notice was given as ordered, and the Board met at the time and place mentioned in said order, viewed the location and heard the parties interested, adjourning from time to time for the convenience of the parties until Thursday, May 19th, when the final hearing was had at said Springvale station.

Hon. George P. Wescott, president, appeared for the Portland and Rochester Railroad and the selectmen of Sanford appeared for the town of Sanford.

As appears by the foregoing petition, the Portland and Rochester Railroad asks that the grade of the highway in the

town of Sanford, leading from the village of Sanford to the village of Springvale, in said town, may be lowered at the point where it crosses the track of said railroad so that it may pass under said track and thus avoid and do away with the present grade crossing.

After carefully examining the said crossing and hearing the parties interested, we find that public convenience and safety will be promoted by the proposed change.

We therefore determine and order that the grade of said highway shall be lowered so as to pass under said track. Said railroad shall excavate to such depth and width, under said track, as will give a clear height or headroom of at least thirteen feet and a clear width of way, between the abutments, for travel on said highway, of at least twenty-four feet. Said railroad shall erect and maintain suitable and substantial stone abutments and retaining walls on each side of said traveled way, and shall erect and maintain thereon a suitable and substantial steel bridge.

It is provided however, when said bridge has been completed, to the satisfaction of the Board of Railroad Commissioners, the town of Sanford shall pay to said Portland and Rochester Railroad the sum of five hundred and fifty dollars, the same being the amount apportioned to the town toward the construction of said bridge.

The approaches to said bridge, within the limits of the railroad location shall be constructed and maintained by said Portland and Rochester Railroad, so that the same shall be safe and convenient for travelers thereon. They shall be as wide as said highway is now constructed and shall not be steeper than one foot elevation for each twenty feet out from said bridge. Suitable provision shall also be made for all surface drainage.

Dated at Augusta, this first day of June, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to the approval of Location of the Lewiston, Brunswick and Bath Street Railway from Lewiston to Sabattusville. Decision June 16, 1898.

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

Respectfully represents the Lewiston, Brunswick and Bath Street Railway, a street railroad corporation originally chartered and organized under the name of the Brunswick Electric Railroad Company, that as authorized by chapter 395 of the Private and Special Laws of Maine, for the year 1897, it has lawfully acquired by purchase, and now owns the lines, property and franchises of the Lewiston and Auburn Horse Railroad Company, a street railroad corporation organized under special legislative acts, to wit: Chapter 278 of the Private and Special Laws of Maine for the year 1883, chapter 259 of said laws of 1883, and chapter 155 of said Private and Special Laws for the year 1891.

That said Lewiston and Auburn Horse Railroad Company was heretofore and now is, by said legislative acts, and by the locations duly granted to it thereunder by the city of Lewiston, duly and legally authorized to locate, construct and maintain its street railroad from its existing street railroad in the city of Lewiston over the streets of said city in accordance with the map filed with this petition, and made a part hereof, to the boundary line between the town of Lewiston and the town of Webster.

Your petitioner, as the owner of said franchise, is now engaged in constructing said railroad, so outlined under said location in said city of Lewiston, to the said boundary line. Your petitioner has received and now holds from the municipal officers of the town of Webster a location in said town of Webster with the following courses, distances and boundaries:

Beginning at a stake marked o, in the road leading from the city of Lewiston to the village of Sabattusville in the town of Webster, said stake being on the boundary line between the city of Lewiston and the town of Webster and being also sixteen and one-half feet (16.5) from the southerly line of said road; thence running north seventy-two degrees, forty-five minutes east (N.

72° 45' E.) and parallel to the southerly line of said road eight hundred and fifty feet (850) to station marked eight plus fifty (8+50); thence north fifty-two degrees east (N. 52° E.) crossing said road and parallel to and eight and twenty-five hundredths feet (8.25) northerly from the northerly line of the location of the Maine Central Railroad two thousand and fifty feet (2,050) to station marked twenty-nine (29), said station being in the aforesaid road and being eight feet (8) southerly from the northerly line of the said Lewiston road; thence north thirty-two degrees, thirty minutes east, (N 32° 30' E) and parallel to said northerly line of the said road seven hundred and thirty feet (730) to station marked thirty-six plus thirty (36+30); thence north fifty degrees east (N. 50° E.) five hundred feet (500) to station marked forty-one plus thirty (41+30), said station being nine and one-half feet (9½) northerly from the southerly line of the said road; thence north twenty-eight degrees east (28 E.) and parallel to said southerly line of the said road three hundred feet (300) to station marked forty-four plus thirty (44+30); thence north twenty-nine degrees, thirty minutes east (N. 29° 30' E.), five hundred and fifty feet (550) to station marked forty-nine plus eighty (49+80), said last named station being the terminus of the proposed location and being fifty feet (50) westerly from the westerly line of the road leading from Sabattusville to the town of Greene. Said line as above described is the center line of said railroad and the width of the location thereof will be five feet (5) on each side of said centre line.

Your petitioner files herewith a map of the proposed route on an appropriate scale with a written approval of the proposed route and location in said town of Webster as to streets, roads or ways, of the municipal officers of the town of Webster, in which town said railroad is to be constructed, and also a report and estimate thereon, prepared by a skillful engineer. It therefore prays that it may be authorized to extend, construct, maintain and operate its road to and into the said town of Webster as aforesaid, said town of Webster being a town adjoining the aforesaid city of Lewiston and being other than and in addition to the towns named in its charter.

Your petitioner respectfully represents that public convenience requires the construction of such extension. It therefore

prays that your Honorable Board, after due notice and hearing, will, in accordance with section 5 of chapter 249 of the Public Laws of Maine for the year 1897, approve such location, subject to the provisions of section 9 of chapter 268 of the Public Laws of Maine for 1893, and determine that public convenience requires the construction of such road, and thereupon make a certificate of such determination in writing, as by law permitted.

Dated at Lewiston, this twenty-seventh day of May, A. D. 1898.

Lewiston, Brunswick and Bath Street Railway,
By HEATH & ANDREWS, its 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 Lewiston Journal a newspaper published at Lewiston in the county of Androscoggin, the first publication in said paper to be at least five days before the 16th day of June, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the Elm House, a hotel in Auburn, 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 Androscoggin county, also to the municipal officers of the town of Webster, five days before said hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 8th day of June, A. D. 1898.

To the Honorable Board of Railroad Commissioners:

The Lewiston, Brunswick and Bath Street Railway respectfully prays leave to amend its pending petition in the matter of its proposed extension to Webster, as follows:

First. The center line described as starting from station 8+40 and thence extending north 52° east, 2,050 feet to station 29, leaves the highway and runs upon private land and is therefore outside of the limits of any street as indicated upon the plan on file, and your petitioner respectfully represents that at that point it was impracticable to locate said railway within the limits of any street, road or way by reason of the fact that to do so would require two highway crossings across the railroad track of the

Maine Central Railroad Company as constantly used by it, and would therefore be dangerous to the public and expensive to both the corporations interested. Your petitioner therefore prays that in the decree approving its location your Honorable Board will find that it was impracticable to run upon the highway and that the location outside of the limits of the highway should be approved for that reason.

Second. The location as described between station marked 36+30 and station 41+30 should be amended so as to read as follows: "Beginning at station marked 36+30; thence north 50° east 255 feet; thence by a curve to the right with an 80 foot center radius to the center of the street; thence by a curve to the left with an 80 foot center radius to the original line at the point marked station 41+30.

Lewiston, Brunswick and Bath Street Railway,

By HEATH & ANDREWS, its Attorneys.

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.

Mr. Herbert M. Heath of August appeared for the petitioner, and Mr. Seth M. Carter appeared for the Maine Central Railroad Company.

The Lewiston, Brunswick and Bath Street Railway is another and a new name for the Brunswick Electric Railroad Company, the name having been changed by virtue of section 6, chapter 46 of the Revised Statutes.

This proceeding is claimed to be authorized by section 5, chapter 249, Private and Special Laws, A. D. 1897, which reads as follows:

"Sect. 5. Any street railroad corporation organized under a special legislative act, may be authorized to extend, construct, maintain and operate its road to, into and through adjoining cities and towns, other than and in addition to those named in its charter, by compliance with and subject to the provisions of section six of said chapter two hundred and sixty-eight of the

public laws of eighteen hundred and ninety-three, as amended by this act."

The Brunswick Electric Railroad Company was organized under a charter, and by chapter 395, section 5, Private and Special Laws of 1897, it was authorized to build its line of railroad into and through the town of Lisbon.

It now asks the Board of Railroad Commissioners to allow it to extend its road into the town of Webster, which joins the town of Lisbon.

We should have no doubt of our jurisdiction in the matter if the line called for were direct from the town of Lisbon into the town of Webster. But the line called for is from the line of the city of Lewiston into the town of Webster. But the petitioning company claims however that the Lewiston and Auburn Horse Railroad Company is now absorbed by, and has become a part of the Brunswick Electric Railroad, and that the whole system is amalgamated and has become one company, and hence it has authority to build from the line of the city of Lewiston into the adjoining town of Webster.

The statute provides that "any street railroad corporation organized under a special legislative act, may be authorized to extend, etc." The Lewiston and Auburn Horse Railroad Company was not organized under a special legislative act. The organization of the original company was without any legislative authority we think; but by a subsequent special act was declared to be a corporation.

By another subsequent special act of the legislature, it had authority to consolidate with the Brunswick Electric Railroad Company.

The legislation in relation to the matter is extremely awkward, and the proceedings in relation to the consolidation of doubtful validity; but no opposition being raised as to its legality, we shall assume that the petitioning company is legally organized, and that it has the authority it claims.

At the hearing the petitioning company asked leave to amend its petition by an amendment thereto annexed, which amendment was allowed. A portion of the location is made outside of the public way, and is so made for the purpose of avoiding two crossings of the tracks of the Maine Central Railroad, near the village of Sabattus. For this reason we deem it impracticable

to locate said railway within the limits of the street or way at the point where it is so located outside of the street.

We therefore approve the location outside of said street or way, and find that public convenience requires the building of the road embraced in the petition, and approve the location of the same.

Dated at Augusta, this sixteenth day of June, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to crossing the Portland Railroad, Portland, by the Portland and Yarmouth Electric Railway. Decision June 17, 1898.

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

Respectfully represents the Portland and Yarmouth Electric Railway 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 Portland in said county, a location of its railroad in Portland as follows: Beginning at the intersection of Elm and Congress streets and running thence through the center of Elm street to its intersection with Oxford street, thence through the center of Oxford street to its intersection with Washington street, thence through Washington street as near the center as practicable, to the northerly end of Tukey's bridge; that said location crosses the track of the Portland Railroad Company on Washington street, at the point of intersection of Oxford and Washington streets, in the manner shown upon the plan of said crossing filed herewith.

Wherefore said Portland and Yarmouth Electric Railway Company applies to your Honorable Board for authority to con-

struct and maintain such crossing in such manner and under such conditions as to your Honorable Board may seem meet.

Dated this third day of June, A. D. 1898.

Portland and Yarmouth Electric Railway Company,

By SETH L. LARRABEE, 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 successively in the Portland Evening Express, a newspaper published at Portland in the county of Cumberland, the first publication in said paper to be at least six days before the seventeenth day of June, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at West End Hotel, in Portland at ten o'clock A. M. for the purposes indicated in said petition.

Said petitioners shall serve a copy of the foregoing petition and order upon the Portland Railroad Company six days before said hearing.

Dated this eighth day of June, A. D. 1898.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice was given as ordered, and a hearing was held at the West End Hotel in Portland on the seventeenth day of June, A. D. 1898.

The petitioner was represented by Mr. Seth L. Larrabee.

The Portland Railroad Company was represented by Mr. Charles F. Libby.

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

The Portland and Yarmouth Electric Railway Company shall furnish suitable crossing frogs made of rails conforming in weight, pattern and material to those in use by the Portland Railroad Company. The same to be laid in first-class manner, and hereafter maintained by the Portland and Yarmouth Electric

Railway Company, to the satisfaction of the Board of Railroad Commissioners.

Dated at Augusta, this 17th day of June, A. D. 1898.

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 Highways by the extension of the Bridgton and Saco River Railroad in the towns of Bridgton and Harrison. Decision June 27, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The Bridgton and Saco River Railroad Company, a corporation duly organized on the nineteenth day of July, A. D. 1881, under and by force of the Public and General Laws of the State of Maine, and 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 in Bridgton in the county of Cumberland in said State, and having caused and procured the extension of said railroad from said Bridgton Center village to Harrison village in Harrison in said county of Cumberland by a location thereof approved by your Honorable Board on the second day of February, A. D. 1897, authorizing the construction and operation of said extension, respectfully represents that said location of said extension is laid across certain highways and public ways wholly within said town of Bridgton, to wit, Portland street so called near the homestead residence of the late Newell N. Chute, Mill street so called near Tenement Block, Maine street so called near said Tenement Block, and the road or way called the Bridgton Center and North Bridgton Lower road, all in and near said Bridgton Center village.

Wherefore your petitioner requests that your Honorable Board after due notice and hearing will authorize said railroad to cross all said ways at grade and determine the manner and condition of so crossing and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne between said company and said town of Bridgton.

Dated this fourth day of April, A. D. 1898.

Bridgton and Saco River Railroad Company,

By A. H. & E. C. WALKER, its 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 Evening Express, a newspaper published at Portland, in the county of Cumberland, and once in the Bridgton News, a newspaper published at Bridgton, in said county of Cumberland, the first publication in each paper to be at least five days before Friday, the twenty-ninth day of April, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Bridgton & Saco River Railroad, in the town of Bridgton, at eleven 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 Bridgton.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 12th day of April, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Portland within and for the county of Cumberland on the second Tuesday of October, A. D. 1898.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing on the matter embraced in said petition.

From an inspection of the several crossings, we are satisfied that none of said crossings can reasonably be made except at grade.

We therefore determine to permit all said crossings at grade, and that the manner and conditions of constructing and maintaining the same shall be as follows :

- 1st. Portland street, so called, may be crossed at grade.
- 2nd. Mill street may be crossed at grade, after the road or way is raised one foot above the present grade.
- 3d. Main street may be crossed at grade.
- 4th. The way called the Bridgton Centre and North Bridgton Lower road may be crossed at grade.

At each and all of the crossings before named, said Railroad Company shall construct the road or way as wide as it is now wrought, and make it safe and convenient for travelers with teams and horses, and hereafter maintain the same.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 27th day of June, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to crossing the Maine Central Railroad in Lisbon, by the Lewiston, Brunswick and Bath Street Railway. Decision June 28, 1898.

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

The Lewiston Brunswick and Bath Street Railway, originally chartered and formerly known as the Brunswick Electric Railroad Company, respectfully represents that in constructing its railroad in the town of Lisbon as authorized by its location, its tracks will be constructed across the tracks already built of the Maine Central Railroad Company, as follows: On the south-westerly side of the road leading from the city of Lewiston to

Lisbon factory at the point where said road crosses the track of the Maine Central Railroad Company, said point being about seven hundred and ninety-two feet southeasterly from the stone marking the line between Lewiston and Lisbon.

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 expenses thereof shall be borne.

Lewiston, Brunswick and Bath Street Railway,
By HEATH & ANDREWS, its 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 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 4th day of May, A. D. 1898, 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 Maine Central Railroad Corporation.

JOSEPH B. PEAKS, *Chairman*,
For the Board of Railroad Commissioners of Maine.
Dated this 25th day of April, A. D. 1898.

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 mentioned in said order and heard the parties interested. Mr. H. M. Heath appeared for the petitioners and Mr. S. M. Carter appeared for the Maine Central Railroad Company.

This petition is based upon the provisions of section 2, chapter 72, of the Public Laws of 1895, requiring the Board of Railroad Commissioners to determine the manner and conditions of constructing and maintaining such crossings and to apportion the expense thereof.

We decide and determine that said Lewiston, Brunswick and Bath Street Railway shall cross said Maine Central Railroad by an overhead bridge. Said bridge shall consist of steel plate girders supported by steel trestle bents at each end, with steel trestle approaches, constructed in accordance with the plan made by the Boston Bridge Works, dated May 18, 1898, and this day approved by the Board. Said girders and bents shall be so placed as to give a clear head room of at least twenty-one (21) feet between the top of the rail of the track of said Maine Central Railroad and the bottom of said girders, and to give a clear width between said bents of not less than thirty-one (31) feet.

We further decide and determine that said Lewiston, Brunswick and Bath Street Railway shall construct and hereafter maintain said bridge and approaches at its own expense.

Dated at Augusta, this 28th day of June, A. D. 1898.

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

Railroad Commissioners of Maine.

Petition, Order of Notice and Approval by the Board of the Articles of Association of the Benton and Fairfield Railway Company. Approval June 29, 1898.

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

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

Dated at Fairfield, county of Somerset, State of Maine, this twenty-first day of June, A. D. 1898.

John T. Richards,
Charles D. Brown,
Elisha Morgan,
Edw. W. Heath,
H. M. Mansfield,

Directors,

By EDMUND F. WEBB, their Attorney.

In accordance with the provisions of the Public Laws of the State of Maine, chapter 268, of A. D. 1893, and statutes amendatory thereof and additional thereto, we, the undersigned, hereby associate ourselves together, by these written articles of agreement, for the purpose of organizing a corporation for the purpose of constructing, maintaining and operating, by electricity, compressed air or animal power, a street railroad for public use for street traffic for the conveyance of persons and property, from a point near the station of the Maine Central Railroad Company, in the town of Fairfield, easterly, to Benton Falls, in the town of Benton.

The name of said company is to be the "Benton and Fairfield Railway Company;" the gauge of the road is to be four feet eight and one-half inches ($4' 8\frac{1}{2}"$); the road is to extend, be constructed and operated in the towns of Fairfield and Benton; the length of the road is to be three (3) miles; the amount of capital stock is to be twelve thousand dollars (\$12,000); the number of shares of capital stock is to be four hundred and eighty (480).

John T. Richards of Gardiner, Me.; Charles D. Brown of Salem, Mass.; Elisha Morgan of Springfield, Mass.; Edward W. Heath of Waterville, Me., and H. M. Mansfield of Fairfield, Me., are to act as directors.

The first meeting shall be held in accordance with the provisions of said chapter 268 of the Public Laws of A. D. 1893, at the office of Somerset Fiber Company in Fairfield, in the county of Somerset, on the twenty-first day of June, A. D. 1898, at three o'clock P. M.

Dated at Fairfield, this 21st day of June, A. D. 1898.

John T. Richards, Gardiner, Me.; Chas. D. Brown, Salem, Mass.; Elisha Morgan, Springfield, Mass.; Edw. W. Heath, Waterville, Me.; H. M. Mansfield, Fairfield, Me.

We, the undersigned, being a majority of the directors named in the foregoing articles of association, hereby certify, under oath, that the amount of capital stock therein stated, viz: twelve thousand dollars (\$12,000), has been subscribed in good faith, and is equal to four thousand dollars (\$4,000), for every mile of road proposed to be constructed; that five per cent thereof has been paid in cash, as required by law, and that it is intended

in good faith to construct, maintain and operate the road mentioned in said articles.

John T. Richards,
Edw. W. Heath,
H. M. Mansfield.

State of Maine, Kennebec ss.

June 21, A. D. 1898.

Personally appeared the above named John T. Richards, Edward W. Heath and H. M. Mansfield, and made oath to the truth of the foregoing statement by them subscribed.

Before me,

E. F. WEBB, Justice of the Peace.

SUBSCRIPTION FOR STOCK.

FAIRFIELD, ME., June 21, A. D. 1898.

We, the undersigned, severally agree each with the other, in consideration of the mutual agreements hereinafter contained, to pay for and receive the number of shares of capital stock in the Benton and Fairfield Railway Company set against our respective names.

John T. Richards, Gardiner, Me., 476 shares; Chas. D. Brown, Salem, Mass., one share; Elisha Morgan, Springfield, Mass., one share; H. M. Mansfield, Fairfield, Me., one share; Edw. W. Heath, Waterville, Me., one share.

June 21, 1898.

I hereby acknowledge the receipt of five per cent on the foregoing subscriptions in cash.

EDW. W. HEATH, Treasurer.

FAIRFIELD, June 21, A. D. 1898.

We hereby acknowledge that we have received the notice of the foregoing meeting, as expressed in the foregoing articles of association, and we further certify that we were present at the organization of said corporation.

John T. Richards,
Chas. D. Brown,
Elisha Morgan,
H. M. Mansfield,
Edw. W. Heath.

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 Waterville Evening Mail, a newspaper published at Waterville in the county of Kennebec, the first publication in said paper to be at least two days before Wednesday, the 29th day of June, A. D. 1898, 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 municipal officers of the towns of Fairfield and Benton.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 25th day of June, A. D. 1898.

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 chapter two hundred and sixty-eight of the Public Laws of 1893, as amended by chapter 84 of the Public Laws of 1895, have been complied with, hereby approve and endorse the same.

Dated at Augusta, this 29th day of June, A. D. 1898.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERICK DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to crossing Highways on the line of the Washington County Railroad. Decision July 6, 1898.

CALAIS, ME., February 14, 1898.

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

The Washington County Railroad Company respectfully represents that the location of its railroad in Washington county, State of Maine, crosses in the places hereinafter named the following highways and town ways in said county, to wit:

Town.	Station.	Description.
Calais,	20	County road to Baring.
Calais,	122	Near Hanson's farm, on county road.
Baring,	178+60	Near Cold Spring, county road to Dennysville.
Baring,	270	Near Pennamaquan river, county road to Dennysville.
Charlotte,	511	South Meadow road.
Charlotte,	619	Pembroke road near D. Young's house.
Pembroke,	666	Pembroke road near Myron Ayer's house.
Dennysville,	809	County road near Shaw Meadow barn.
Dennysville,	1049+60	Milwaukee road near Dennys river.
Edmunds,	1056	Machias road near Dennys river.
Edmunds,	1155+60	Great Works Mill road.
Marion,	1252+50	County road to Machias near C. E. Bridges.
Marion,	1272+40	Marion Ridge road.
East Machias,	1606	Cooper road near Thos. McGeorge's house.
East Machias,	27+80	Gooch's Mill road near A. Gooch's house.
East Machias,	55+20	Dwelly road near E. Gooch's house.
East Machias,	62+80	Cooper road near Jacksonville schoolhouse.

Town.	Station.	Description.
East Machias,	73+25	Cross road near Mark Dowling's house.
East Machias,	74+81	Chase's Mill road near Mark Dowling's house.
East Machias,	151+62	Factory road near T. W. Harmon's house.
East Machias,	160+15	Factory road near J. S. Hall's store.
East Machias,	160+80	County road near S. S. Hall's store.
East Machias,	178+53	Lower Bridge street near Upton house.
East Machias,	249+44	Rim Point road near T. M. Mayhew's house.
East Machias,	256+13	Machiasport road near Rim bridge.
Machias,	377	County road to East Machias.
Machias,	421+77	Marshfield road—under grade crossing.
Machias,	482+50	Whitneyville road.
Whitneyville,	580	Main street.
Whitneyville,	581+34	County road to Jonesboro.
Jonesboro,	990+70	Centerville road.
Columbia Falls,	1210+50	Centerville road.
Columbia Falls,	1211+15	Tibbettstown road.
Columbia Falls,	1288	Epping road.
Columbia,	1376+80	Branch road.
Harrington,	1545+50	Harrington road.
Harrington,	1647	Saccarappa road.
Harrington,	1693	Webb road.
Harrington,	1714+50	Willey District road.
Harrington,	1720+50	Mill River road.
Cherryfield,	1775+50	New road, so called.
Cherryfield,	1553+25	Willey District road.
Cherryfield,	1549	Beddington road.
Cherryfield,	1525+20	Stillwater road.
Cherryfield,	1495+50	Bangor road.
Steuben,	1313+75	County road.
Pembroke,	7	Charlotte road near M. Ayer's.
Pembroke,	96+50	Pembroke and Robbinston road.
Pembroke,	186+40	Charlotte road near H. S. Dean's house.

Town.	Station.	Description.
Pembroke,	201	South Meadow road.
Perry,	413+40	Perry road between lands of Newcomb and Rogers.
Perry,	441	Golding road.
Perry,	484+50	Eastport and Calais road near Gove's store.
Eastport,	722	Indian Point road.
Eastport,	742	Indian Point road.
Eastport,	759	Kendall's Head road.
Eastport,	836	County road to Calais, north end.
Eastport,	814+30	Shore road.
Eastport,	860	Washington street.
Eastport,	866+50	Key street.
Eastport,	885	High street.
Eastport,	891	Middle street.
Eastport,	897	Sea street.

The said Washington County Railroad Company respectfully asks your Honorable Board to grant it permission to cross all the foregoing named highways and town ways with its railroad at grade and within the limits of its location and also asks your Honorable Board to determine the manner and conditions of crossing all said highways.

Washington County Railroad Company,

By GEO. A. CURRAN, its President.

Dated at Calais February 14, 1898.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Whig and Courier, a newspaper published at Bangor, in the county of Penobscot, and in one issue of the Ellsworth American, Calais Advertiser, Eastport Sentinel and Machias Union, newspapers published at Ellsworth, Calais, Eastport and Machias in the county of Washington, the first publication in each paper to be at least five days before Tuesday the 19th, Thursday the 21st, Friday the 22nd, Saturday the 23d and Tuesday the 26th day of April, A. D. 1898, on which days the Board of Railroad Commissioners will be in session at the American House in Ellsworth, the 19th, at nine o'clock A. M.;

Clare's Hotel, Machias, Thursday the 21st, at nine o'clock A. M.; Riverside Inn, Dennysville, Friday the 22nd, at nine o'clock A. M.; Hotel Quoddy, Eastport, Saturday the 23rd, at nine o'clock A. M., and at the Border City Hotel, Calais, Tuesday the 26th, at nine o'clock A. M., for the purposes indicated in said petition. Said petitioner shall send copies of said petition and order to the county commissioners of Washington county, also to the municipal officers of the towns of Calais, Baring, Charlotte, Pembroke, Dennysville, Edmunds, Marion, East Machias, Machias, Whitneyville, Jonesboro, Columbia, Harrington, Cherryfield, Steuben, Perry and Eastport five days before the days of said hearings.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this first day of April, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Machias, within and for the county of Washington on the first Tuesday of October, A. D. 1898.

The Washington County Railroad Company, a corporation established by special acts of the legislature, has presented to this Board its petition, dated February 14, 1898, setting forth that its line as duly located and approved by this Board crosses certain highways and other ways in said county, and asks the Board to determine the manner and conditions under which said crossings shall be made.

Upon said petition notice was given as ordered, and the Board met at the several places and times mentioned in said order, viewed the different crossings and heard all parties and persons who appeared and desired to be heard; said hearings being adjourned to May 4th at the office of the Board in Augusta, and again to June 1st at the same place.

We find that changes are to be made in the ways at the following crossings, viz: The Factory road at station 151+62 and at station 160+15, in the town of East Machias; the Centerville road at station 990+70, in the town of Jonesboro; the Center-

ville road at station 1210+50, and the Tibbettstown road at station 1211+15, in the town of Columbia Falls; the county road at station 1313+75, in the town of Steuben; and the Pembroke and Charlotte road near Myron Ayer's at station 666 on the main line and at station 7 on the Eastport branch, both in the town of Pembroke; therefore we make no decision regarding these crossings.

From an inspection of the location of the other crossings and from the facts brought out at said hearings, it appears that with one exception, none of these crossings could reasonably be made except at grade. We therefore decide and determine:

First. That at the Marshfield road at station 421+77, in the town of Machias, the railroad shall pass over said way, and shall be so constructed as to give a way for travel, having a clear headroom between the top of the traveled way and the bottom of the bridge, of at least, twelve (12) feet; and a clear width between abutments of not less than twenty (20) feet, measured at right angles with the center line of said traveled way.

Second. That the remaining crossings may be made at grade and the manner and conditions of constructing and maintaining the same shall be as follows, viz:

In the city of Calais—The Baring road, station 20, may be crossed at grade as said way is now constructed.

The County road, station 122, may be crossed at grade after said road or way shall have been raised three and one-half feet above the present grade.

In the town of Baring—The County road, station 178+60, may be crossed at grade after the grade of said way shall have been raised two and one-half feet.

The same way, station 270, may be crossed at grade after the grade of said way shall have been raised three feet.

In the town of Charlotte—The South Meadow road, station 511, may be crossed at grade after the grade of said way is raised one foot and a half.

The Pembroke road, station 619, may be crossed at grade after the grade of said way shall have been raised three feet.

In the town of Dennysville—The Shaw Meadow road, station 809, may be crossed at grade after the grade of said way shall have been raised two and one-half feet.

The Milwaukee road, station 1049+60, may be crossed at grade after the grade of said way shall have been lowered six feet.

In the town of Edmunds—The Machias road, station 1056, may be crossed at grade after the grade of said way shall have been lowered two feet.

The Great Works Mill road, station 1155+60, may be crossed at grade after the grade of said way shall have been raised two and one-half feet.

In the town of Marion—The Machias road, station 1252+50, may be crossed at grade after the grade of said way has been lowered one foot.

The Marion Ridge road, station 1272+40, may be crossed at grade after said grade has been lowered one foot.

In the town of East Machias—The Cooper road, station 1606, may be crossed at grade after said grade has been raised one foot and one-half.

The Gooch's Mill road, station 27+80, may be crossed at grade after said grade has been raised four and one-half feet.

The Dwelly road, station 55+20, may be crossed at grade after said grade has been lowered four feet.

The Cooper road, station 62+80, may be crossed at grade after the grade of said way has been raised six feet.

The Cross road, station 73+25, may be crossed at grade after the grade of said way shall have been lowered one foot.

The Chase's Mill road, station 74+81, may be crossed at grade, after the grade of said way has been lowered three feet.

The County road, station 160+80, may be crossed at grade after the grade of said way has been lowered one-half of one foot.

Lower Bridge street, station 178+53, may be crossed at grade after the grade of said way has been raised one foot and one-half.

The Rim Point road, station 249+44, may be crossed at grade after the grade of said way has been lowered one-half of one foot.

The Machiasport road, station 256+13, may be crossed at grade after the grade of said way has been lowered three feet.

In the town of Machias—The East Machias road, station 377, may be crossed at grade after the grade of said way has been raised four and one-half feet.

The Whitneyville road, station 482+50, may be crossed at grade after the grade of said way has been lowered three-fourths of one foot.

In the town of Whitneyville—Main street, station 580, may be crossed at grade after the grade of said street has been lowered one foot and one quarter.

The County road, station 581+34, may be crossed at grade after the grade of said way has been lowered three-fourths of one foot.

In the town of Columbia Falls—The Epping road, station 1288, may be crossed at grade after the grade of said way has been raised two and one-half feet.

In the town of Columbia—The Branch road, station 1376+80, may be crossed at grade as said way is now constructed.

In the town of Harrington—The Harrington road, station 1545+50, may be crossed at grade after the grade of said way has been raised one foot and one-half.

The Saccarappa road, station 1647, may be crossed at grade after the grade of said way has been lowered six and one-half feet.

The Webb road, station 1693, may be crossed at grade after the grade of said way has been lowered one foot.

The Willey District road, station 1714+50, may be crossed at grade, after the grade of said way is raised two feet.

The Mill River road, station 1720+50, may be crossed at grade after the grade of said way has been raised one foot.

In the town of Cherryfield—The New road (so called), station 1775+50, may be crossed at grade after the grade of said way has been raised three feet.

The Willey District road, station 1553+25, may be crossed at grade after the grade of said way has been lowered three and one-fourth feet.

The Beddington road, station 1549, may be crossed at grade after the grade of said way has been raised six feet.

The Stillwater road, station 1525+20, may be crossed at grade after the grade of said way has been raised one foot and one-fourth.

The Bangor road, station 1495+50, may be crossed at grade after the grade of said way has been raised four and one-half feet.

In the town of Pembroke—The Pembroke and Robbinston road, station 96+50, may be crossed at grade after the grade of said way has been raised four feet.

The Charlotte road, station 186+40, may be crossed at grade after the grade of said way has been lowered one-half of one foot.

The South Meadow road, station 201, may be crossed at grade after the grade of said way has been raised four and one-half feet.

In the town of Perry—The Perry road, station 413+40, may be crossed at grade after the grade of said way has been lowered one-half of one foot.

The Golding road, station 441, may be crossed at grade after the grade of said way has been lowered three feet.

The Eastport and Calais road, station 484+50, may be crossed at grade as said way is now constructed.

In the city of Eastport—The Indian Point road, station 722, may be crossed at grade after the grade of said way has been raised nine and one-half feet.

The same road, station 742, may be crossed at grade, after the grade of said way has been lowered five feet.

The Kendall's Head road, station 759, may be crossed at grade after the grade of said way has been lowered five feet.

The Shore road, station 814+30, may be crossed at grade as said way is now constructed.

The Calais road, station 836, may be crossed at grade after said way has been raised one-half of one foot.

Washington street, station 860, may be crossed at grade as said way is now constructed.

Key street, station 866+50, may be crossed at grade, after the grade of said street has been raised five feet.

High street, station 885, may be crossed at grade after the grade of said street has been raised one-half of one foot.

Middle street, station 891, may be crossed at grade, after the grade of said way has been raised one foot.

Sea street, station 897, may be crossed at grade after the grade of said street has been raised five and one-half feet.

Permission is hereby granted to said Washington County Railroad Company to change the grades of said ways as above provided.

The approaches on the above mentioned ways, within the limits of the railroad location, on each side of the track, shall be made and maintained by said Washington County Railroad Company, shall be as wide as the various ways are now constructed, and shall not be steeper than one foot elevation for every twenty out from said track.

Said crossings and approaches shall be made and maintained in such manner, that they will be safe and convenient for travelers on said ways, with horses, teams and carriages. Suitable provisions shall be made at all crossings for surface drainage and the excavations or embankments shall be suitably sloped.

Dated at Augusta, this sixth day of July, A. D. 1898.

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

LEWISTON, BRUNSWICK AND BATH 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 Lewiston, Brunswick and Bath Street Railway, from the junction of McLelean street and the Harpswell road in the town of Brunswick, through said town, the town of West Bath and the city of Bath to the corner of Middle and Oak streets, in said city, a distance of about seven and three fourths ($7\frac{3}{4}$) miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this seventeenth day of July, A. D. 1898.

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

LEWISTON, BRUNSWICK AND BATH 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 Lewiston, Brunswick and Bath Street Railway, from the junction of Skinner and College streets in the city of Lewiston, through said city and the town of Webster to the village of Sabattus in said town, a distance of about four and nine-tenths (4 9-10) miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this twenty-third day of July, A. D. 1898.

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 in the town of Bridgton by the Extension of the Bridgton and Saco River Railroad. Decision July 29, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The Bridgton and Saco River Railroad Company, a corporation duly organized and existing under and by force of the public and general laws of the State of Maine, and 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 in Bridgton in the county of Cumberland in said State, and having caused and procured the extension of said railroad from said

Bridgton Center village to Harrison village in Harrison in said county of Cumberland by a location thereof approved by your Honorable Board on the second day of February, A. D. 1897, authorizing the construction and operation of said extension, respectfully represents that said location of said extension is laid across two certain highways and public ways wholly within said town of Bridgton, to wit, at North Bridgton village one of said ways leading from the North Bridgton and Harrison road to the steamboat wharf upon Long lake and to the residence of James E. Bird; the other leading from said North Bridgton and Harrison road to the buildings owned by Isaiah S. Webb upon the shore of said lake and known as the old John Hill residence.

Wherefore your petitioner requests that your Honorable Board upon due notice and hearing will authorize said railroad to cross said two ways at grade and determine the manner and condition of so crossing and how the expense of building so much thereof as is within the limits of said railroad shall be borne between said company and said town of Bridgton.

Dated this eighteenth day of July, A. D. 1898.

Bridgton and Saco River Railroad Company,

By A. H. and E. C. WALKER, its 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, in one issue in the Bridgton News, a newspaper published at Bridgton in the county of Cumberland, the first publication in said paper to be at least five days before Friday the 29th day of July, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the Cumberland Hotel in Bridgton at four 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 town of Bridgton five days at least before the date of hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 19th day of July, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Portland, within and for the county of Cumberland on the second Tuesday of October, A. D. 1898.

Upon the foregoing petition, notice was given as ordered and the board having met at the time and place mentioned in said order, viewed the locations of the two crossings, and heard the parties interested.

Hon. A. H. Walker, its attorney, appeared for the Bridgton and Saco River Railroad Company; and the selectmen of Bridgton appeared for said town.

From the inspection of the location of the crossings, we find that they are but little used and that it is impracticable for said railroad to cross said ways other than at grade.

We therefore decide and determine that said railroad shall be so constructed as to cross the said ways at grade and the manner and conditions of constructing and maintaining the same shall be as follows:—

First. The crossing of way leading to the steamboat wharf, shall be at grade, after the grade of said way shall have been raised two and two-tenths (2 2-10) feet. Permission is hereby granted to raise the grade of said way as above provided.

Second. The crossing of the way leading to the old John Hill residence, shall be at grade, after the grade of said way shall have been raised five and one-tenth (5 1-10) feet. Permission to raise the grade of said way as above provided, is hereby granted.

The approaches on said ways on each side of the railroad track, within the limits of the railroad location, shall be made and maintained by the aforesaid Bridgton and Saco River Railroad Company. Said approaches shall be as wide as said ways are now constructed, and shall not be steeper than one foot elevation for each twenty feet out from said track. Said railroad 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-ninth day of July, A. D. 1898.

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

PORTLAND AND YARMOUTH ELECTRIC 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 Portland and Yarmouth Electric Railway, commencing at the corner of Elm and Congress streets in the city of Portland, running through the cities of Portland and Deering, the towns of Falmouth and Cumberland, to the west line of the town of Yarmouth, a distance of about ten miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this first day of August, A. D. 1898.

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

PORTLAND RAILROAD.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new extension of the Portland Railroad, extending from the corner of Washington and Congress streets in Portland, through Washington street, Portland, and Deering to the north end of Tukey's bridge, a distance of one and twelve one hundredths miles; also from Blunt's Corner to Allen's Corner, in Deering, a distance of one and sixty-one one hundredths miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this first day of August, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to repairs of Bridges on line of Penobscot Central Railroad. Decision August 3, 1898.

To the Honorable Board of Railroad Commissioners :

Respectfully represents the Penobscot Central Railway that in the construction and maintenance of its railroad it will be necessary for it under its legal locations to cross in the city of Bangor the bridge on Valley avenue near the mill of Morse and Company, and the bridge next westerly of the same on the said Valley avenue, sometimes called "The Salt Mill Bridge," and also the bridge at Six Mile Falls, and in the town of Kenduskeag the bridge across the Kenduskeag river at a point about two and one-half miles east of Kenduskeag village on the "New Road," so called, leading to Six Mile Falls. Your petitioner respectfully requests that after notice and hearing you will determine the repairs, renewals or strengthening of parts, or if necessary, the manner of rebuilding such bridges, required to make the same safe for the uses to which they will be put, and that you will also determine who shall bear the expenses of such repairs, renewals, strengthening or rebuilding, and that such expense shall be apportioned by you between the Railroad Company and the city or town, as the case may be, in such manner as shall be by your Honorable Board deemed just and fair.

Your petitioner further represents that in each and all of the foregoing cases contracts have been made with the respective municipal officers as to the apportionment of expense and the strengthening of said bridges, which contracts your petitioner believes to be fair and just, and that no revision or change thereof is necessary. But as required by law your petitioner requires this petition that the whole matter may be reviewed by your Honorable Board to the end that if public safety requires additional strengthening that you will so order.

Dated this 29th day of June, A. D. 1898.

Penobscot Central Railway,
By HEATH and ANDREWS, its 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 Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Friday the 15th day of July, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor 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 city of Bangor and the town of Kenduskeag.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 6th day of July, A. D. 1898.

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 several bridges and heard the parties interested.

Hon. F. O. Beal, President, appeared for the petitioners and G. S. Vickery, City Engineer, appeared for the city of Bangor.

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 thereof.

We find that the floor system of the two bridges first mentioned in the petition need strengthening; while the two last mentioned, need to be rebuilt. We therefore decide and determine that said bridges shall be strengthened and rebuilt as follows, viz:—

First. That the bridge near the mill of Morse and Company and the bridge called "The Salt Mill Bridge" shall have their floor systems strengthened by additional floor beams of the same

size as those now used, and placed one between each two of the present beams. Said railway shall do all the work needed to maintain the floors of said bridges in good condition; said city of Bangor shall furnish the plank and timber needed for renewing or repairing said floors.

Second. At Six Mile Falls, said Penobscot Central Railway shall remove the old bridge and replace it with a new and substantial structure, constructed in accordance with the plans this day approved by this Board, and shall maintain the same, so long as they shall use it, free of expense to said city, except as to planking the roadway, which shall be done by said city. And the said city of Bangor shall pay the said Penobscot Central Railway the sum of six hundred dollars (\$600.00) when said bridge shall have been completed and accepted by this Board.

Third. The bridge across the Kenduskeag river, in the town of Kenduskeag, shall also be replaced with a new and substantial bridge constructed by said railway in the same manner and in accordance with the same plans as the bridge at Six Mile Falls. Said bridge shall be constructed and maintained by said railway, free of expense to said town, provided, however, that said town shall pay said railway the sum of six hundred dollars (\$600.00), after said bridge shall have been completed, and accepted by this Board.

Dated at Augusta, this third day of August, A. D. 1898.

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

STATE OF MAINE.

In Board of Railroad Commissioners.

Whereas, the Penobscot Central Railway has constructed a new bridge at Six Mile Falls in the city of Bangor, across Kenduskeag stream, and the city of Bangor has agreed to pay said Penobscot Central Railway the sum of (\$600.00) six hundred dollars when said bridge shall have been completed and accepted by the Railroad Commissioners of Maine, and the committee on bridges for the city of Bangor.

Now, we, the Railroad Commissioners for said State, hereby certify that said bridge has been completed, and we accept the same.

Dated at Augusta, this 31st day of August, A. D. 1898.

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

STATE OF MAINE.

In Board of Railroad Commissioners.

Whereas, the Penobscot Central Railway has constructed a bridge in the town of Kenduskeag, across Kenduskeag stream at "Aaron's Rips," and the town of Kenduskeag has agreed to pay said Penobscot Central Railway the sum of (\$600.00) six hundred dollars upon the completion of said bridge, and approval by the State Railroad Commissioners.

Now, we, the Railroad Commissioners for said State, hereby certify that said bridge has been completed, and we hereby approve the same.

Dated at Augusta, this 31st day of August, A. D. 1898.

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 Washington County Railroad. Decision August 3, 1898.

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

The Washington County Railroad Company respectfully represents that the location of its railroad in the county of Hancock, State of Maine, including the original location of said railroad and two amendments to said original location, crosses in the places hereinafter named the following named highways and town ways in said county of Hancock, to wit:

1. Crossing in the town of Hancock the highway leading from Hancock to Ellsworth in said county of Hancock.
2. Crossing in the town of Hancock the "Gideon Joy" road, so called, the same being a town way leading from the highway in said Hancock to the "Gideon Joy" homestead, so called.
3. Crossing in the town of Franklin the highway leading from Franklin to Eastbrook in said county of Hancock.
4. Crossing in the town of Franklin the highway leading from said Franklin to Cherryfield in Washington county, Maine.
5. Crossing in the town of Franklin the town way leading from the Hog Bay road to the Cherryfield road.
6. Crossing in township Number Seven in said Hancock county the town way leading from Sullivan in said Hancock county to near "Tunk Pond" so called in said township Number Seven.

The said Washington County Railroad Company therefore respectfully asks your Honorable Board to grant its permission to cross all the foregoing named highways and town ways with its railroad at grade and within the limits of said original location and said two amendments thereof and also asks your Honorable Board to determine the manner and conditions of crossing all said highways and town ways with its railroad at grade and within the limits of said location and said two amendments thereof.

Dated January 24, 1898.

Washington County Railroad Company,
By GEO. A. CURRAN, its 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 Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot and in one issue of the Ellsworth American, a newspaper published at Ellsworth in the county of Hancock, the first publication in each paper to be at least five days before Tuesday the 19th day of April, A. D. 1898, 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 Hancock county, also to the municipal officers of the towns of Hancock, Franklin and township No. 7, seven days before the day of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this first day of April, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be held at Ellsworth within and for the county of Hancock, on the second Tuesday of October, A. D. 1898.

The Washington County Railroad Company, a railroad corporation established by the laws of the State of Maine, on the twenty-fourth day of January, A. D. 1898, 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 Hancock, Franklin and township Number Seven, and asked the 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 nineteenth day of April, A. D. 1898, at the American House in Ellsworth, at nine o'clock in the forenoon as the time and place for a hearing on said petition, and ordered the petitioners to give notice 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 after the hearing. This matter was further continued to May 4th at office of the Board, Augusta.

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. Crossing in the town of Hancock the highway leading from Hancock to Ellsworth, shall be at grade after the grade of said way shall have been lowered one and one-half feet. Permission to lower the grade of said highway is hereby granted as above provided, 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 wrought, and not steeper than one foot elevation to every twenty feet out from said track. Said crossings 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 2. Crossing in the town of Hancock, the "Gideon L. Joy" road, so called, the same being a town way leading from the highway in said Hancock to the "Gideon L. Joy" homestead, so called, shall be made at grade after the grade of said way shall have been raised two and one-half feet at the point of crossing. Permission is hereby granted to said railroad company to raise the grade of said way as above provided.

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 the said way is now constructed, and not steeper than one foot fall for 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 3. Crossing in the town of Franklin, the highway leading from Franklin to Eastbrook in said county of Hancock, shall be at grade after the grade of said way shall have been lowered three and one-half feet. Permission to lower the grade of said way as above provided is hereby granted said railroad company. The manner and conditions of construction of said way shall be the same as is provided in the case of number one above named.

Number 4. Crossing in the town of Franklin the highway leading from said Franklin to Cherryfield in Washington county, Maine, shall be at grade after the grade of said way shall have been raised two feet at the point of crossing. The conditions of construction and maintenance to be the same as is provided in the case of number two.

Number 5. Crossing in the town of Franklin the town way leading from the Hog Bay road to the Cherryfield road, shall be at grade after the grade of said way shall have been raised eight and one-half feet at the point of crossing. The conditions of construction and maintenance shall be the same as is provided in the case of number two.

Number 6. Crossing in the township Number Seven in said Hancock county the town way leading from Sullivan in said Hancock county to near "Tunk Pond," so called, in said township Number Seven, shall be at grade as said way is now constructed.

At each and all of said aforementioned crossings, said railroad company shall make provision for slopes of cuts or fills as the case may be, to all such approaches, and for surface drainage.

Dated at Augusta this 3d day of August, 1898.

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

Petition, Order of Notice and Decision of the Board relating to the Approval of the Location of the Benton and Fairfield Railway. Decision August 3, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The Benton and Fairfield Railway Company, a corporation established under the laws of the State of Maine, and having its location and place of business at Fairfield, in the county of Somerset and State of Maine, hereby applies and petitions to the Railroad Commissioners for approval of the location, courses, distances and boundaries of a street railroad it proposes to build, the same lying wholly within the town of Benton in the county of Kennebec and State of Maine, and herewith presents a location of its proposed line of road, with the courses, distances and boundaries of the same, as follows: the line described being the center line of said location.

Commencing at a point marked 0 in the south line of land of the M. C. R. R. Company, 88.33 feet easterly from the center line of said M. C. R. R. track, said point being one foot southerly from the line of the south side of the Maine Central passenger station in the town of Benton; thence north, $32^{\circ} 36'$ east, 238 feet, crossing Bridge street, to station 2+38; thence north, $24^{\circ} 44'$ east, 372 feet to station 6+10; thence north, $28^{\circ} 40'$ east, 350 feet to station 9+60; thence on a curve to the right, or easterly, of 193.18 feet radius, 295 feet to station 12+55; thence south $62^{\circ} 45'$ east, 510 feet to station 17+65; thence south $70^{\circ} 45'$ east, 200 feet to station 19+65; thence south $62^{\circ} 45'$ east, 1,835 feet to station 38; thence south $32^{\circ} 56'$ east, 1,200 feet to station 50; thence south $62^{\circ} 45'$ east, 2,500 feet to station 75; thence south $62^{\circ} 33'$ east, 900 feet to station 84; thence south $62^{\circ} 45'$ east, 1,650 feet to station 100+50; thence on a curve to the right, or southerly, of 265.11 feet radius, 473.15 feet to station 105+23; thence south $40^{\circ} 5'$ west, 877 feet to station 114; thence south $54^{\circ} 10'$ west, 400 feet to station 118; thence on a curve to the left, or easterly, of 193.18 feet radius, 217 feet to the westerly shore of the Sebasticook river to station 120+17; thence south $11^{\circ} 15'$ east, 283 feet to a point in the Albion road near the Kennebec Fiber Company's mill; and to station 124.

Also, a siding, commencing at station 9+60, running southwesterly on land of the Maine Central Railroad Company, about 250 feet, and connecting with the easterly siding of said railroad company at a point about 700 feet northerly from the Benton passenger station of said railroad;

Also, another siding, commencing at station 19; thence running easterly about 250 feet and parallel to the main line as before described; this siding being within the limits of the "Neck Road," so called;

Also a turn out, beginning at station 67, about 350 feet long, to be partly within the limits of the "Neck Road" aforesaid;

Also another siding, commencing at station 115, running in a southwesterly direction about 250 feet;

Also a spur, commencing at station 118, running south $54^{\circ} 10'$ west, 223 feet;

This location provides for commencing at station 0 and running 187 feet on land of the M. C. R. R. Company; thence crossing Bridge street about 50 feet, to land of the said Maine Central Railroad, and continuing on said land about 760 feet to land of the petitioner; continuing on said land about 120 feet to the westerly extension of the "Neck Road," so called; thence in said "Neck Road" about 520 feet to the River road; thence crossing said River road about 66 feet and re-entering said "Neck Road" and continuing thereon about 130 feet to land of the petitioner; thence continuing on said petitioner's land about 8,200 feet; thence re-entering the "Neck Road" and continuing therein about 80 feet to the Sebacook River road, crossing said River road about 70 feet to land of Mrs. Thomas Gage, thence 875 feet on said Gage's land; thence by land of the petitioner 900 feet to Albion road so called.

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 and ways, of the municipal officers of the town of Benton, in which said railroad is to be wholly constructed, together with a report and estimate prepared from actual survey by Ira E. Getchell, a skillful engineer.

Your petitioner says that public convenience requires the construction of said railroad as herein prayed for.

Your petitioner further asks that the Honorable Railroad Commissioners will give a hearing thereon, at a time and place designated by them, after due notice thereof.

Dated at Fairfield, Me., this thirteenth day of July, A. D. 1898.
 Benton and Fairfield Railway Company,
 By EDW. W. HEATH, its Secretary, and EDMUND F. WEBB, its
 Solicitor.

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 Waterville Mail, a newspaper published at Waterville in the county of Kennebec, the first publication in said paper to be at least five days before Monday the 25th day of July, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the office of the Somerset Fibre Company in Fairfield 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 Benton, also to Mrs. Thomas Gage and the Maine Central Railroad Corporation, three days at least before the day of hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of July, A. D. 1898.

FAIRFIELD, ME., August 2, A. D. 1898.

To the Honorable Board of Railroad Commissioners:

The Benton and Fairfield Railway Company respectfully prays leave to amend its pending petition in the matter of its proposed road in the town of Benton, as follows:

The center line described as starting at station 0; thence N. $32^{\circ} 36'$ E., 187 feet on land of the Maine Central Railroad Company, to station 1+87; thence beginning at station 2+38, thence N. $24^{\circ} 44'$, 372 feet to station 6+10; thence N. $28^{\circ} 40'$ E., 350 feet to station 9+60; thence on a curve to right, or easterly, of 193.18 feet radius, 38 feet to station 9+98; the same curve on land of petitioner 125 feet to station 11+23, to the westerly extension of the "Neck Road," so called.

Thence beginning at station 19; thence S. $70^{\circ} 45'$ E., 65 feet to station 19+65; thence S. $62^{\circ} 56'$ E., 1,835 feet to station 38;

thence S. $62^{\circ} 56'$ E., 1,200 feet to station 50; thence S. $62^{\circ} 45'$ E., 2,500 feet to station 75; thence S. $62^{\circ} 33'$ E., 900 feet to station 84; thence S. $62^{\circ} 45'$ E., 1,650 feet to station 100+50; thence on a curve to the right, or southerly, of 265.11 feet radius, 70 feet to station 101, the north line of the "Neck Road;" thence beginning at station 102+50, thence on a curve to the right, or southerly, of 265.11 feet radius, 273 feet to station 105+23; thence S. $40^{\circ} 5'$ W., 877 feet to station 114; thence S. $54^{\circ} 10'$ W., 400 feet to station 118; thence on a curve to the left, or easterly, of 193.18 feet radius, 217 feet to the west shore of the Sebasticook river, to station 120+17; thence crossing the Sebasticook river on a course of S. $11^{\circ} 15'$ E., $164\frac{1}{4}$ feet, and entering land of the Kennebec Fibre Company; thence on said Kennebec Fibre Company's land, the same course 100 feet to the Albion road, so called.

The above description, courses and distances are upon private land and, therefore, are outside of the limits of any street as indicated on the plan on file. And your petitioner respectfully represents that it was impracticable to make the location of said railway within the limits of any street, road or way, at the points covered by the above-described location, by reason of the fact that the municipal officers of the town of Benton claim that the town of Benton has been put to great expense in filling a portion of the highway with rocks, to make it passable in spring and fall; and also that it would necessitate a change of grade in a portion of the street where your petitioner would naturally locate its road, to which change of grade the municipal officers of the town of Benton object; and also that if the highway were followed, it would necessitate a curve so sharp that it would be impracticable for your petitioner to draw its cars upon and over the same, and therefore be dangerous to the public and expensive to your petitioner.

Your petitioner therefore prays that in the decree approving its location, your Honorable Board will find that it was impracticable to run upon the highway, called the "Neck Road," and that the location outside of the limits of the highway should be approved for that reason.

Benton and Fairfield Railway Company,
By EDMUND F. WEBB, its Solicitor.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition and order of notice thereon, notice having been given as ordered, the Board met at the time and place named in said order. The hearing was then continued to August 3, 1898, at the office of the Board in the State House at Augusta.

Mr. E. F. Webb appeared for the petitioners.

Mr. Seth M. Carter appeared for the Maine Central Railroad. The petitioners offered an amendment, which is attached to this petition, which amendment was allowed by the Board, describing that portion of the proposed line outside of streets and highways.

The articles of association of the Benton and Fairfield Railway Company name the streets and towns from which, in which, and to which the road is to be constructed, to be from a point at Benton Mills in the town of Benton, to and into the town of Fairfield.

The petition calls for a location from a point at or near the Maine Central station in the town of Benton to a point at or near the mills of the Kennebec Fibre Company in said town of Benton, which embraces only a portion of the line called for in the articles of association.

We have heretofore decided that we have authority to approve the location of a portion of a line embraced in the articles of association, if we find that public convenience requires it.

We have no hesitation in finding that public convenience requires the building of a street railway over that portion of the road embraced in the petition.

We also find that a portion of the location embraced in the petition is outside of the limits of streets, roads or ways, and that it is impracticable to locate said railway within the limits of said streets, roads or ways.

We therefore approve the location as called for in said petition, as amended, and find that public convenience requires the construction of said street railway.

Dated this 3d day of August, A. D. 1898.

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

Railroad Commissioners of Maine.

WATERVILLE AND FAIRFIELD RAILWAY AND
LIGHT COMPANY—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 railroad of the Waterville and Fairfield Railway and Light Company, from Water street in the City of Waterville, through Grove street to Pine Grove cemetery, in said city, a distance of one-fourth of a mile, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated this fourth day of August, A. D. 1898.

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

BRIDGTON AND SACO RIVER 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 extension of the Bridgton and Saco River Railroad from Bridgton village, through the towns of Bridgton and Harrison to the village of Harrison, a distance of about five and one-quarter miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this tenth day of August, A. D. 1898.

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

PORTLAND AND YARMOUTH ELECTRIC 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 Portland and Yarmouth Electric Railway, commencing at the west line of the town of Yarmouth and running to the Grand Trunk station in the village of Yarmouth, a distance of about three miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this tenth day of August, A. D. 1898.

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

LEWISTON, BRUNSWICK AND BATH 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 Lewiston, Brunswick and Bath Street Railway, in Bath, from the corner of Middle and Oak streets, via Oak and Commercial streets to Front street near Center street, with a branch in said Front street from said Oak street to Linden street, the total distance being about seven-tenths (7-10) of a mile, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this first day of September, A. D. 1898.

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

LEWISTON, BRUNSWICK AND BATH 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 new railroad extension, of the Lewiston, Brunswick and Bath Street Railway, running from junction of Lisbon and Cedar streets, in the city of Lewiston, through said city, the towns of Lisbon and Topsham to the junction of Main and Elm streets in said Topsham, a distance of 18-20-100 miles, hereby certify that we have found the same so constructed as to be safe for public travel; provided, however, that on the trestle bridges over the Maine Central Railroad tracks the speed of the cars shall not exceed five (5) miles per hour.

Dated at Augusta, this 3d day of September, A. D. 1898.

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 in a certain Highway, in Hancock county, on line of the Washington County Railroad. Decision September 19, 1898.

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

The Washington County Railroad Company respectfully represents that there is a highway leading from Ellsworth to Franklin, both in Hancock county, State of Maine, and over McFarland's hill, so called, in the town of Hancock, in said county and State, which highway is called the "old road;" that there is also a highway in said town of Hancock which is hereinafter called the "new road" and which diverges from said "old road" at or near the town line between Ellsworth and Hancock and runs to the north of and around said McFarland's hill and connects again with said "old road" near the schoolhouse at the foot of said McFarland's hill in said town of Hancock ;

That the location of said Washington County Railroad Company in the said town of Hancock crosses said "new road" in said town of Hancock at or near the Batchelder farm, so called, and that the railroad of the Maine Central Railroad Company also crosses said new road at grade at a point about two hundred feet southeasterly from the crossing of said Washington County Railroad Company ;

The said Washington County Railroad Company respectfully applies to your Honorable Board and asks that, for the purpose of facilitating the said crossing of said Washington County Railroad Company, or to enable the said Washington County Railroad Company to pass at the side of said new road, your Honorable Board will alter the course of said highway called the "new road" as aforesaid by turning said "new road" in a general southwesterly direction from the point where it is crossed by the southerly line of location of said Maine Central Railroad Company near said Batchelder farm and running it with a width of four rods first in a general southwesterly direction along the southerly side of said location of said Maine Central Railroad Company across land of Theophilus J. Batchelder and Hosea B. Phillips about eleven hundred and fifty feet to a point near the

dividing line between land of Theophilus J. Batchelder and Hosea B. Phillips; then turning it at right angles and running it on land of Theophilus J. Batchelder and Hosea B. Phillips and across the location of said Maine Central Railroad Company at grade in a general northwesterly direction with a width of four rods a distance of about three hundred and seventy-five feet until it again meets said "new road" at a point about fifty feet westerly of the barn now standing on said land of said Hosea B. Phillips; and that your Honorable Board will thereupon discontinue all that portion of said "new road" now extending from the point of beginning of said alteration as hereinbefore prayed for to the point where said alteration will again meet said "new road" as hereinbefore described.

And said Washington County Railroad Company further requests your Honorable Board for the purpose aforesaid to take such land as may be necessary and to award damages therefor in accordance with the provisions of section 3 of chapter 282 of the Public Laws of the State of Maine of the year 1889, and to apportion the expense of such alteration as your Honorable Board may determine in accordance with the provisions of law and to take any other action in the premises which may seem proper to your Honorable Board and permitted by law.

Dated this twenty-first day of March, A. D. 1898.

Washington County Railroad Company,

By GEO. A. CURRAN, its 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 Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot and in one issue of the Ellsworth American, a newspaper published at Ellsworth in the county of Hancock, the first publication in each paper to be at least five days before Tuesday the 19th day of April, A. D. 1898, 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 Hancock county, also to the

municipal officers of the town of Hancock, and to the Maine Central Railroad Corporation, and to Theophilus J. Batchelder and Hosea B. Phillips seven days before said hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this first day of April, A. D. 1898.

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

The Washington County Railroad Company now comes and moves to amend the petition to your Honorable Board hereto annexed by inserting after the word "Company" page 1, line 21, of said annexed petition the following words, to wit: "or to enable the said Washington County Railroad Company to pass at the side of said new road."

Washington County Railroad Company,

By HALE & HAMLIN, its Attorneys.

Dated September 19, A. D. 1898.

The above amendment is hereby allowed, and the amendment is hereby made as requested.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Ellsworth in and for the county of Hancock, on the second Tuesday of October, A. D. 1898.

Upon the foregoing petition, all the notices having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all the parties interested.

The petitioning company was represented by Messrs. Hale and Hamlin.

Mr. Theophilus J. Batchelder and Mr. Hosea B. Phillips each appeared personally.

The municipal officers of the town of Hancock, and the county commissioners of the county of Hancock, were also present, and were represented by Mr. A. W. King.

The petition asks the Board of Railroad Commissioners to change the course of the highway for the purpose of facilitating the crossing of said highway by said Washington County Railroad.

Chapter 282, section 3 of the Public Laws of 1889 reads as follows: "Highways and other ways may be raised or lowered for the purpose of permitting a railroad to pass over or under the same, or the course of the same may be altered so as to facilitate such crossing, or to permit a railroad to pass at the side thereof, on application to the Railroad Commissioners, and proceeding as provided by section 27 of chapter 18, as amended by this act; and for such purposes land may be taken and damages awarded as provided for laying out highways and other ways."

The purpose of the petitioners is to change the highway further west from its present location, so as to avoid the crossing of so many tracks as must necessarily be laid east of the junction of the two roads, for side tracks and other tracks.

We were not inclined to change said highway for the purpose indicated, because the company intended to run another track further west, which would have to be crossed by the said way, and we did not think that such change would obviate the danger which now exists. We could not see why a highway should be changed so as to avoid one crossing, when another one equally dangerous would have to be made.

The company therefore asked to amend their petition, as appears by the amendment attached to the petition, so as to enable the said Washington County Road to pass at the side of said new road, and proposed to drop out the track which would run westerly of said junction, so as to allow the road as changed, to pass entirely at the side of the said Washington County Railroad, and not cross it at all.

We think we have authority to allow the amendment to meet the conditions of the change, and in as much as our decision is only a report to the Supreme Court for its determination, we will assume jurisdiction, under this petition as amended, and order the highway changed as follows:

Commencing on the southerly line of the highway where it crosses said Maine Central Railroad, at or near the Batchelder farm, at a point thirty-three feet southerly from the Maine Central Railroad location, measuring at right angles with the south-

erly line of said railroad location; thence south sixty-nine degrees, forty-three minutes west, nine hundred and eighteen feet; thence north twenty degrees, seventeen minutes west, across said Maine Central Railroad two hundred and six feet; thence north seven degrees thirty minutes west, one hundred and eighty-seven feet to the southerly line of said highway; thence same course across said highway. Said line to be the center line, and the way to be thirty-three feet each side of said center line; and all of present highway between the said two points of intersection above described are hereby discontinued.

We believe the change so made is required by public convenience and safety.

The way as changed will cross the tracks of the Maine Central Railroad, and we hereby determine that said way may cross the said tracks of the Maine Central Railroad at grade, upon the following conditions: Said highway, within the limits of the Maine Central Railroad shall be constructed and maintained by the Maine Central Railroad Company.

The approaches on said way shall not be steeper than one foot elevation to every twenty feet out from said track. Suitable provision shall be made for surface drainage. All of the above work for the change of highway outside of the limits of said Maine Central Railroad shall be done by the town of Hancock.

The land embraced in this location is the property of Theophilus P. Batchelder, and embraces nearly two acres of land. But the discontinuance of a portion of the present highway causes about three-fourths of an acre of equally good land to revert to said Batchelder.

Taking into consideration all the circumstances of the case, we assess the damage to the land of said Batchelder to be the sum of one hundred and twenty-five dollars.

Dated the 19th day of September, A. D. 1898.

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

Petition, Order of Notice and Approval of Articles of Association of the Cobbossee Contee Railroad in Gardiner. Approval September 26, 1898.

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

We, the undersigned, a majority of the persons named as directors in the annexed articles of association, made and signed for the purpose of organizing a corporation to be known as the Cobbossee Contee Railroad for the purpose of constructing, maintaining and operating a railroad of standard gauge from the tracks of the Maine Central Railroad in the city of Gardiner to dam No. 8 in said city, respectfully ask that the annexed articles of association may be approved.

Dated at Gardiner, in the county of Kennebec and State of Maine this nineteenth day of September, A. D. 1898.

Robert H. Gardiner,
Samuel D. Warren,
Charles A. Dean,
Joshua Gray,
Josiah S. Maxcy,
Henry E. Merriam.

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 Reporter Journal, a newspaper published at Gardiner in the county of Kennebec, the first publication in said paper to be at least five days before Monday the twenty-sixth day of September, A. D. 1898, 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.

FREDERIC DANFORTH,

For the Board of Railroad Commissioners of Maine.

Dated this twentieth day of September, A. D. 1898.

We, whose names and residences are hereunto subscribed, hereby associate ourselves together for the purpose of organizing under the laws of the State of Maine a corporation to construct, **maintain** and operate by steam or electricity a railroad for public use in the conveyance of property within said State.

The name of said corporation shall be the Cobbossee Contee Railroad.

The gauge of said railroad shall be four feet, eight and one-half inches.

The places from which and to which the road is to be constructed, maintained and operated are the tracks of the Maine Central Railroad in the city of Gardiner and dam Number Eight in said city.

Its length is to be between one and a quarter and one and a half miles, and it is to be made entirely in the city of Gardiner and county of Kennebec, in said State of Maine.

The capital stock of said corporation shall be ten thousand dollars, and the number of shares shall be one hundred.

The following persons shall act as directors of the proposed company and manage its affairs until others are chosen in their places: Samuel D. Warren and Chas A. Dean, both residents at Boston in the Commonwealth of Massachusetts; Robert H. Gardiner, resident at Newton in the Commonwealth of Massachusetts, and Joshua Gray, Josiah S. Maxcy, Henry E. Merriam and Frank E. Boston, all resident at and citizens of said Gardiner.

We each agree to take and pay for the number of shares of stock in said corporation set against our respective names.

Samuel D. Warren, Boston, Mass., 44 shares; Chas. A. Dean, Boston, Mass., 44 shares; Robert H. Gardiner, Newton, Mass., 2 shares; Josiah S. Maxcy, Gardiner, Me., 1 share; W. E. Maxcy, Gardiner, Me., 2 shares; H. E. Merriam, Gardiner, Me., 1 share; Geo. A. Farrington, Gardiner, Me., 1 share; Joshua Gray, Gardiner, Me., 2 shares; Geo. Gray, Gardiner, Me., 2 shares; Charles H. Gray, Gardiner, Me., 1 share.

We, the undersigned, being a majority of the directors named in the annexed articles of association of the Cobbossee Contee Railroad, on oath declare that the amount of stock of said railroad required by law, to wit, ten thousand dollars, has been in good faith subscribed by responsible parties, and five per cent. paid thereon in cash, and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles.

Robert H. Gardiner,
Joshua Gray,
Josiah S. Maxcy,
Henry E. Merriam.

STATE OF MAINE.

Kennebec, ss.

GARDINER, September 20, 1898.

Then personally appeared the above named Robert H. Gardiner, Joshua Gray, Josiah S. Maxcy and Henry E. Merriam and made oath that the foregoing affidavit by them subscribed is true.

Before me,

W. E. MAXCY, 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 twenty-sixth day of September, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to an Extension of the Portland and Rumford Falls Railway in the towns of Jay and East Livermore. Decision October 5, 1898.

To the Honorable Board of Railroad Commissioners of Maine:

The Portland and Rumford Falls Railway, a corporation formed under the general railroad laws of Maine, respectfully represents that it has a capital stock of one million dollars (\$1,000,000), that it now owns and operates a standard gauge railroad from a point in the city of Auburn in the county of Androscoggin to Rumford Falls in the county of Oxford, also from a point on its main line in the town of Canton to Chisholm's Mills, so called, in the town of Jay in the county of Franklin, in all sixty-two (62) miles in length.

Said corporation further represents that it desires to extend its said railroad to other points and places for public use viz:

Beginning at a point in the center of the main line of the Portland and Rumford Falls Railway, about 163 feet southerly of the north end of Otis Falls paper mill in the town of Jay and extending by a tangent S. $44^{\circ} 23'$ E., 517 feet; thence by a curve to the right of 383 feet radius, a distance of 243 feet; thence by a tangent S. $7^{\circ} 53'$ E., a distance of 358 feet; thence by a curve to the left of 2,292 feet radius, a distance of 691 feet; thence by a tangent S. $25^{\circ} 09'$, a distance of 740 feet; thence by a curve to the right of 5,730 feet radius; a distance of 447 feet; thence by a tangent S. $20^{\circ} 41'$ E., a distance of 162 feet to the northerly line of Bridge street in Livermore Falls village in the town of East Livermore, a distance in all of three thousand one hundred and fifty-eight (3,158) feet.

Now therefore believing that public convenience requires the construction of such extension and having a capital stock of more than six thousand dollars per mile for every mile of its said railroad including the extension herein described and presenting herewith a map of the proposed route of said extension on an appropriate scale together with a proper profile of the same, also a report and estimate prepared by a skillful engineer from actual survey and having further complied with all the provisions of law relating to the extension, location and construc-

tion of railroads, said corporation prays that your Honorable Board will, after due notice and hearing, authorize the extension of said railroad as described, approve its said proposed location and authorize the construction and operation of the same.

Dated at Rumford Falls, Me., this third day of September, A. D. 1898.

Portland and Rumford Falls Railway,
By GEORGE D. BISEE, 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 successively in the Lewiston Journal, a newspaper published at Lewiston in the county of Androscoggin and in the Portland Express, a newspaper published at Portland in the county of Cumberland, the first publication in each paper to be at least five days before Wednesday the 5th day of October, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the Railroad Commissioners' 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 Maine Central Railroad Company.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 8th day of September, A. D. 1898.

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, the Board gave a hearing to all parties desiring to be heard. Mr. George D. Bisbee appeared for the petitioner.

By chapter 96, Public Laws 1887, it is provided that any corporation formed under the general railroad laws of the State, may be allowed to extend its road to other points or places on application to the Board of Railroad Commissioners, as provided by section 1 of chapter 51, Revised Statutes, and by conforming to the general railroad laws of the State.

As appeared by the petition, the Portland and Rumford Falls Railway has enough capital stock to amount to more than six thousand dollars (\$6,000.00), per mile of its existing road and the proposed extension.

This we think conforms to the statute and gives the Board jurisdiction.

It appears that the line of location of the proposed extension commences at a point in the center of a line in the Portland and Rumford Falls Railway one hundred and sixty-three (163) feet southerly of the north end of the Otis Falls paper mills, in the town of Jay, and extending to the boundary line of Bridge street in Livermore Falls village, in the town of East Livermore, a distance in all of about six-tenths (6-10) of a mile.

We find public convenience requires the construction of said extension, 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 fifth day of October, A. D. 1898.

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

WASHINGTON COUNTY RAILROAD.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, the Board of Railroad Commissioners, having made a careful examination of that part of the Washington County Railroad, from Calais, by the way of Eastport, junction, to Eastport, a distance of thirty-two and seventy-one hundredths (32.71) miles, all in the county of Washington, 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, Me., this 8th day of October, A. D. 1898.

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 M. C. R. R. in Portland, by the Portland Railroad. Decision October 10, 1898.

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 Portland, in said county, a location for an extension of its railroad through Portland and Grove streets and Brighton avenue, so called, to the boundary line between the city of Deering and the city of Portland. That said location crosses the tracks of the Maine Central Railroad Company on Brighton avenue, making an angle with the tracks of said Maine Central Railroad Company of about $67^{\circ} 6'$ as shown and described upon the plan and description of said crossing attached hereto.

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 your Honorable Board may seem meet.

Dated this twenty-sixth day of August, A. D. 1898.

Portland Railroad Company,

By Wm. 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 four days before Monday the fifth day of September, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the West End Hotel in Portland 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 Maine Central Railroad Company three days, before said hearing.

J. B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 29th day of August, A. D. 1898.

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 said order and gave a hearing to all parties interested.

Mr. Charles F. Libby appeared for the Portland Railroad Company, and Mr. Seth M. Carter appeared for the Maine Central Railroad Company. Objection was made by the Maine Central Railroad Company to the ball signal which we have heretofore ordered at such crossings, but as there are now thirteen (13) of such crossings operated by the Maine Central Railroad Company, ten (10) of which are operated by the Maine Central Railroad Company without any order of this Board, we do not feel inclined to change our general purpose to provide some protection to the travelling public at such crossings. If anything better or safer can be devised we shall be inclined to adopt it, but without any suggestion of anything better we are not willing to allow such crossing without some safeguard, which we believe is necessary. These grade crossings are dangerous, and it is for the protection of the public who travel by trains and electric cars that we have adopted the ball signal as some protection against collisions between the trains and cars of the different roads. We therefore determine that the manner and condition of such crossing, until otherwise ordered by this Board, shall be as follows:

The Portland Railroad Company shall furnish suitable crossing frogs conforming in weight, pattern and material to the rails now in use by the Maine Central Railroad Company, and 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 Maine Central Railroad Company, the whole expense of said crossing frogs and of laying and maintaining same to be borne by the Portland Railroad Company.

Before entering upon said crossing, every car on the Portland Railroad shall be stopped within one hundred (100) feet of the said Maine Central Railroad until the motorman and conductor of said electric car are satisfied that said 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 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 and shall keep it up until the crossing is clear, and no electric car shall cross the track of said Maine Central Railroad until such ball or light is displayed at mast-head. The Maine Central Railroad Company shall have the exclusive right of way over said crossing when trains on said road are due and approaching. The whole expense of erecting and maintaining the said mast and signals, shall be borne by said Portland Railroad Company, and the said Portland Railroad Company shall pay one-half ($\frac{1}{2}$) the expense of employing said signal tender as a condition of said crossing.

Dated this tenth day of October, A. D. 1898.

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

PORTLAND AND RUMFORD FALLS RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the extension of the Portland and Rumford Falls Railway at East Livermore, extending from the line of the Portland and Rumford Falls Railway to the boundary line of Bridge street in Livermore Falls village, a distance of about six-tenths of one mile, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this 11th day of October, A. D. 1898.

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 in Presque Isle, over the Bangor and Aroostook Railroad at Fort Fairfield Junction. Dismissed November 9, 1898.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned municipal officers, of the town of Presque Isle in the county of Aroostook, respectfully represent that a town way has been legally laid out in said town as follows: Beginning at the Williams brook, at a point where the east junction road crosses said brook; thence westerly across the Fort Fairfield branch of the Bangor and Aroostook Railroad, and through land contained in the Y of said railroad company; and also across the main line of said railroad, and connecting with the west junction road at the point where said road touches the main line of the Bangor and Aroostook Railroad, a distance of forty and one-half rods; the line described to be the middle of the highway, and the highway to be four rods wide.

They therefore request you to give notice and hearing and to determine whether the way aforesaid shall be permitted to cross said tracks, to wit, the track of the Fort Fairfield branch and the track of the main line of the Bangor and Aroostook Railroad Company, at grade therewith or not, and the manner and condition of crossing the same, and how the expenses of building so much of said way as is within the limits of said railroad shall be borne.

Dated at Presque Isle this 12th day of June, A. D. 1898.

A. E. Irving,
S. C. Greenlaw,
C. H. Richardson,

Selectmen of the town of Presque Isle.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, once in the Star Herald, a newspaper published at Presque Isle in the county of Aroostook, or in the Aroostook Pioneer, a newspaper published at Houlton in the county of Aroostook, said publication

in said paper to be at least five days before the 19th day of October, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the station of the Bangor and Aroostook Railroad, at Fort Fairfield junction, in said Presque Isle 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 Aroostook county, also to the Bangor and Aroostook Railroad Company five days before said hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this seventh day of October, A. D. 1898.

Dismissed by order of the Board,

E. C. FARRINGTON, *Clerk.*

November 9, 1898.

WASHINGTON COUNTY RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of that part of the Washington County Railroad from Washington Junction to Cherryfield, a distance of twenty-eight and eighty-seven one hundredths (28.87) miles, hereby certify that we have found the same so constructed as to be safe for public travel and for the passage of passengers' cars thereon.

Dated at Augusta, this 22nd day of November, A. D. 1898.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of that part of the Washington County Railroad, from Eastport Junction to Marion, a distance of eleven and three hundredths (11.03) 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 22nd day of November, A. D. 1898.

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

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to changes in the location of the Penobscot Central Railway.

Decision August 26, 1898.

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

The Penobscot Central Railway, a corporation organized under the general laws of the State of Maine, respectfully represents that its location within the towns of Kenduskeag, Corinth and Charleston has been approved as required by law by your Honorable Board and a copy thereof, together with the plan required by law, is now on file in the office of your Honorable Board.

Your petitioner respectfully represents that public convenience requires a variation from its aforesaid location as so fixed and approved by your Honorable Board, within said towns of Kenduskeag, Corinth and Charleston. Your petitioner further represents that no variation is required or prayed for in said location as to the streets, roads or ways within said towns. It prays for a variation only in the courses and distances of said

location as now fixed. Your petitioner avers that public convenience requires that all the courses and distances of said location within said towns of Kenduskeag, Corinth and Charleston should be so changed by your Honorable Board that wherever said location is now in or near the middle of the streets, roads and ways in said towns it should be so changed that so far as possible the location should be upon the side of the street following such side or sides as your Honorable Board may determine public convenience may require, after hearing all interested parties.

Wherefore, inasmuch as the determination of the courses and distances and boundaries is by law left to the determination of your Honorable Board, so that the precise location of the rails between the side lines of the streets, roads and ways is to be by you finally determined, and inasmuch as the decree of your Honorable Board now in force is not satisfactory to the people of said towns, and as your petitioner believes that public convenience requires a changing of said location within and only within the side lines of the streets, roads or ways in said towns, your petitioner respectfully prays that after due notice to all interested parties and hearing, you will order such variation in the location on the streets, roads and ways as now fixed as in your judgment public convenience may require in the building of said road.

Your said petitioner makes the map of its said proposed route now on file; also the written approval of the proposed route and location as to streets, roads and ways of the municipal officers of the towns of Kenduskeag, Corinth and Charleston, now on file, and the report and estimate of the engineer now on file, respectively and severally a part of this petition and of these proceedings.

Dated at Bangor, Me., this 19th day of August, A. D. 1898.

Penobscot Central Railway,

By HEATH & ANDREWS, its 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 Commercial, a newspaper published at Bangor, in the county of Penobscot, the first publication

in such paper to be at least four days before Friday, the twenty-sixth day of August, A. D. 1898, on which day the Board of Railroad Commissioners will meet at Kenduskeag, in said county, at ten o'clock in the forenoon and thus proceed to the village of East Corinth and from thence to Charleston and will hear parties interested at each of these places in relation to the purposes indicated in said petition. Said petitioner shall cause notice to be served upon the municipal officers of the towns of Kenduskeag, Corinth and Charleston three days before said hearing.

Dated this 20th day of August, A. D. 1898.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at Kenduskeag at the time mentioned in said order, and thence proceeded to the village of Corinth, and from thence to Charleston, at which places hearing was given to all the parties interested in relation to the proposed changes in the line of the Penobscot Central Railway.

At Kenduskeag no one appeared who desired to be made parties to the record.

At Corinth F. W. Hill appeared, to oppose any change in the location and was made a party of record.

At Charleston Thomas J. Peaks appeared, to oppose the proposed change, and was made a party of record.

At Kenduskeag we found the road-bed already constructed, and the rails already laid, and as we were furnished with no statement of the location of the road as built, we make no decision upon it.

At the village of East Corinth we gave a hearing to all the parties interested, and have decided that we shall make no change in the location of the road as originally laid in said village.

In the village of Charleston we decide that public convenience requires the following change: Commencing at the end of the line, in front of the Trustee House, fifteen feet easterly of the

west line of the street; thence south 8° west one thousand eight hundred and twenty-three feet; thence south 22° east seventy-seven feet; thence south $8^{\circ} 15'$ west seven hundred feet; thence south $10^{\circ} 35'$ west three hundred and thirty feet, to station 29+30 of the old location. And we hereby change said original location as above described.

Dated this 26th day of August, A. D. 1898.

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

Railroad Commissioners of Maine.

Filed November 29, 1898.

Petition, Order of Notice and Decision of the Board relating to a highway crossing under the Canadian Pacific Railway. Decision November 28, 1898.

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

The undersigned, municipal officers of the town of Woodville, in the county of Penobscot, respectfully represent that the county commissioners of said county of Penobscot, at a term of their court held on the sixth day of May, 1898, laid out and located a county road in said town of Woodville, which crosses the railway track of the Canadian Pacific Railway Company; said county road having been located and established by metes and bounds, as appears by the following copy from the records of said county commissioners, viz:

“Beginning at the northerly terminus of the river road, in the town of Chester, and on the line dividing Chester from Woodville, thence N. 52° degrees, E. 72 rods; thence S. 88° degrees, E. 14 rods; thence N. 60° degrees, E. 60 rods; thence N. 75° degrees, E. 14 rods; thence N. 67° degrees, E. 20 rods; thence N. 51° degrees, E. 32 rods; thence N. 67° degrees, E. 23 rods; thence N. 53° degrees, 30 min. E. 30 rods; thence N. 19° degrees, E. 38 rods; thence N. 6° degrees, E. 69 rods; thence N. 42° degrees, E. 55 rods; this brings us to the center of the Canadian Pacific

Railroad, our center being 2 rods west of the westerly abutment of the bridge on the Canadian Pacific Railroad spanning the Penobscot river at or near Mattawamkeag Point; thence northerly from said railroad north 26 degrees, E. 12 rods; N. 3 degrees, W. 118 rods; N. 6 degrees, E. 28 rods; N. 11 degrees, E. 32 rods; N. 8 degrees, E. 52 rods; N. 1 degree, W. 22 rods; N. 17 degrees, 30 min. E. 39 rods; N. 14 degrees, W. 46 rods; N. 3 degrees, W. 42 rods; N. 10 degrees W. 40 rods; N. 16 rods; N. 16 degrees, E. 26 rods; N. 2 degrees, E. 60 rods; N. 3 degrees, W. 46 rods; N. 19 degrees, W. 44 rods; N. 2 degrees, E. 18 rods; N. 7 degrees, W. 54 rods; N. 9 degrees, W. 20 rods; N. 55 rods; N. 54 degrees, 30 min. W. 37 rods; N. 19 degrees, W. 66 rods; N. 9 degrees, 30 min. W. 38 rods; N. 25 degrees, W. 12 rods; N. 10 degrees, E. 24 rods; N. 20 degrees, W. 16 rods; N. 24 degrees, W. 120 rods; N. 36 degrees, W. 36 rods; N. 2 degrees, E. 36 rods; N. 4 degrees, W. 38 rods; N. 24 degrees, W. 36 rods; N. 33 degrees, W. 34 rods; N. 43 degrees, W. 71 rods; N. 32 degrees, 30 min. W. 19 rods; N. 20 degrees, W. 32 rods; N. 32 degrees, W. 91 rods; N. 74 degrees, W. 40 rods; N. 55 degrees, W. 22 rods; N. 85 degrees, W. 147 rods; N. 54 degrees, W. 36 rods; S. 70 degrees, 30 min. W. 16 rods; S. 76 degrees, W. 24 rods; S. 54 degrees, W. 65 rods; N. 77 degrees, W. 37 rods; N. 63 degrees, W. 65 rods; N. 82 degrees, W. 35 rods; N. 84 degrees, W. 34 rods; N. 78 degrees, W. 101 rods; N. 86 degrees, 30 min. W. 77 rods; N. 63 degrees W. 47 rods; N. 30 degrees, W. 18 rods; N. 56 degrees, W. 50 rods to the county road leading from Pattagumpus to Woodville; and we do further adjudge that said road shall be four rods wide, all the monuments at the angles thereof in the foregoing description named, being on the westerly side of said road, and a term of two years from the sixth day of May, 1898, is allowed to the town through which said road is located, to open and make the same, excepting that part of said road from the Chester line to the northerly line of the C. P. R. R. Co.'s location, which is to be completed and opened for travel within eight months from May 6, 1898. It is adjudged by said commissioners that no individual is damaged by reason of said location more than the advantages to be derived therefrom.

Dated at Bangor, in said county, the sixth day of May, 1898."

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 railway track of the Canadian Pacific Railway Company 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 Woodville, in which said way is located, or shall be apportioned between such railway company and said town of Woodville.

Dated at Woodville this eleventh day of May, A. D. 1898.

Samuel H. Chesley, Jr.,
William Chesley,
W. D. Ireland,

Municipal Officers of the Town of Woodville.

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 November, A. D. 1898, 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.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this tenth day of October, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Supreme Judicial Court next to be holden at Bangor, within and for the county of Penobscot on the first Tuesday of January, A. D. 1899.

Upon the foregoing petition notice having been given as ordered, the Board met at the time and place stated in said order, and gave a hearing to all parties interested.

No one appeared for the Canadian Pacific Railway Company, and it is understood that no objection is made by said railway

company to the crossing, as prayed for in this petition, if it be not made at grade.

From an inspection of the location of this crossing, previously made by the Board of Railroad Commissioners when the municipal officers of said town of Woodville and the attorney of the railway company were present, it appeared that the aforesaid crossing could not be made at grade, but could be made under the track of the said railway company.

We therefore determine that said crossing shall be made under the track of said railway company, at the point named in said petition, and we hereby determine that the opening of said way between the pier of the bridge of said railway company and the bank on the westerly side of said way, shall be at least eighteen feet wide; and that the way shall be so constructed that the bridge or approaches to the bridge of said railway company shall be at least twelve feet above said way, and that the way, within the limits of the right of way of said railway company shall be made and maintained by the said railway company, at the expense of said town of Woodville, except the bank and abutments on each side of said way under the said bridge, which shall be maintained by the said railway company. The slopes and fills, outside the limits of the bridge, shall be done at the expense of the town.

The whole work shall be done to the satisfaction of the Railroad Commissioners. Suitable provision shall be made for surface drainage.

In witness whereof, we have hereunto set our hands this 28th day of November, A. D. 1898.

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 Lewiston, Brunswick and Bath Street Railway over M. C. R. R. in Bath. Decision November 29, 1898.

To the Honorable Railroad Commissioners of Maine :

Respectfully represents the Lewiston, Brunswick and Bath Street Railway that its tracks have been located over Oak street in the city of Bath within said State; that said Oak street at one point crosses the tracks of the Maine Central Railroad Company by an overhead crossing already constructed and existing; that your petitioner desires to construct its tracks across the tracks already built of the said Maine Central Railroad Company on the overhead crossing or bridge now existing, or on such overhead crossing or bridge as your Honorable Board may determine suitable and proper; that the bridge aforesaid now existing was erected and is owned by the city of Bath. Your petitioner respectfully prays that after due notice and hearing you will determine the manner and conditions of construction and maintenance of such crossing.

Your petitioner 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 bridge required to make the same safe for the uses to which it is to be put, and that you will further determine who shall bear the expenses of such repairs, renewals or strengthening of such bridge, or apportion such expense between your petitioner or the city of Bath, as the case may be, in such manner as may be deemed by your Board as just and fair, and that you will make your report thereof as provided by law.

Your petitioner further represents that it has made an agreement with the said city of Bath for such repairs and strengthening as to your petitioner and to the municipal officers of said city seem proper and safe, and it respectfully represents that it makes this application that your Honorable Board may determine whether the interest 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.

Your petitioner further prays that due notice of said hearing may be ordered upon the Maine Central Railroad Company and the municipal officers of the city of Bath.

Dated at Bath this 23d day of August, A. D. 1898.

Lewiston, Brunswick and Bath Street Railway,
By HEATH & ANDREWS, its 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 Bath Daily Times, a newspaper published at Bath, in the county of Sagadahoc, the first publication in said paper to be at least five days before Wednesday, the thirty-first day of August, A. D. 1898, 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 municipal officers of the city of Bath and the Maine Central Railroad Company five days at least before the day of hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-fourth day of August, A. D. 1898.

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 the order. A view was had by the Board prior to the date named in the order of notice. A hearing was given to all parties interested. Mr. Herbert M. Heath, of Augusta, appeared for the Lewiston, Brunswick and Bath Street Railway, and Mr. Seth M. Carter of Lewiston, appeared for the Maine Central Railroad Company. The petition embraces two propositions. First, a petition that the Board determine the manner and conditions of crossing the Maine Central Railroad by the above named street railway. Second, for a determination by the Board as to what repairs, renewals and strengthening of parts of the bridge hereinafter named, are necessary.

The Board finds that the bridge was originally built by the Maine Central Railroad Company, and has been maintained by it as an overhead bridge, crossing its tracks at the Oak street crossing in the city of Bath. The above named street railway lines were located by the city government over said bridge and thereby crossing the Maine Central Railroad at this point. An agreement was entered into by the street railway and the city as to the terms upon which the street railway might use this bridge.

This involved certain repairs and the introduction of certain members, all of which has been done in a satisfactory manner by the street railway.

A further agreement was made between the street railway and the Maine Central Railroad Company, that the street railway and the Maine Central Railroad Company should maintain the bridge jointly, after the street railway had made the repairs, renewals and strengthenings, agreed upon between said railway and the city. Hence the Board finds that the Lewiston, Brunswick and Bath Street Railway shall cross the said Maine Central Railroad on the overhead bridge at Oak street, and they further find that the repairs, renewals and strengthenings of parts, as agreed upon by said street railway and the city of Bath are good and sufficient and render the bridges of abundant strength to carry all the loads that may reasonably be put upon it.

The Board orders that such repairs, renewals and strengthening having been made, the future maintenance of said bridge shall be borne in equal parts by the Lewiston, Brunswick and Bath Street Railway and the Maine Central Railroad Company. The work of maintaining the same to be done by the Maine Central Railroad Company, with good and sufficient materials and in such manner as not to unreasonably and improperly discommode travel on the street railway. The street railway shall pay one-half of such expense.

Dated at Augusta, this 29th day of November, 1898.

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 Lewiston, Brunswick and Bath Street Railway over the M. C. R. R. in Lewiston. Decision November 29, 1898.

To the Honorable Board of Railroad Commissioners :

Respectfully represents the Lewiston, Brunswick and Bath Street Railway that in building its railroad in the city of Lewiston its tracks will be constructed across the tracks of the Maine Central Railroad at a point outside of the limits of the highway and at a point upon the land of the Maine Central Railroad Company agreed upon between said Maine Central Railroad Company and your petitioner, and the location of said crossing is given upon the plan herewith annexed and made a part of this petition.

Your petitioner therefore prays that your Honorable Board after due notice and hearing will determine the manner and conditions of construction and the maintenance of such crossing.

Dated this 5th day of July, A. D. 1898.

Lewiston, Brunswick and Bath Street Railway,
By HEATH & ANDREWS, its 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 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 Saturday the sixteenth day of July, A. D. 1898, 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 municipal officers of the city of Lewiston and to the Maine Central Railroad Company.

J. B. PEAKS, *Chairman,*
For the Board of Railroad Commissioners of Maine.

Dated this seventh day of July, A. D. 1898.

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, having previously informed themselves as to the conditions revealing at the point of crossing named. Mr. Herbert M. Heath of Augusta, appeared for the Lewiston, Brunswick and Bath Street Railway, and Mr. Seth M. Carter of Lewiston, appeared for the Maine Central Railroad Company.

The petition is based upon the provisions of section two of chapter seventy-two of the Public Laws of 1895, requiring the Board of Railroad Commissioners to determine the manner and conditions of constructing and maintaining such crossings and apportion the expense thereof.

The Lewiston, Brunswick and Bath Street Railway had previously proposed that they would build an overhead bridge at this crossing. Plans were submitted by said street railway, and agreed to by the Maine Central Railroad Company, and this Board determines that permission be granted said Street Railway to cross the Maine Central Railroad on steel trestle approaches, with plate girder bridge over the tracks of the said Maine Central Railroad, as are more particularly set forth in the plans submitted as aforesaid, and approved by this Board. Such plans showing the design of a bridge sufficient in strength to carry all loads that can be put upon it, and of head room as shown in the plans, agreed to by the parties interested, and approved by this Board. The said Lewiston, Brunswick and Bath Street Railway to erect and maintain such bridge at their own expense.

Dated at Augusta this 29th day of November, A. D. 1898.

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 Portland Railroad over the Portland and Rochester Railroad in Portland. Decision November 29, 1898.

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 Portland, in said county, a location for an extension of its railroad through Portland and Grove streets and Brighton avenue, so called, to the boundary line between the city of Deering and the city of Portland. That said location crosses over the tracks of the Portland and Rochester Railroad Company on Grove street, near the entrance to Deering park, upon a bridge already constructed and used as a public bridge.

Wherefore said Portland Railroad Company applies to your Honorable Board for authority to locate and construct their tracks upon, and over said bridge in such manner and under such conditions as to your Honorable Board may seem meet.

Dated this twenty-sixth day of August, A. D. 1898.

Portland Railroad Company,

By W. 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 four days before Monday the fifth day of September, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the West End Hotel in Portland 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 Portland and Rochester Railroad Company three days before said hearing.

J. B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 29th day of August, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition, notice was given as ordered, and the Board met at the time and place mentioned in said order, viewed the bridge and heard the parties interested.

Mr. Chas. F. Libby appeared for the petitioners.

Messrs. Nathan and Henry B. Cleaves and Stephen C. Perry appeared for the Portland and Rochester Railroad.

The application is based upon the provisions of law which requires the Board to determine the manner and conditions of the crossing of one railroad by another.

The Board finds that the bridge at Grove street in the city of Portland over the tracks of the Portland and Rochester Railroad is a steel superstructure set on good masonry. That strengthening members of steel to be added thereto by the Portland Railroad has been agreed upon by all the parties interested and plans of the same made. Such strengthening will make the bridge of abundant strength to carry any loads that may be put upon it, with a wide margin of safety.

We therefore determine that the said Portland Railroad Company may locate their track upon and over the said Grove street bridge over and across the track of the Portland and Rochester Railroad, the grade of the approaches to be no steeper than they now exist, and that the strengthening of said bridge as agreed upon by the parties in interest and as shown in the plans submitted is all that is required.

Dated this 29th day of November, A. D. 1898.

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 the Portland and Rumford Falls Railway in the town of Jay. Decision November 29, 1898.

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

The Portland and Rumford Falls Railway, a corporation duly organized under the laws of Maine and owning and operating a railroad from a point in the town of Canton in the county of Oxford through the town of Jay in the county of Franklin to Livermore Falls in the town of East Livermore in the county of Androscoggin, respectfully informs your Honorable Board that the municipal officers of the town of Jay aforesaid on petition of one Thomas I. Foley and others have laid out a certain town way in that part of said Jay now known as Riley and in part described as follows: Beginning on the southerly side of the Androscoggin river in said Jay at a point in the center of the road from Jay bridge to Riley ferry where the line between the lands of Joseph O. Peterson and the International Paper Company crosses the said road and twenty-two feet southerly from a stone bound at the northeast corner of lands recently bought by the International Paper Company and formerly known as the Moore farm, thence following the center of said road 385 feet westerly to the point of beginning of the proposed road as hereinafter described, thence along the center line of Jay avenue, so called, crossing the tracks of the Portland and Rumford Falls Railway S. 20° 05' E. 442.6 feet, thence S. 4° 55' W. 1,220 feet to the center line of Union street, so called; that said way as laid out has been duly accepted by the inhabitants of the town of Jay and is now legally located; that the said way as laid out crosses the location and railroad track of your petitioner as above described at grade.

Wherefore your petitioner herewith makes application to your Honorable Board after due notice and hearing to determine the manner and condition that said way may cross its said location and track and how the expense of building and maintaining so much of such way as is within the limits of said railroad shall be borne.

Dated at Rumford the twenty-eighth day of October, A. D. 1898.

Portland and Rumford Falls Railway,
By GEORGE D. BISBEE, 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 successively in the Lewiston Daily 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 ninth day of November, A. D. 1898, 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 municipal officers of the town of Jay three days at least before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this second day of November, A. D. 1898.

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. 1899.

The Portland and Rumford Falls Railway, a corporation duly organized under the laws of the State of Maine, on the 8th day of October, A. D. 1898, presented to the Board its petition, setting forth that its line as duly located and approved by this Board, runs through the town of Jay, in said county, and that the municipal officers of said town of Jay, legally located a highway in a certain part of said town now known as Riley, crossing the location and track of the said Portland and Rumford Falls Railway, at a point on said railway known as station 320+50, and asking this Board, after notice and hearing, to determine the manner and conditions under which this crossing shall be made.

The Board appointed the ninth day of November, A. D. 1898, at their office in Augusta, at ten o'clock in the forenoon, as the time and place for the 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 of notice, and the order of notice having been proved, gave a hearing to all parties present, who desired to be heard relative to the same. A view of the aforesaid crossing having been made by the Board previous to said hearing, particularly an inspection of the location of said crossing, and from all the facts brought out at said hearing, it appears that said crossing could not be reasonably made except at grade. Therefore we determine that said crossing shall be made at grade, as said railway now exists. The approaches of said way on the westerly side, shall be level within the location of said railway, and on the easterly side shall fall within said location no more than one foot for every twenty feet out from said track. Said crossing shall be constructed as wide as said highway now is, and shall be kept in a safe and convenient condition for the passage of travelers thereon.

Said railway shall make provisions for surface drainage.

Dated at Augusta this 29th day of November, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to the change of location of Branch Track, Bangor and Aroostook Railroad, and crossing of a Highway in Island Falls.

Decision November 29, 1898

To the Honorable Railroad Commissioners of the State of Maine:

The Bangor and Aroostook Railroad Company respectfully represents that a branch railroad track was legally located and is now operated from the main line of its railroad in Island Falls to the south side of Burleigh street in said Island Falls, the location of which branch track was approved by your Honorable Board, April 16, 1894.

That your petitioner deems it necessary and expedient that a change should be made in the location of said track, as follows:

Beginning at station 27+64.7 on the center of said branch track, which station equals station 0+0 of the proposed change and instead following the original location running as follows: South 6° 18' west (Magnetic) eighty (80) feet to station 0+80 B. C.; thence on a curve to the left with a radius of fourteen hundred and thirty-two and seven-tenths (1,432.7) feet, one hundred and six (106) feet to station 1+86 E. C.; thence on a tangent to said curve bearing south 2° 04' west, two hundred and seventy-nine and one-tenth (279.1) feet to station 4+65.1 B. C.; thence on a curve to the left with a radius of fourteen hundred and thirty-two and seven-tenths (1,432.7) feet, two hundred and seventy-six and six-tenths (276.6) feet to station 7+41.7 E. C.; thence on a tangent to said curve bearing south 9° east, one hundred and twenty-five and three-tenths (125.3) feet more or less to the center of Burleigh street, so called, on plan of Island Falls village made by E. H. Drury, C. E. in 1893, at station 8+67; thence on the same course eighteen and four-tenths (18.4) feet to station 8+85.4 B. C.; thence on a curve to the left with a radius of six hundred and three and eight-tenths (603.8) feet, fourteen and six-tenths (14.6) feet to the south line of said Burleigh street, at station 9+00, four hundred and forty-three (443) feet distant south 81° west along said south line from a stake standing on the west line of the county road leading to Patten.

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

That the change of location above specified is to cover a width of four rods, being two rods on either side of the above described line.

That said change in location crosses a way known as "Burleigh street," all of which is shown on said plan.

That it is impossible for said changed location to be built so as to cross said Burleigh street, otherwise than at grade.

Your petitioner hereby asks your Honorable Board to approve said change of location; that it may be made under your direction; and your petitioner prays that it may be allowed to cross said Burleigh street with said track as changed at grade, and

asks your Honorable Board to determine the manner and conditions upon which said railroad may cross said way.

October 28, 1898.

Bangor and Aroostook Railroad Company,
By APPLETON & CHAPLIN, its 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 Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least three days before Wednesday the ninth day of November, A. D. 1898, 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.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this second day of November, A. D. 1898.

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. 1898.

After notice and hearing upon the foregoing petition, it is authorized and determined by the Board that the change of location of the branch track of the Bangor and Aroostook Railroad, extending from the main line of said railroad to the south side of Burleigh street, so called, in the town of Island Falls, in said county, is hereby approved as shown on the plan and profile submitted.

And we find that it would be impracticable and inconvenient for said railroad to cross Burleigh street other than at grade.

We therefore determine and order that said branch track shall be so located as to cross said highway, known as Burleigh street, at grade, when said track shall have been raised two feet. The approaches of said way toward said track shall be constructed so that the same shall not be steeper than one foot elevation to every

twenty feet out from said track. Said way within the location of said railroad as changed, shall be made and maintained by said railroad company, so that the same shall be safe and convenient for travelers on said way, with horses, teams and carriages. Suitable provision shall be made for surface drainage.

Dated at Augusta, this 29th day of November, A. D. 1898.

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

Petition, Order of Notice and Decision of the Board relating to the granting of a Certificate allowing the issue of additional Bonds on the Bangor, Hampden and Winterport Railway. Decision November 29, 1898.

To the Board of Railroad Commissioners, Augusta, Me. :

GENTLEMEN: Respectfully represents the Bangor, Hampden and Winterport Railway, that in the 17th article in the mortgage executed and delivered by said company to the Old Colony Trust Company of Boston, as trustee, it is provided that forty thousand dollars in bonds numbered from one to forty both inclusive shall without further action be issued and certified by the trustee, immediately upon the execution and recording of said mortgage, and said bonds be delivered on order of its board of directors of said railway. The remaining bonds numbered from forty-one to three hundred inclusive to be deposited with said trustee and from time to time be certified by said trustee and delivered to said railway, or upon order of its directors, only as extensions of the line of railway between Bangor and Stockton Springs shall be made or additional equipment be procured and then only to the amount of seventy-five per cent of the cost of said extensions or additional equipment. Conclusive evidence for said trustee to act upon to be a certificate of the Railroad Commissioners of the State of Maine filed in the office of the Secretary of State of Maine, in accordance with the provisions of chapter 161 of the Public Laws of the State of Maine for the year 1895.

That in the construction and equipment of said road by the New England Railway Construction Company to December 1, 1897, the actual cash disbursements for road-bed and overhead construction, equipment and equipment of cars, amounted to \$56,829.75; that in accordance with the provisions of said section 17, forty bonds secured by said mortgage were turned over on the order of the directors as provided therein and still remain unsold; that since said December 1st, this company has laid out and expended on said line for the following extensions and additional equipment, the sums herein named to wit:

An additional turnout and track into Stern's mill wood yard.

An additional turnout and track into Hodgkins & Hall mill yard.

Switches and track from main line into Riverside park.	
Hauling gravel and reducing grades on main line all to the sum of	\$3,002 20
Electrical apparatus and overhead wires	412 57
New cars	967 31
Electrical car equipment	734 65
Construction of Riverside park buildings, theatre, electrical apparatus and lights including tele- phones and wire	4,034 39
	<hr/>
	\$9,151 12

Making the whole cost of construction of said road, equipments, etc., \$65,980.87.

Wherefore your petitioner prays, that you will make such an examination of the accounts and vouchers relative to the construction of said railway and equipment thereof, as will satisfy you as to the actual cash disbursements and costs thereof, and thereupon, you will give said railway a certificate as provided by clause seventeen in said mortgage; also file a certificate as provided in said chapter 161, Laws of 1895.

Respectfully submitted,

Bangor, Hampden and Winterport Railway,

By HENRY L. MITCHELL, President.

CHARLES D. SANFORD, 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 Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Wednesday the second day of November, A. D. 1898, 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.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of October, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

The foregoing petition by the Bangor, Hampden and Winterport Railway, was filed with the Board for the purpose of complying with the 17th article of the mortgage given by said company, in relation to the bonds secured by said mortgage; and also for the purpose of obtaining the certificate of the Railroad Commissioners, as provided by Public Laws of 1895, chapter 161.

Public notice was given for a hearing upon said petition, to be held upon the 2d day of November, A. D. 1898. The hearing was then continued to the ninth day of November, A. D. 1898, when the company presented evidence to the Board in relation to the subject matter.

We find that the whole amount of bonds authorized by the charter of the Bangor, Hampden and Winterport Railway, as provided by the mortgage of said company, is three hundred thousand dollars; forty thousand dollars of which amount are issued, and that by the provisions of said mortgage, no further issue of bonds can be made except upon certificate of the Railroad Commissioners of Maine, under the provisions of chapter 161, Public Laws of 1895.

The evidence presented satisfies us that there has been expended by said company, upon said road, the sum of sixty-five thousand nine hundred and eighty dollars and eighty-seven

cents, as appears by the statement on file with the Railroad Commissioners; and we have made a certificate to the Secretary of State of the State of Maine, as follows:

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Honorable Byron Boyd, Secretary of State:

The Railroad Commissioners of said State hereby certify that the whole amount of bonds authorized by the charter of the Bangor, Hampden and Winterport Railway, as provided by the mortgage of said company, is three hundred thousand dollars,—forty thousand dollars in amount of which bonds have been issued; and that by the terms of its mortgage, no more can be issued except upon certificate of the Railroad Commissioners of Maine, under the provisions of chapter 161, Public Laws of 1895.

For the purpose of authorizing said company to issue additional bonds, we hereby find and determine that the cost of the construction of the road of the company, so far, has been sixty-five thousand, nine hundred and eighty dollars and eighty-seven cents, and that the company is hereby authorized to issue eight thousand dollars in bonds, in addition to the forty thousand already issued, for the purpose of extending its line of railway.

We also certify that thirty thousand dollars in cash has been actually paid in for stock of said corporation, and has been expended upon the road of said corporation, and that said thirty thousand dollars in stock is equal to thirty-three and one-third per cent of the said forty-eight thousand dollars in bonds so issued, and to be issued.

Dated at Augusta, this twenty-ninth day of November, A. D. 1898.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

Commissioner Frederic Danforth was not able to be present at the hearing on this petition.

Special Report of an Accident at the crossing of Maine Central Railroad and Sandy River Railroad at Farmington, on December 20th, A. D. 1897.

STATE OF MAINE.

In Board of Railroad Commissioners.

A serious accident occurred at Farmington on the 20th day of December, A. D. 1897, in a collision between two locomotives, one belonging to the Maine Central Railroad Company, and one belonging to the Sandy River Railroad Company, by which William S. Barker, engineer on the Sandy River Railroad locomotive was killed.

The two companies occupy the same yard at Farmington station. The main track of the Sandy River Railroad crosses the track of the Maine Central Railroad a few hundred feet westerly from the station, and some fifty feet further westerly another track of the Sandy River Railroad, which goes to the turn table of the latter road, also crosses the Maine Central track.

On December 20th a passenger train on the Sandy River Railroad reached Farmington from Phillips at fifteen minutes past two in the afternoon, with Elmer W. Voter conductor, William S. Barker engineer, and Clifton U. Plaisted fireman.

Mr. Plaisted, the fireman, testifies that after his train arrived at Farmington he was occupied during the afternoon until about 3.30 o'clock, in shifting with his engine in the yard, that being a part of his duty as fireman. At forty minutes past three, P. M., freight train No. ninety-one on the Maine Central was due at Farmington. It seems to have arrived on time, and the train was pushed over from West Farmington by the Maine Central locomotive, and when the work of the Maine Central locomotive was done, it was taken back some distance west of the crossing of the Sandy River Railroad, and left standing upon the track.

About 4 o'clock, P. M., Mr. Barker, engineer of the Sandy River locomotive, received an order by wire, to return with his locomotive to Fairbanks, a station north of Farmington, to assist a special freight train over a heavy grade. The Sandy River locomotive was then standing on the main line north of and near to the Maine Central tracks. To return to Fairbanks it was

necessary to run the Sandy River locomotive to the turn table south of the Maine Central track. It was then discovered that the caboose car and a box car of the Maine Central Railroad had been left upon the diamond crossing of the track of the Sandy River Railroad, and Yardmaster Keith of the Sandy River Railroad requested the yardmaster of the Maine Central to remove the cars from the crossing. The Maine Central locomotive was thereupon sent up in charge of Fireman George W. Jordan to push the Maine Central cars off the diamond towards the station. Fireman Jordan testifies that he did not shackle on to the cars as he came up, but merely pushed them further east, and that his locomotive went some twenty feet easterly of the diamond of the easterly or main line crossing. That the brakeman then motioned for him to stop, and he did so, reversed his engine and started to return. That when he went into the yard he saw the engine of the Sandy River Road on the main line of that road, northerly, and supposed it had remained there. That as he commenced to back he heard "some one holler," and he looked out of his cab window and saw the engine of the Sandy River Road on the crossing behind him. That he stopped as quickly as he could, but not until he had run against the Sandy River engine and tipped it over.

Fireman Plaisted of the Sandy River engine testifies that when the Maine Central engine came up to push the cars across the diamond, he was on the Sandy River engine north of the Maine Central track, and was ordered by the conductor, Elmer W. Voter, to run his engine about one hundred feet north to the switch, and back on to the track leading to the turn table. He says Mr. Voter went on the engine with him. That Voter said "Go ahead over the switch." That he went up to the switch. That Mr. Keith, yardmaster of the Sandy River Road, turned the switch, and he begun to back his engine down on the track toward the turn table. At this time Mr. Barker, the engineer, was not on the engine. That he left Mr. Barker when the engine started, signing his order on the end of a box car. He says he did not look to see how the signals were. Whether he then expected Mr. Barker to get on to the engine he does not say, and whether he intended to stop before he got to the Maine Central crossing is not clear, although he says he never ran over the Maine Central track without the proper signal. And yet he

says he had not looked for signals when he was fifty or sixty feet from the diamond crossing, when Engineer Barker got on to the engine, which kept on backing down across the diamond until hit by the Maine Central engine.

We are thus particular about stating the undisputed facts because they throw light upon some things which are not entirely clear by the evidence.

It seems that the Maine Central R. R. Co. owned the yard and grounds, and the right of the Sandy River Road to use them was by agreement between the two companies. There was a signal station just west of these crossings, owned and supposed to be controlled by the Maine Central Company. Rule No. 19 of the Maine Central R. R. Co. reads as follows :

"No. 19, at Farmington. One ball or one red light allows trains of the Maine Central Railroad to cross the track of the Sandy River Road; and two balls or two red lights allows the Sandy River trains to cross the tracks of the Maine Central Railroad. Absence of signals stops all trains of both roads until the proper signal is given."

Mr. J. Elmer Weymouth testified that he was assistant yardmaster of the Maine Central Railroad at Farmington, and that it was his duty to set the signals; but when asked if he did set the signals that day for the Maine Central to use the track, his reply was "I think I did. I am not sure." But he says he knows they were set for the Maine Central, although he testifies that at the time of the accident he was near the depot, and some distance from the signal station.

Mr. Edgar B. Kempton testified that he was acting yardmaster at the Maine Central Railroad. That he tends the signal station at noon and that Mr. Weymouth tends it the rest of the time, and yet he subsequently testified in answer to questions, as follows :

"Q.—You say that you was clearing this crossing to enable the Sandy River to run the locomotive down and turn it?"
A.—Yes.

Q.—And if they were going to run a locomotive down, who would set the signal? A.—Mr. Keith or Mr. Weymouth."

Mr. Keith is in the employ of the Sandy River Railroad as station helper, and works around the yard; and what right he would have to change the signal, Mr. Kempton does not undertake to state, and when asked who did set the signal that day,

his reply was "I do not know. I think Mr. Weymouth. I did not set it."

Mr. Keith testifies that although he is acting yardmaster of the Sandy River R. R. he does not know who the signal tender is, and when asked if somebody is always there, so far as he knows, his reply was "Sometimes there is, and sometimes there isn't." And again he testifies in answer to the question "Who does set that signal, Mr. Keith?" his reply is "Well, various ones handle it." The question was asked, "Is it not the practice of whoever has charge of the shifting, either the Sandy River or the Maine Central to set that signal?" "A.—Yes sir." "Q.—You do it yourself?" "A.—I do at train time. Q.—If you have occasion to you set the signal? A.—Yes."

Mr. F. N. Beal, the superintendent of the Sandy River R. R., testifies that it is a very complicated yard, and that while he has instructed his employes not to touch the signal, he thinks they may have set the signal themselves sometimes.

Mr. Robert H. Lombard, who was the engineer of the Maine Central freight train, also testifies that he does not know who has charge of the signal, and that there is no special signal tender, and that no man has been kept in charge of it so far as he knows.

With all this uncertainty in relation to this signal station, we are satisfied from the testimony that it has been the custom of the Sandy River Railroad employes to cross the track of the Maine Central, not only when there was an absence of signals which would allow neither company to cross, but that they have also been in the habit of crossing when the signals were set for the Maine Central.

Mr. Voter, the conductor of the Sandy River Railroad, was asked "Q.—What has been the custom in regard to your yard work previous to the accident, as regards signals? A.—I have seen them cross without the signal.

Q.—Was it not customary in yard work? A.—Partially.

Q.—That is, a greater part of the time? A.—Yes sir."

Mr. Keith, the yardmaster, testified in answer to a question "What is the habit about the signals for the yard? Do they wait for signals before crossing? A.—When there were no Maine Central trains in the yard they have crossed the track without the signals."

And again, "Has it been customary to change the signals for yard work? A.—When there were trains in the yard, and it was necessary.

Q.—Has it not been customary for the Sandy River engine in its yard work to cross the Maine Central track, regardless of signals? A.—It may have been, at times.

Q.—Was not it generally so? A.—I don't think it was generally.

Q.—A good part of the time? A.—Considerable of the time."

Mr. S. H. Stackpole, station agent of the Sandy River R. R., was asked the question, "Do you know what the custom is about shifting in the yard? A.—Well, frequently the Sandy River engine crosses the Maine Central track when the signal is set against them.

Q.—Is the Maine Central frequently in here shifting? A.—Yes.

Q.—Do they work by signal in shifting? A.—So far as I know.

Q.—Who have you known to cross the Maine Central when the signal is set against them? A.—I cannot recollect any engineer in particular, or fireman."

Q.—Did you ever know Mr. Plaisted to do it? A.—I have known them in shifting to do it."

Mr. Beal, the Superintendent of the Sandy River R. R., when asked "Has it been to your knowledge that they have crossed the track of the Maine Central when the signal is set against them? A.—Several times.

Q.—Whom have you known to do it? A.—One or two of our former employes. I have seen the Maine Central and our road do it when shifting.

Q.—You have seen them do it when the signals were set for the Sandy River? A.—Yes.

Q.—Who did that? A.—I cannot tell you. The afternoon freight I have seen do it."

But notwithstanding all this tangle of testimony in relation to these signals we are satisfied that upon this occasion the signal was set for the Maine Central Railroad. Mr. Keith, who was acting yardmaster for the Sandy River Railroad, and by whose request the Maine Central engine was doing this work, says positively that the signals were set for the Maine Central Railroad,

and says that when the Sandy River engine was backing across, the Maine Central had the yard.

Mr. Frank R. Brown, the fireman on the Maine Central locomotive, who had charge of it at the time of the accident, when asked, "Do you know how the signals were?" answered, "One ball for the Maine Central.

Q.—Did they continue so? A.—Yes, the Maine Central had the right of way."

Mr. J. Elmer Weymouth, who says he was employed by the Maine Central R. R. as yardmaster and signal tender, testifies that although he cannot remember whether he set the signal himself, he does remember that it was set for the Maine Central Railroad. Besides this testimony it is very evident that the Maine Central engine had the right of way. Mr. Barker, the engineer of the Sandy River Road, and Mr. Plaisted, the fireman, and Mr. Voter, the conductor, all stood near the engine, north of the Maine Central track, when the Maine Central engine came in to push the cars off the diamond. The Sandy River had got through with shifting in the yard. Mr. Plaisted so states, and that his fires were banked, and that his engine set on the track north of the Maine Central track. He saw the Maine Central engine come in. Mr. Voter saw it come in, and Mr. Barker saw it come in; and Mr. Plaisted says he moved his engine up to the switch one hundred feet north, and then backed down upon the track towards the turn table, where he had got to cross the Maine Central within one hundred feet, and had never looked at the signals at all, and cannot tell how they were. Mr. Voter, the conductor, was on the Sandy River engine until it got nearly to the diamond crossing, and he says he had never looked at the signals at all, and cannot tell how they were set. Mr. Barker stood upon the platform a few rods from the signal station, in plain view of the signals, and it is fair to presume that he had not looked at the signals, when he went to his engine, got into it, as it was running down the track and attempted to cross the diamond in rear of the Maine Central engine, only a few feet from him, and in plain sight.

We are somewhat in doubt as to whether Mr. Barker went further with the engine than he intended, and went across the Maine Central track by negligence, in that way, or whether he deliberately and recklessly undertook to cross the Maine Central

track regardless of signals, as it is in testimony he was in the habit of doing. Upon this point there is the testimony of Mr. Keith, which is important. Mr. Keith testifies that he threw the switch for the Sandy River engine to go on to the freight track, and when the engine started to back down over the switch he stepped on to the hind end of the cab and rode down a little way, and then jumped off to go and throw the switch which leads to the turn table track. He says when he got just south of the Maine Central track, ahead of the Sandy River engine, he looked around and saw the engines come together. He was asked if he could see the man in charge of the locomotive, or "did the tender hide them so you could not see the engineer or fireman?" His answer was "as I remember the curtain was down so I could not see." The engine was backing, and he was running ahead of it. If the curtain was down it may sustain the theory that Mr. Barker could not see the Maine Central track and got nearer to it than he intended. But neither Mr. Plaisted, the fireman in charge, nor Mr. Voter, the conductor, who was on the engine, say anything about this curtain being down, and Mr. Keith is the only one who thinks it was down. It was the 20th day of December, and whether it was a cold day or not does not appear, but Mr. Plaisted says he had got through shifting with his engine. That it stood upon the track with his fires banked, and it would not seem improbable that the curtain was down, as stated by Mr. Keith.

We do not feel certain as to which of these theories is the correct one; whether the engineer got on the Maine Central track because he could not see on account of the curtain being down, which would be negligence on his part, or whether he deliberately undertook to cross it, regardless of the signals. In either event Mr. Barker, the engineer, was at fault. According to the testimony he had charge of the engine at the time, and with the Maine Central engine in clear view, he could not have run his engine on to the Maine Central track without gross carelessness on his part, and so we find that Mr. Barker came to his death by a collision between the Sandy River engine, of which he was engineer, and the Maine Central engine; and that so far as this accident was concerned, Mr. Barker was wholly to blame.

We cannot, however, close this report without expressing our surprise at the evidence of gross carelessness disclosed by the

testimony in this case, in the management of the tracks and signals in this yard, by the employés of the two companies, especially by those of the Sandy River Railroad; and we deem it fortunate and almost providential that some serious accident has not occurred here before.

Dated at Augusta, this 1st day of April, A. D. 1898.

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 29th day of January, A. D. 1898, on the Line of the Maine Central Railroad near Orono, Me.

STATE OF MAINE.

In Board of Railroad Commissioners.

A serious accident occurred to a passenger train on the Maine Central Railroad about one-third mile west of Orono station on January 29th, A. D. 1898, at about four o'clock in the afternoon; in which four persons lost their lives: Mr. and Mrs. Daniel Cunningham of Troy, Me., Mrs. Jennie S. Murray of St. Stephens, N. B., and Father McGrath, a Catholic priest of Winn. A large number of other passengers were seriously injured, and many others slightly injured.

The train was known as No. 29, which left Portland at 11.20 A. M., and arrived at Bangor at 3.25 P. M. The train when it left Bangor for St. John was made up of a postal car next the engine, a baggage car, a Pullman parlor car, one first-class passenger car, one second-class passenger car, in the order named, and the general manager's private car, upon the rear end of the train, and occupied by President Wilson and family.

The train left Bangor, Exchange street, according to the statements of the conductor and engineer, at 3.42 P. M., two minutes late; passed Veazie at 3.50, also two minutes late, and passed

Basin Mills at 3.55, also two minutes late, and had run about one-half mile east of Basin Mills, when from some cause the entire train, except the locomotive and tender and the rear car, which was the general manager's private car, left the rails on the westerly side, and went over an embankment into a place known as the "Frog Pond" some twenty-five or thirty feet below the road-bed.

The accident occurred on Saturday afternoon, and two of the commissioners who could reach the place upon regular trains, arrived at the scene of accident on Sunday morning, and spent the day in examination of the wreck; and on the seventh and eighth days of February the Board met at Orono and examined twenty-nine witnesses, among them being all the train men, the track men, and section men, and quite a number of the citizens of Orono, with a purpose to ascertain, if possible, the cause of the accident. It had been suggested, and the suggestion quite generally accepted, that the accident was caused by the sudden application of the air brakes, for the purpose of stopping the train at Orono; and having in our minds that, as a possible cause of the accident, we have given it a thorough consideration. We are satisfied beyond any doubt in our minds that this was not the cause of the accident.

The theory upon which such a suggestion seems to have been based was that the sudden application of the brakes had a tendency to lift the wheels from the rails, and that in this way the cars were caused to jump the track. From our knowledge of the construction of such brakes, and the manner in which they are attached to the car, we see no reason to assume that the well known law of gravitation can be overcome in the way suggested. Indeed it does not seem to us that such a proposition ought to be seriously considered.

Besides, from the point of the first indication of the derailment of the train, the distance to Orono station is sixteen hundred and seventy-eight feet,—almost a third of a mile; and from that point to the Orono station there is quite a heavy grade, and a four degree curve, and at the speed with which we believe the train was running, there would be no occasion for using the brakes at this point, to stop the train at Orono station. The testimony is conclusive, also, that the brakes were not applied until after the cars were off the rails.

The engineer, Frederic A. Little, testified that he passed Basin Mills at 3.55, two minutes late. That he was running his usual schedule time, which we ascertain by the official time table was thirty-four and two-sevenths miles per hour. That just after passing Basin Mills station, which is eight-tenths of a mile west of Orono station, he received a signal to stop at Orono, which he answered with three whistles, and as soon as he received the signal and answered it, he shut off his steam. That he had not put on his brakes when he felt a slight yank or jerk in the train, and upon looking back he saw the cars swaying. That he discovered some of the cars were off the track. That he immediately applied the emergency brake, and that his engine ran some five or six hundred feet before it stopped. That the cars broke away from the locomotive and went over the bank, pulling the tender off the track, but without disconnecting it from the locomotive.

Mr. Dan Shea, who was fireman upon the locomotive, testified that he had just been throwing coal into the fire box, when he felt a "little twitch in the train behind, and saw the engineer apply his emergency brakes; and upon looking he noticed some of the cars were off the track." He says that when Mr. Little, the engineer, got the signal to stop at Orono he answered it, and shut off the steam. That the first car he noticed off the track was the mail car, and he did not know whether any others were off or not at that time.

Mr. Harry E. Rice, who was baggage master on the train, testified that he was in the baggage car. That the brakeman came into the baggage car just before they arrived at Veazie, and told him that the conductor wished to stop at Orono, and asked him to pull the line to give notice to the engineer. He says that when near Basin Mills he tried to pull the line in the baggage car. That the hooks caught in the hood at the end, and that he could not do it, so he went into the rear end of the mail car, which was forward of the baggage car, and pulled the signal there. That he then returned into the baggage car, and when he had got about ten feet into the baggage car he felt it off the track. He thinks the car went two or three lengths after it went off the track before it went over the dump.

Mr. John B. Palmer, the brakeman on the train, testifies that by order of the conductor he went ahead and asked Mr. Rice, the

baggage master, to pull the line to signal the engineer to stop at Orono. That he went into the passenger car, in rear of the Pullman and afterwards went out and stood on the platform, and was there at the time of the accident. He says the first thing he noticed he felt the air on the passenger car—the air brakes. This is the only evidence tending to show that the accident was simultaneous with the use of the air brakes. But from the evidence it appears that the mail car was ahead, the baggage car next, a Pullman car next, so that this brakeman was on a car which had three others ahead of it, and the testimony of all the other witnesses, and the indications at the place of the wreck, show that the two cars forward of the Pullman were off the track first, and the engineer says he immediately, when he saw the cars off, applied his emergency brakes, so that the testimony of this brakeman, taken in connection with all the other evidence does not disagree with it.

But we are inclined to give great weight to the testimony of Mr. W. E. G. Chaplin, who was the mail clerk in charge of the postal car. Mr. Chaplin is a well known citizen of Bangor, has been mail agent about nine years. He says he was working at the letter case, about middle way of a forty-foot car. That was a postal car with two compartments and Mr. Chaplin was in the forward compartment next to the locomotive, and about twenty-five feet from it. He was standing back to the engine. He says that the first thing he realized they were off the track. That he felt no sudden shock, like that given by the application of brakes and neither felt nor heard anything to indicate that the air had been applied; and upon examination this question was asked, "And can you say whether any brakes had been applied—any service application before the cars were off the track?"

His answer was "I should say that there was not. Yes sir, very positively. I am as positive as I can be that there were no brakes applied that day before the accident." We are satisfied that from the position of Mr. Chaplin in the car, in the compartment next to the locomotive, standing up, and riding backwards, he had an opportunity to know whether any brakes had been applied before the accident. And from the knowledge of Mr. Chaplin's reputation and character, and with his nine years' experience as a postal clerk, we believe that he does know, and

has told the truth about it; and for the reasons above given we are satisfied and so find that the accident was not caused by the application of the brakes by the engineer.

The train seems to have been well inspected at Bangor by four inspectors, who testified that they found everything about the train all right, when it arrived at Bangor from Portland, and before it left for St. John. We have not been able to discover, either from the evidence, or from our examination the morning after the accident, that there was any difficulty with the cars or machinery. There were certainly no broken wheels. The truck frames were damaged by the accident, but whether there was anything broken before the accident we are not able to state, as there is no evidence and were no indications by which we can determine.

At our examination of the wreck and of the road-bed where it occurred, we found a pair of angle-bars at a joint, broken entirely in two; and from the testimony it appears that the rail westerly of the joint where the angle-bars were broken was thrown out some eight inches, and that the second rail westerly of this joint was thrown out from three to five inches. The end of the rail west of, and next to the break of the angle-bars, and about four feet from them, was sharply bent. Upon the rail next east of the broken angle-bars we found the inside-half of the end of the rail badly battered, as though it had been struck by either the flange of the wheel or by the wheel itself, when the angle-bars broke, and the rail thrown nearly into the middle of the road-bed. We found the spikes upon the outside of the two rails next west of the broken angle-bars, had been either broken or cut off by the flange of the wheel. We also found indications that the flange of the wheel had run upon the ties fifty feet west of the broken angle-bars. Whether this spreading of the rails was the cause, or the result of the accident we are not certain. The ties appeared to be in good condition. The rails were spiked to the ties through tie plates. We see nothing to satisfy us that there was anything wrong either about the ties or the spikes, or the plates. The rails were sixty-seven pound steel, in good condition.

There are several theories, either of which we might adopt as the cause of the accident, and find some evidence to sustain it;

but we should also at the same time find evidence that would contradict it.

We do not feel justified in setting up a theory which might or might not be the correct one. At the investigation, and during the examination of witnesses, there was a large number of people residing in Orono and other towns in the vicinity, and the chairman made public announcement that if any person present had any knowledge in relation to the cause of the accident, or knew of anybody who did, the Board would like to be informed, and take their testimony, but no evidence was volunteered and no cause suggested to the Board.

Of course there was a cause. But after having given the matter careful consideration, our report must be that we are unable to ascertain to our satisfaction what was the immediate cause of the derailment of this train.

Dated at Augusta, this twenty-second day of March, A. D. 1898.

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 Lewiston and Auburn Horse Railroad on the 20th Day of June, A. D. 1898, in Auburn, Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

On the 20th day of June, A. D. 1898, a serious accident occurred on the Lewiston and Auburn Railroad on the branch which leads to Lake Auburn, by a rear end collision.

Arthur E. Baker was motorman on the forward motor car, with two trailers.

Samuel M. Harvey was motorman on the rear motor car, with two trailers.

The cars were running to Lake Auburn, at about 10 o'clock in the evening, to bring passengers from the lake into the cities. There were, however, several passengers in each car going out.

From the evidence of the witnesses, and from what we ascertained by our own observation in relation to the matter, we are satisfied that the cars were running very fast. We have no doubt they were running fifteen, and probably twenty miles an hour.

The forward train was stopped at a place known as the Poor Farm Crossing, to let off a passenger. The rear train was running only about two poles in the rear of the forward train, so that when the forward train stopped, the rear train almost immediately ran into it, damaging the cars and injuring several people.

We are satisfied that the accident was caused by pure carelessness on the part of the motorman of the rear cars, Mr. Samuel M. Harvey.

Rule No. 2, of the road, by which motormen are to be governed, reads as follows: "Motormen will use great care to avoid accidents. While the cars are running at full speed at least four poles should be kept between the cars. They must be particular to run very slow, and keep their cars under perfect control. If the track is icy on a grade they should sand the track in front of the car, especially if a heavy load. They should run slow around curves and over frogs and switches."

We are satisfied that this rule was not observed at all. The cars were running very fast—much faster than ought to be

* allowed under such conditions, with one train so closely following another. A distance of four poles is about five hundred feet, which may be a safe distance in the day time, and at ordinary speed. When cars are running in the night time, at a rate of speed such as these were running, such a distance between cars is dangerous. To run at such speed at night, with cars so near together, is absolute recklessness.

The motorman, Mr. Harvey, says he reversed his car on six notches. Whether he was using power or not at the time, he does not say; but from the testimony we are led to infer that he was, although he was going down a steep grade.

From all the testimony we are satisfied that both motormen were running fast for the purpose of reaching the lake as quickly as possible, to bring passengers back to the cities.

It appears also by the testimony of the motorman, that the brake on one of the trailers of his car was broken. That he discovered the break when the car took the siding near the Main Street Bridge in Auburn. He says that he knew the brake would not work at all, and still he ran in the rear of the other train only the usual distance, and at a high rate of speed; and he distinctly says in his testimony, that if the brake had been all right he believed he could have stopped his train and avoided the accident.

We do not deem it necessary to recite any more of the testimony which is on file in the office of the Railroad Commissioners. We have no hesitation in saying that this accident was caused wholly by the negligence of the motorman of the rear train:

First—Because he was running at an unusual and unwarranted rate of speed.

Second—Because at that time of night, when he could not observe the train ahead of him, and on a down grade, he was running too near the train which preceded his.

Third—That with the knowledge he had that one of his cars had a broken brake, he should have used more care in keeping a safe distance from the other train.

Dated this 2d day of November, A. D. 1898.

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 at Leeds Junction, on the Maine Central Railroad, the 23rd Day of July, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

A serious accident occurred to a freight train at Leeds Junction, on the Maine Central Railroad, at about 1 o'clock in the afternoon of the twenty-third day of July, A. D. 1898.

The conductor of the aforesaid train, Thelesthare J. Lehay, otherwise known as James Tucker, of Waterville, was killed by his being thrown under the train and the wheels or a wheel of said cars, running over his head.

From the testimony it appears that the train was coming into Leeds Junction from the East, having more or less shifting to be done at said station. The nine cars next to the engine were equipped with the air brake, the air being coupled and in use by the engineer in handling his train. The train was made up of twenty-seven freight cars and a buggy, or conductor's van. The nineteenth car from the engine was a Bangor and Aroostook box car, the twentieth was a Boston and Maine flat, the twenty-first was a Maine Central flat, the two latter being loaded with stone crated, the twenty-second being an Eastman Heater car. The two cars loaded with stone were damaged the most of any in the train, the Maine Central having its forward end broken down, every sill being broken off some five or six feet from the forward end. The stones with which the flat cars were loaded were considerably changed in position from that in which they were originally loaded. Two of the pieces of stone were thrown from the car to the ground and two others thrown from the Maine Central to the Boston and Maine flats. These facts and the fact that one of the truck frames of the fifth or sixth car ahead of the stone cars was driven back from its proper place to nearly the middle of the car, show that the train broke apart and subsequently collided.

In the vertical plane coupling of the Bangor and Aroostook car, it being next forward of the stone cars, it was found after the stop that the knuckle was gone. A knuckle was soon found by a

section man about a quarter of a mile back of the station near the summit of the grade that runs downward to the station. This knuckle was found to fit the aforesaid coupling perfectly, was placed in position and used in hauling the car. Some witnesses standing some distance from the scene of the accident say positively that the train was broken apart. All the testimony points to a collision of considerable force, and we believe that the train parted near the place where the knuckle was found and the air being applied to the nine cars equipped with air in the ordinary course of handling trains at that station, the rear portion collided with the forward portion causing the accident to the train.

At or very near the time of the collision Mr. Lahaye was seen to come down over the Eastman Heater car and to step on the next car it being the flat loaded with stone. This was the last seen of him alive. After the collision his body was found under the car next to the buggy lying crosswise between the rails with the top and back of his head cut off. He had always been considered a very careful, faithful and efficient employé.

We find that the late J. Lahaye came to his death by having been thrown or falling accidentally, under the wheels of a freight train on the Maine Central Railroad at Leeds Junction on the twenty-third day of July, A. D. 1898, said wheels running over the aforesaid Lahaye's head.

That no blame attaches to the conductor, engineer or any other employé of the aforesaid Maine Central Railroad Company on said train.

Dated this second day of November, A. D. 1898.

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



Comparative Statements of the Condition and Operation

OF THE

Steam Railroad Corporations of the
State

COMPILED FROM THE

Returns for the Year Ending June 30, 1898.

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Cost of repairs:		
Per locomotive.....	56	245
Per passenger, baggage and mail car.....	57	245
Per freight car.....	58	245
Averages:		
Per passenger: average journey.....	59	245
Per ton of freight: average haul.....	60	245
Per train mile: average passengers.....	61	245
Per train mile: average tons of freight.....	62	245

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	Caribou.....	Limestone	15.90	15.90					
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			43.85	43.85	375.22
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 lines in Me.				
Old Orchard Branch	Old Orchard	Camp Ellis	3.27	3.27					
Kennebunk and Kennebunkport Branch.....	Kennebunk	Kennebunkport	4.50	4.50	The Boston & Me. R. R. Company operates, out of Maine 1,609.77 mi. of road				
Eastern Division	Portland.....	State line, N. H.	50.76	50.76					
Northern Division	Conway Junct., Me.	Salmon Falls.....	2.92	2.92					
				105.45					
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	5.00	8.00						
Branch	Main line	Lime Kilns .....	.50	.50						8.50
GRAND TRUNK RAILWAY (A. & St. L.).....	Portland	Boundary	82.60							
Norway Branch	South Paris	Norway	1.36	89.37			38.37		38.37	127.74
Lewiston and Auburn Branch	Lewiston Junction	Lewiston	5.41							
KENNEBEC CENTRAL RAILROAD.....	Randolph	Togus	5.00							5.00
LIME ROCK RAILROAD.....	Rockland	Lime Kilns	11.30							
Trackage Rights	Rockland		1.27	12.57						12.57
MAINE CENTRAL RAILROAD.....	Portland	Bangor	136.60							
	Brunswick	Bath	8.90							
	Cumberland	Skowhegan	91.20							
	Leeds Junction	Farmington	36.40							
	Brewer Junction	Mt. Desert Ferry	41.13							
<i>Androscoggin Railroad</i>	Crowley's	Lewiston	4.80							
<i>Androscoggin Railroad</i>	Brunswick	Farmington	62.60							
<i>Dexter and Newport Railroad</i>	Newport	Dexter	14.23							
<i>Dexter and Piscataquis Railroad</i>	Dexter Junction	Foxcroft	16.54							
<i>Belfast and Moosehead Lake Railroad</i>	Burnham	Belfast	33.13	648.50	814.68	40.50	244.90			1,100.08
<i>European and North American Railroad</i>	Bangor	Vanceboro	114.30							
<i>Stillwater Branch</i>	Orono	Stillwater	3.01							
<i>Enfield Branch</i>	Enfield	Montague	3.03							
<i>Eastern Maine</i>	Bangor Junction	Bucksport	18.80							
<i>Portland and Ogdensburg</i>	Portland	Lunenburg, Vt.	109.10							
	Union Station	Thompson's Point .....	.74							
<i>Upper Coos Railroad</i>	Quebec Junction	Beecher's Falls	55.33							
<i>Hereford Railway</i>	Beecher's Falls	Lime Ridge	52.85							
<i>Knox and Lincoln</i>	Woolwich	Rockland	47.03							
	Rockland	Wharf	1.36							
MONSON RAILROAD.....	Monson Junction	Monson	8.16	8.16			1.00		1.00	9.16
PATTEN AND SHERMAN RAILROAD.....	Patten	Sherman Junction	5.84	5.84						
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.....	Rumford Junction	Rumford Falls	52.86	52.86						
	Canton	Chisholm's Mills	9.68							
<i>Trackage Rights M. C. R. R.</i>	Rumford Junction	Lewiston	4.20	4.20			14.61		14.61	77.17

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.	
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
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.

OPERATING RAILROADS.	6—BANGOR AND ARROOSTOOK.	7—BOSTON AND MAINE.	8—BRIDGTON AND SACO RIVER.	9—CANADIAN PACIFIC (International.)
ASSETS.				
Construction	\$5,779,492 65	\$32,350,959 54	\$171,058 94	\$6,373,321 98
Equipment	331,222 85	4,583,149 91	33,592 00	384,614 06
Other permanent property .....	.....	7,285,934 78	.....	173,385 94
<i>Total permanent investments</i>	6,110,715 50	44,220,044 23	204,650 94	6,931,321 98
Cash and current assets	430,996 12	5,029,332 14	23,691 58	.....
Miscellaneous assets	64,715 12	3,160,792 64	476 99	.....
GROSS ASSETS	6,606,426 74	52,410,169 01	228,819 51	6,931,321 98
LIABILITIES.				
Capital stock, common	1,050,000 00	18,739,200 00	100,975 00	2,273,000 00
Capital stock, preferred	1,065,943 64	3,149,800 00	.....	.....
<i>Total capital stock</i>	2,115,943 64	21,889,000 00	100,975 00	2,273,000 00
Funded debt	3,867,000 00	21,392,306 91	106,000 00	3,514,000 00
Real estate mortgages .....	.....	597,800 00	.....	*173,385 94
Current liabilities	402,319 87	3,130,800 92	.....	.....
Accrued liabilities	149,435 00	2,750,638 70	2,130 00	970,935 14
<i>Total indebtedness</i>	4,418,754 87	27,871,546 53	108,130 00	4,658,321 08
Sinking and other special funds	936,045 77	.....	.....	.....
GROSS LIABILITIES	6,534,698 51	50,696,592 30	209,105 00	6,931,321 08
INCOME.				
Revenue from passengers	225,966 38	8,461,640 45	9,098 33	86,467 36
Revenue from mails	31,747 26	346,232 45	827 96	29,155 82
Revenue from express	8,509 24	620,709 30	3,003 61	11,453 48
Revenue from extra baggage and storage	2,413 41	112,453 42	161 49	.....
Revenue from other passenger service .....	.....	.....	.....	11,729 58
<i>Total passenger revenue</i>	268,636 29	9,541,035 62	13,091 39	138,806 24
Revenue from freight	487,866 43	10,201,910 29	15,361 87	322,314 03
Revenue from other freight service .....	.....	85,931 46	.....	.....
<i>Total freight revenue</i>	487,866 43	10,287,841 75	15,361 87	322,314 03
<i>Total passenger and freight revenue</i>	756,502 72	19,828,877 37	28,453 26	461,120 27
Other earnings from operation	22,704 04	22,106 69	.....	943 40
<i>Gross earnings from operation</i>	779,206 76	19,850,984 06	28,453 26	462,063 67
Income from other sources .....	.....	579,489 66	698 03	.....
GROSS INCOME	779,206 76	20,430,473 72	29,151 29	462,063 67

RAILROAD COMMISSIONERS' REPORT.

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* Equipment trust obligations.

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	6—BANGOR AND AROOSTOOK.	7—BOSTON AND MAINE.	8—BRIDGTON AND SACO RIVER.	9—CANADIAN PACIFIC (International.)
EXPENDITURES.				
Operating expenses	\$451,943 21	\$13,679,038 99	\$16,757 60	\$478,572 54
Interest on funded and other debts	201,834 00	1,089,125 16	6,390 00	66,065 00
Taxes	2,874 73	1,030,040 30	196 42	3,027 44
Rentals paid	90,573 49	3,299,066 34	.....	1,680 00
Other charges upon income .....	.....	69,779 25	.....	.....
Dividends paid .....	.....	1,234,002 00	3,600 00	.....
GROSS EXPENDITURES	747,225 43	20,401,052 04	26,944 02	549,344 98
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	31,981 33	6,171,945 07	11,695 66	*** 16,508 87
Income from other sources .....	.....	579,489 66	698 03	.....
Total income above operating expenses	31,981 33	6,751,434 73	12,393 69	.....
Interest, taxes, rentals and other charges	295,282 22	5,488,011 05	6,586 42	70,772 44
Net divisible income	31,981 33	1,263,423 68	5,807 27	†87,281 31
Amount of dividends declared .....	.....	1,234,002 00	3,600 00	.....
Percentage of dividends declared .....	.....	6	4	.....
SURPLUS FOR THE YEAR				
SURPLUS.				
Surplus June 30, 1897	39,746 90	1,712,450 73	9,364 33	.....
Surplus for the year	31,981 33	29,421 68	2,207 27	.....
Additions during the year .....	.....	28,295 70	.....	.....
Deductions during the year .....	.....	1,713,576 71	11,571 60	.....
TOTAL SURPLUS JUNE 30, 1898	71,728 23	.....	.....	.....
VOLUME OF TRAFFIC, ETC.				
Passengers carried	228,838	32,176,210	13,075	76,048
Passengers, average length of journey	38.72	15.10	13.90	65.27
Total passenger mileage	8,862,711	485,787,694	181,596	4,963,929
Average fare per mile on local tickets	3.75c	1.75c	3.98c	3c
Average fare per mile on commutation tickets	2c	†1 to 2c	.....	.....
Average fare per mile on mileage tickets	2.37c	‡2.25c	.....	2c
Average fare per mile on season tickets .....	.....	.674c	.....	.....
Average fare per mile on joint tickets	3c	1.798c	4.81c	Between 2 and 3c

***Deficit.

† Paid by lessees of the road.

‡ Within suburban circuit.

‖500 miles. ** 1,000 miles.

Tons of freight hauled	323,190	10,271,875	15,552	364,663
Average length of haul	97.03	67.01	14.80	167.52
<i>Total freight mileage</i>	31,363,880	688,351,187	230,617	61,087,755
Miles run by passenger trains.....	426,862	8,269,294	\$29,799	150,728
Miles run by freight trains	391,611	5,485,976	.....	338,785
Miles run by mixed trains .....	.....	.....	.....	58,620
<i>Total mileage of trains earning revenue</i>	818,473	13,755,270	29,799	548,133
Miles run by switching trains.....	180,856	3,088,843	.....	.....
Miles run by construction and other trains.....	17,304	397,417	2,358	62,932
<i>Total train mileage</i>	1,016,633	17,241,530	32,157	611,065
EQUIPMENT.				
Number of locomotives	30	665	3	10
Number of passenger and combination cars.....	24	982	2	.....
Number of dining, parlor and sleeping cars .....	.....	9	.....	.....
Number of baggage, express and mail cars	11	214	2	.....
Number of freight cars (basis 8 wheels).....	1,269	11,945	31	1,000
Number of officers' and pay cars.....	1	4	.....	.....
Number of gravel and other cars.....	88	539	.....	6
MISCELLANEOUS.				
Whole number of stockholders.....	451	6,391	94	.....
Whole number in Maine	430	472	82	.....
Amount of stock held in Maine	\$1,065,100 00	\$1,582,500 00	\$87,500 00	.....
Total miles of road operated.....	331.37	1,715.22	16	232 80
Total miles of road operated in Maine.....	331.37	105.45	16	176.70
Highway grade crossings in Maine.....	155	76	17	31
Railroad grade crossings in Maine.....	2	3	1
Average number of employees.....	770	15,118	32	320

§ Mixed trains.

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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.....		\$80,992 00	\$8,922,000 00	\$61,517 32
Equipment.....		4,172 36		20,061 33
<i>Total permanent investments</i>		85,164 36	8,922,000 00	81,578 65
Cash and current assets.....	\$1,483 76	1,120 77		3,573 07
Miscellaneous assets.....	1,721 00			301 62
GROSS ASSETS		86,285 13	8,922,000 00	85,453 34
LIABILITIES.				
Capital stock, common.....	*	100,000 00	5,484,000 00	40,000 00
Capital stock, preferred, paid on.....				1,250 00
<i>Total capital stock</i>		100,000 00	5,484,000 00	41,250 00
Funded debt.....		50,000 00	3,438,000 00	30,000 00
Current liabilities.....	6,610 40	4,067 08		4,700 36
Accrued liabilities.....				147 50
<i>Total indebtedness</i>		54,067 08	3,438,000 00	34,847 86
Sinking and other special funds.....				1,250 00
GROSS LIABILITIES		154,067 08	8,922,000 00	76,097 86
INCOME.				
Revenue from passengers.....	4,042 34	1,848 65	265,057 15	7,518 53
Revenue from mails.....	931 04	318 33	26,791 63	310 80
Revenue from express.....	542 22	312 10	23,219 91	336 28
Revenue from extra baggage and storage.....	14 29			
Revenue from other passenger service.....		263 63		36 01
<i>Total passenger revenue</i>	5,529 89	2,742 71	315,068 69	8,201 62
Revenue from freight.....	10,188 13	8,271 84	959,436 98	7,883 77
<i>Total freight revenue</i>	10,188 13	8,271 84	959,436 98	7,883 77
<i>Total passenger and freight revenue</i>	15,718 02	11,014 55	1,274,505 67	16,085 39
Other earnings from operation.....	15,718 02			190 00
<i>Gross earnings from operation</i>		11,014 55	1,274,505 67	16,275 39
Income from other sources.....	125 00		3,695 48	
GROSS INCOME	15,843 02	11,014 55	1,278,201 15	16,275 39

*The Franklin & Megantic Railway Company was formed by the bondholders of the F. & M. R. R. Company. Bonds \$50,000 represent capital stock under the statute.

EXPENDITURES.				
Operating expenses.....	18,442 10	7,182 49	1,007,528 98	10,177 34
Interest on funded and other debts.....	204 66	3,236 91	553,320 00	1,763 41
Taxes.....	1 90	59 04	96,725 32	224 49
Dividends paid.....				2,400 00
GROSS EXPENDITURES.....	18,648 66	10,478 44	1,656,574 20	14,565 24
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	†2,599 08	3,832 06	266,976 69	6,098 05
Income from other sources.....			3,695 48	
<i>Total income above operating expenses.....</i>		3,832 06	270,672 17	6,098 05
Interest, taxes, rentals and other charges.....	206 56	3,295 95	650,045 32	4,387 90
<i>Net divisible income.....</i>	<i>2,805 64</i>	<i>536 11</i>	<i>†379,373 15</i>	<i>1,710 15</i>
Amount of dividends declared.....				2,400 00
Percentage of dividends declared.....				6
SURPLUS.				
Surplus June 30, 1897.....		215 82	† 38,612 59	7,645 53
Surplus for the year.....		536 11	†379,373 15	1,710 15
Additions during the year.....				
Deductions during the year.....				
TOTAL SURPLUS JUNE 30, 1898.....	† 2,805 64	751 93	†759,985 74	9,355 48
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	7,851	6,303	387,342	49,727
Passengers, average length of journey.....	15.65	7.14	34.25	4.95
<i>Total passenger mileage.....</i>	<i>122,919</i>	<i>53,575</i>	<i>13,264,884</i>	<i>246,203</i>
Average fare per mile on local tickets.....	3.95c	4.75c		3c
Average fare per mile on commutation tickets.....	2.50c			1.45c
Average fare per mile on mileage tickets.....			2.03c	
Average fare per mile on season tickets.....				
Average fare per mile on joint tickets.....		4.75c		
Tons of freight hauled.....	12,542	18,886	1,402,938	5,406
Average length of haul.....	15	4.79	97.83	5
<i>Total freight mileage.....</i>	<i>192,649</i>	<i>160,531</i>	<i>137,246,784</i>	<i>27,030</i>
Miles run by passenger trains.....	23,444	† 15,337	428,655	13,860
Miles run by freight trains.....	10,645		901,542	
Miles run by mixed trains.....			1,937	2,819
<i>Total mileage of trains earning revenue.....</i>	<i>34,089</i>	<i>15,337</i>	<i>1,332,134</i>	<i>16,679</i>
Miles run by switching trains.....			277,531	
Miles run by construction and other trains.....	5,845		33,077	3,511
<i>Total train mileage.....</i>	<i>39,934</i>	<i>15,337</i>	<i>1,642,742</i>	<i>20,190</i>

† Deficit.

† Mixed trains.

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.
EQUIPMENT.				
Number of locomotives.....	2		1	2
Number of passenger and combination cars.....	1		1	3
Number of dining, parlor and sleeping cars.....				2
Number of baggage, express and mail cars.....	1			
Number of freight cars (basis 8 wheels).....	28		5	8
Number of officers' and pay cars.....				
Number of gravel and other cars.....				
MISCELLANEOUS.				
Whole number of stockholders.....	4	104	1,605	79
Whole number in Maine.....	4	103	75	72
Amount of stock held in Maine.....		\$94,000		\$36,700
Total miles of road operated.....	26.70	8.50	171.99	5
Total miles of road operated in Maine.....	26.70	8.50	89.37	5
Highway grade crossings in Maine.....	13	4		5
Railroad grade crossings in Maine.....				
Average number of employees.....	35	10	1,099	10

Equipment furnish'd
by Lessees.

Excursion, 2

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	14—LIME ROCK.	15—MAINE CENTRAL.	16—MONSON.	17—PATTEN AND SHERMAN.
ASSETS.				
Construction	\$378,748 32	\$13,032,524 86	\$68,886 68	\$73,633 00
Equipment	114,966 22	2,434,639 47	17,261 95	5,599 00
Other permanent property	35,250 00	741,939 25		
<i>Total permanent investments</i>	528,964 54	16,209,103 58	78,148 63	79,232 00
Cash and current assets	10,263 55	791,991 14		
Miscellaneous assets	2,991 12	919,278 51		
GROSS ASSETS	542,249 21	17,920,373 23	78,148 63	
LIABILITIES.				
Capital stock, common	450,000 00	4,995,800 00	70,000 00	36,000 00
<i>Total capital stock</i>	450,000 00	4,995,800 00	70,000 00	36,000 00
Funded debt	387,000 00	10,795,092 00	70,000 00	
Current liabilities	47,923 48	1,198,402 41	68,361 69	45,122 39
Accrued liabilities	33,030 12	370,066 64		
<i>Total indebtedness</i>	467,953 60	12,363,561 05	138,361 69	45,122 39
Sinking and other special funds	43,275 68	518,673 35		
GROSS LIABILITIES	917,953 60	17,878,034 40	208,361 69	81,122 39
INCOME.				
Revenue from passengers		1,860,334 19	1,015 40	2,247 14
Revenue from mails		176,943 24	154 48	263 50
Revenue from express		74,200 00	105 94	152 75
Revenue from extra baggage and storage		31,909 88	87 14	50 30
<i>Total passenger revenue</i>		2,143,387 31	1,362 96	2,713 69
Revenue from freight	58,819 64	2,615,413 92	4,070 67	2,034 87
<i>Total freight revenue</i>	58,819 64	2,615,413 92	4,070 67	2,034 87
<i>Total passenger and freight revenue</i>	58,819 64	4,758,801 23	5,433 63	4,748 56
Other earnings from operation	986 00	25,300 00		57 86
<i>Gross earnings from operation</i>	59,805 64	4,784,101 23	5,433 63	4,806 42
Income from other sources	3,907 52	37,740 42	19 32	
GROSS INCOME	63,713 16	4,821,841 65	5,452 95	4,806 42

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements From Returns of Steam Railroad Corporations.—Continued.

OPERATING RAILROADS.	14—LIME ROCK.	15—MAINE CENTRAL.	16—MONSON.	17—PATTEN AND SHERMAN.
EXPENDITURES.				
Operating expenses	\$27,387 42	\$2,997,244 04	\$5,684 84	\$6,095 63
Interest on funded and other debts.....	23,245 39	633,907 42	4,485 56	
Taxes	1,514 30	114,121 18	54 94	26 44
Rentals paid		648,120 81		
Other charges upon income		29,440 00	3,000 00	
Dividends paid	11,250 00	298,527 00		
GROSS EXPENDITURES	63,397 11	4,721,360 45	13,225 34	6,122 07
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	59,805 64	1,786,857 19	†251 31	†1,289 21
Income from other sources	3,907 52	37,740 42	19 32	
Total income above operating expenses	63,713 16	1,824,597 61	†231 99	
Interest, taxes, rentals, and other charges	24,759 69	1,425,589 41	7,540 50	26 44
Net divisible income	11,566 05	399,008 20	†7,772 49	
Amount of dividends declared	11,250 00	298,527 00		
Percentage of dividends declared	2.50	6		
SURPLUS.				
Surplus June 30, 1897.....	21,320 31	736,956 16	†122,440 57	
Surplus for the year	316 05	100,481 20	†7,772 49	
Additions during the year.....		22,999 52		
Deductions during the year	6,616 41	818,098 05		22 79
TOTAL SURPLUS JUNE 30, 1898	15,019 95	42,338 83	†130,213 06	†1,292 86
VOLUME OF TRAFFIC, ETC. *				
Passengers carried		2,071,431	3,486	7,289
Passengers average length of journey		40.23	6.16	5.53
Total passenger mileage		83,335,917	21,473	40,315
Average fare per mile on local tickets		2.36c	2.80c	6.11c
Average fare on joint tickets.....		2.08c	5.80c	6.42c
Tons of freight hauled.....	197,879	2,747,021	6,969	3,351
Average length of haul		74.15	6.16	5.84
Total freight mileage.....	197,879	203,684,841	42,929	

† Deficit.

Miles run by passenger trains.....		1,699,999		7,293
Miles run by freight trains.....		1,400,279		
Miles run by mixed trains.....			13,780	3,527
<i>Total mileage of trains earning revenue.....</i>		3,100,278	13,780	10,820
Miles run by switching trains.....		1,068,568	800	
Miles run by construction and other trains.....		201,427		
<i>Total train mileage.....</i>		4,370,273	14,580	10,820
EQUIPMENT.				
Number of locomotives.....	3	157	2	1
Number of passenger and combination cars.....		167	1	1
Number of baggage, express and mail cars.....		59		
Number of freight cars (basis 8 wheels).....	12	3,250	16	
Number of officers' and pay cars.....		1		
Number of gravel and other cars.....	*402	485	2	
MISCELLANEOUS.				
Whole number of stockholders.....	46	865	16	10
Whole number in Maine.....	43	444	4	10
Amount of stock held in Maine.....	\$446,850 00	\$1,358,900 00	\$400 00	\$36,000 00
Total miles of road operated.....	12.57	814.68	8.16	5.84
Total miles of road operated in Maine.....	12.57	648.50	8.16	5.84
Highway grade crossings in Maine.....	13	625	9	
Railroad grade crossings in Maine.....	1	†31		
Average number of employees.....	20	3,228	8	9

* Dump cars.

† With steam railroads, 7; electric, 24.

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	\$238,894 48	\$703,793 42	\$2,041,937 46	\$22,000 00
Equipment	57,588 28		145,678 95	8,000 00
Other permanent property		21,304 09	553,210 00	
<i>Total permanent investments</i>	296,482 76	725,097 51	2,740,826 41	30,000 00
Cash and current assets	12,095 70	141,889 07	111,697 25	
Miscellaneous assets	685 43	15,574 86	19,963 46	
GROSS ASSETS	309,263 89	882,561 44	2,872,487 12	
LIABILITIES.				
Capital stock, common	99,400 00	592,070 45	1,000,000 00	30,000 00
<i>Total capital stock</i>	99,400 00	592,070 45	1,000,000 00	30,000 00
Funded debt	200,000 00	113,500 00	1,349,000 00	
Current liabilities	62,605 22	57,343 28	395,539 83	
Accrued liabilities	8,293 62	1,135 00	12,033 34	
<i>Total indebtedness</i>	270,898 84	171,978 28	1,756,623 17	
GROSS LIABILITIES	370,298 84	764,048 73	2,756,623 17	
INCOME.				
Revenue from passengers	9,076 29	76,320 84	64,617 50	
Revenue from mails	1,661 96	8,352 59	6,012 37	
Revenue from express	1,125 86	8,784 34	3,500 00	
Revenue from extra baggage and storage			493 19	
Revenue from other passenger service			300 00	
<i>Total passenger revenue</i>	11,864 11	93,457 77	74,923 06	
Revenue from freight	23,223 23	159,915 68	212,231 34	
<i>Total freight revenue</i>	23,223 23	159,915 68	212,231 34	
<i>Total passenger and freight revenue</i>	35,087 34	253,373 45	287,154 40	
Other earnings from operation	79 49		2,782 09	
<i>Gross earnings from operation</i>	35,166 83	253,373 45	289,936 49	
Income from other sources	20 01	4,807 50	9,109 28	
GROSS INCOME	35,186 84	258,180 95	299,045 77	

* Not in operation.

EXPENDITURES.			
Operating expenses.....	29,866 30	207,003 95	175,067 35
Interest on funded and other debts.....	13,123 32	941 80	62,162 46
Taxes.....	316 10	6,618 39	4,119 41
Other charges upon income.....		8,000 00	
Dividends paid.....		35,524 22	40,000 00
GROSS EXPENDITURES.....	43,305 72	258,088 36	281,349 22
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation.....	5,300 53	46,369 50	114,869 14
Income from other sources.....	20 01	4,807 50	9,109 28
<i>Total income above operating expenses.....</i>	<i>5,320 54</i>	<i>51,177 00</i>	<i>123,978 42</i>
Interest, taxes, rentals and other charges.....	13,439 42	15,560 19	66,281 87
<i>Net divisible income.....</i>	<i>†8,118 88</i>	<i>35,616 81</i>	<i>57,696 55</i>
Amount of dividends declared.....		35,524 22	40,000 00
Percentage of dividends declared.....		6	4
SURPLUS.			
Surplus June 30, 1897.....	†52,916 07	118,420 12	105,971 18
Surplus for the year.....	†8,118 88	92 59	17,696 55
Deductions during the year.....			5,037 11
TOTAL SURPLUS JUNE 30, 1898.....	†61,034 95	118,512 71	118,630 62
VOLUME OF TRAFFIC, ETC.			
Passengers carried.....	10,198	268,489	98,427
Average fare per mile of journey.....	24.43	12.18	23.84
<i>Total passenger mileage.....</i>	<i>249,102</i>	<i>3,266,755</i>	<i>2,346,917</i>
Average fare per mile on local tickets.....		2.54c	2.46c
Average fare per mile on commutation tickets.....		2.50c	1.01c
Average fare per mile on mileage tickets.....		.79c	2 and 2½c
Average fare per mile on season tickets.....		3.51c	3.54c
Average fare per mile on joint tickets.....			3.51c
Tons of freight hauled.....	19,006	272,439	278,881
Average length of haul.....	16.57	41.04	35.72
<i>Total freight mileage.....</i>	<i>314,929</i>	<i>11,285,258</i>	<i>9,961,821</i>
Miles run by passenger trains.....	27,185	133,681	90,246
Miles run by freight trains.....	8,387	95,304	94,832
Miles run by mixed trains.....	17,495		
<i>Total mileage of trains earning revenue.....</i>	<i>53,067</i>	<i>228,985</i>	<i>185,078</i>
Miles run by switching trains.....	406	37,145	45,852
Miles run by construction and other trains.....	4,936	27,225	32,699
<i>Total train mileage.....</i>	<i>58,409</i>	<i>293,355</i>	<i>263,629</i>

† 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.
EQUIPMENT.				
Number of locomotives.....	4	13	11	
Number of passenger and combination cars.....	4	12	8	
Number of dining, parlor and sleeping cars.....				
Number of baggage, express and mail cars.....	1	5	1	
Number of freight cars (basis 8 wheels).....	100	183	70	
Number of officers' and pay cars.....		1		
Number of gravel and other cars.....	3	49	42	
MISCELLANEOUS.				
Whole number of stockholders.....		94		58
Whole number in Maine.....		78		43
Amount of stock held in Maine.....		\$104,600		\$674,100
Total miles of road operated.....	28.60	53.86		66.74
Total miles of road operated in Maine.....	28.60	50.86		66.74
Highway grade crossings in Maine.....		85		53
Railroad grade crossings in Maine.....		9		1
Average number of employees.....		244		234

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	\$474,703 78	\$208,861 98		\$1,042,083 02
Equipment	95,024 96	47,167 64		30,258 05
Other permanent property		46,065 20		
<i>Total permanent investments.</i>	569,728 74	302,094 82		1,072,341 07
Cash and current assets	32,410 31	5,521 45		19,510 72
Miscellaneous assets	5,326 55	3,277 00		12,299 20
GROSS ASSETS.	609,013 87	310,893 27		1,104,150 99
LIABILITIES.				
Capital stock, common	150,000 00	100,000 00	\$180,000 00	736,648 76
<i>Total capital stock.</i>	150,000 00	100,000 00	180,000 00	736,648 76
Funded debt	418,100 04	300,000 00	70,000 00	225,000 00
Current liabilities	6,047 36	11,945 07		80,187 69
Accrued liabilities	5,000 00	1,714 42		
<i>Total indebtedness.</i>	459,013 87	313,659 49		305,187 69
GROSS LIABILITIES.	609,013 87	513,659 49		1,104,150 99
INCOME.				
Revenue from passengers	10,950 91	13,263 90	3,403 30	20,134 11
Revenue from mails	1,202 98	1,379 88	484 45	2,989 13
Revenue from express	325 73	1,930 19		1,674 42
Revenue from extra baggage and storage		85 71		266 51
<i>Total passenger revenue.</i>	12,479 62	16,659 68	3,887 75	25,064 17
Revenue from freight	68,190 62	27,124 95	5,048 10	41,948 78
<i>Total freight revenue.</i>	68,190 62	27,124 95	5,048 10	41,948 78
<i>Total passenger and freight revenue.</i>	80,670 24	43,784 63	8,935 85	67,013 05
Other earnings from operation	24 05	522 05		120 82
<i>Gross earnings from operation.</i>	80,694 29	44,306 68	8,935 85	67,133 78
Income from other sources	806 53	2,500 00		
GROSS INCOME	81,500 82	46,806 68	8,935 85	67,133 88

RAILROAD COMMISSIONERS' REPORT.

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.
EXPENDITURES.				
Operating expenses.....	\$49,545 37	\$22,115 35	\$6,411 85	\$53,941 31
Interest on funded and other debts.....	19,370 86	15,206 50	5,000 00	16,258 27
Taxes.....	738 31	506 19		591 24
Other charges upon income.....				190 55
Dividends paid.....	6,000 00	6,000 00		
GROSS EXPENDITURES	75,654 54	43,828 04	6,411 85	70,981 37
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	31,955 45	22,155 33	2,524 00	*3,847 49
Income from other sources.....		2,500 00		
<i>Total income above operating expenses.</i>	31,955 45	24,655 33	2,524 00	13,192 57
Interest, taxes, rentals, and other charges.....	20,109 17	15,712 69		17,040 06
<i>Net divisible income.</i>	11,846 28	8,942 64		*3,847 49
Amount of dividends declared.....	6,000 00	6,000 00		
Percentage of dividends declared.....	4	6		
SURPLUS FOR THE YEAR.				
SURPLUS.				
Surplus June 30, 1897.....	24,020 19	*105,708 86		66,162 03
Surplus for the year.....	5,846 28	2,942 64		*3,847 49
TOTAL SURPLUS JUNE 30, 1898.	29,866 47	*102,766 22		62,314 54
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	11,374	25,859	8,508	25,263
Passengers, average length of journey.....	20.57	13.73	8	22.47
<i>Total passenger mileage.</i>	233,981	355,161	68,064	567,667
Average fare per mile on local tickets.....		3.75c	5c	3.10c
Average fare per mile on commutation tickets.....		2.75c		
Average fare per mile on mileage tickets.....				3c
Average fare per mile on season tickets.....				.75c
Average fare per mile on joint tickets.....				4.88c
Tons of freight hauled.....	131,435	29,008	7,316	59,543
Average length of haul.....	16.53	15.25	8	*21.68
<i>Total freight mileage.</i>	2,172,915	443,105	58,528	1,291,045

* Deficit.

Miles run by passenger trains.....	28,638	24,998	5,008	45,542
Miles run by freight trains.....	26,983			20,814
Miles run by mixed trains.....		13,201	10,016	9,952
<i>Total mileage of trains earning revenue.....</i>	<i>55,621</i>	<i>38,199</i>	<i>15,024</i>	<i>76,308</i>
Miles run by switching trains.....	11,533			700
Miles run by construction and other trains.....	10,730	4,115		2,442
<i>Total train mileage.....</i>	<i>77,934</i>	<i>42,314</i>	<i>15,024</i>	<i>79,450</i>
EQUIPMENT.				
Number of locomotives.....	6	4	1	6
Number of passenger and combination cars.....	4	4	2	7
Number of baggage, express and mail cars.....		2		3
Number of freight cars (basis 8 wheels).....	167	61	6	34
Number of gravel and other cars.....	11			3
MISCELLANEOUS.				
Whole number of stockholders.....	7	3	109	36
Whole number in Maine.....	7	3	93	31
Amount of stock held in Maine.....	\$150,000 00	\$100,000 00		\$532,700 00
Total miles of road operated.....	31	18	2	42.06
Total miles of road operated in Maine.....	31	18	2	42.06
Highway grade crossings in Maine.....	17	14	7	24
Railroad grade crossings in Maine.....		1		
Average number of employees.....		28	12	58

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	\$429,093 70	\$300,000 00
Equipment		31,685 03	
Other permanent property		2,800 00	
<i>Total permanent investments</i>	364,000 00	463,528 73	300,000 00
Cash and current assets	7,057 94	3,998 83	20,878 56
GROSS ASSETS	371,057 94	467,527 56	320,878 56
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	181,778 21	
Current liabilities	3,987 18	129,813 04	2,317 62
Accrued liabilities		3,514 58	
<i>Total indebtedness</i>	135,087 18	315,105 83	2,317 62
GROSS LIABILITIES	235,087 18	503,691 08	302,317 62
INCOME.			
Revenue from passengers	2,712 46	5,930 84	21,758 14
Revenue from mails	912 72	3,431 20	302 48
Revenue from express		686 74	525 00
Revenue from extra baggage and storage		15 55	234 54
<i>Total passenger revenue</i>	3,625 18	10,064 33	22,820 16
Revenue from freight	22,018 80	10,399 74	7,865 21
Revenue from other freight service		471 38	
<i>Total freight revenue</i>	22,018 80	10,871 12	7,865 21
<i>Total passenger and freight revenue</i>	25,643 98	20,935 45	30,685 37
Other earnings from operation			133 67
<i>Gross earnings from operation</i>	25,643 98	20,935 45	30,819 04
Income from other sources	248 75	12 45	1,114 33
GROSS INCOME	25,892 73	20,947 90	31,933 37

EXPENDITURES.			
Operating expenses	15,372 81	23,507 40	22,909 09
Interest on funded and other debts.....	7,866 00	9,019 82	
Taxes	427 82	72 37	518 66
Dividends paid			12,000 00
GROSS EXPENDITURES.	23,676 63	32,599 59	35,427 75
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation	10,271 17	†2,571 95	7,909 95
Income from other sources.....	248 75	12 45	1,114 33
<i>Total income above operating expenses</i>	<i>10,519 92</i>	<i>†2,559 50</i>	<i>9,024 28</i>
Interest, taxes, rentals, and other charges	8,293 82	9,092 19	518 66
<i>Net divisible income</i>	<i>2,226 10</i>		<i>8,505 62</i>
Amount of dividends declared.....			12,000 00
Percentage of dividends declared.....			4
SURPLUS FOR THE YEAR.			
SURPLUS.			
Surplus June 30, 1897	*133,774 66	†24,511 83	22,055 32
Surplus for the year.....	2,226 10	†11,651 69	†3,494 38
Deductions during the year	30 00		
TOTAL SURPLUS JUNE 30, 1898.	135,970 76	†36,163 52	18,560 94
VOLUME OF TRAFFIC, ETC.			
Passengers carried.....	6,535	11,255	77,922
Passengers average length of journey.....	17.16	17.03	8.61
<i>Total passenger mileage</i>	<i>12,168</i>	<i>191,621</i>	<i>671,587</i>
Average fare per mile on local tickets	1.97c		
Average fare per mile on mileage tickets	2.5c		
Tons of freight hauled	62,586	8,155	8,982
Tons of freight average length of haul	6.27	27.17	8.26
<i>Total freight mileage</i>	<i>392,446</i>	<i>221,551</i>	<i>74,208</i>
Miles run by passenger trains		31,413	32,639
Miles run by freight trains.....	4,550		5,465
Miles run by mixed trains.....	15,260	29,451	
<i>Total mileage of trains earning revenue</i>	<i>19,810</i>	<i>60,865</i>	<i>38,104</i>
Miles run by construction and other trains.....	5,289		571
<i>Total train mileage</i>	<i>25,099</i>	<i>60,864</i>	<i>38,675</i>
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 report of 1898.

† Deficit.

‡ Rolling stock furnished by Boston & Maine Railroad.

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	44	494	%
Whole number in Maine	27	489	33
Amount of stock held in Maine	\$78,500 00	\$170,150 00	\$98,400 00
Total miles of road operated.....	21	43.46	11.17
Total miles of road operated in Maine	16.25	43.46	11.17
Highway grade crossings in Maine.....	13	34	17
Railroad grade crossings in Maine	1	1	1
Average number of employees	30	.....	35

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine.

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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 and Aroostook Railroad.....	\$26,408 44	\$ 1,513 47	\$ 27,921 94	\$ 9,668 47	\$18,221 37	\$ 27,889 84
Boston and Maine Railroad.....	87,416 12	12,384 49	119,488 69	59,189 85	64,251 67	123,441 52
Bridgton and Saco River Railroad.....	10,691 18	2,099 50	12,790 68	6,310 62	5,786 33	12,096 95
Canadian and Pacific Railway.....	36,068 60	2,176 65	39,226 49	12,863 61	26,356 65	39,220 26
*Franklin and Megantic Railroad.....	.....	.....	.....	.....	.....	.....
Georges Valley Railroad.....	9,528 47	490 86	10,019 33	11,764 70	6,360 83	18,125 53
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	6,254 95	14,504 95
Limerock Railroad.....	33,517 55	10,176 65	46,813 67	39,823 00	41,498 68	81,321 68
Maine Central Railroad.....	37,750 26	7,052 21	46,951 60	14,471 00	35,812 53	50,283 53
Monson Railroad.....	7,461 60	2,115 43	9,577 03	8,578 43	16,956 08	25,534 51
Patten and Sherman Railroad.....	12,608 39	958 73	13,567 12	6,164 38	7,726 43	13,890 81
Phillips and Rangeley Railroad.....	8,352 93	2,013 58	10,366 51	3,475 52	9,049 06	12,524 58
Portland and Rochester Railroad.....	12,800 90	.....	13,188 38	10,769 00	547 27	11,316 27
Portland and Rumford Falls Railway.....	32,650 10	2,329 37	41,495 50	15,990 00	27,290 20	43,280 20
Rockport Railroad.....	7,333 34	2,666 66	10,000 00	10,000 00	.....	10,000 00
Rumford Falls and Rangeley Lakes R. R.	15,313 00	3,065 00	18,378 00	4,838 71	12,798 00	17,636 71
Sandy River Railroad.....	11,603 44	2,620 42	16,783 04	5,556 00	17,063 22	22,619 22
Sebasticook and Moosehead Railroad.....	No report.	No report.	.....	22,500 00	12,500 00	35,000 00
Somerset Railway.....	24,776 00	719 00	25,495 00	17,514 23	6,792 20	24,306 43
St. Croix and Penobscot Railroad.....	17,333 33	.....	17,333 33	4,762 00	6,432 72	11,194 72
Wiscasset and Quebec Railroad.....	9,873 30	727 91	10,601 21	4,268 29	7,158 46	11,426 75
York Harbor and Beach Railroad.....	126,857 65	.....	26,857 65	26,857 65	None.	26,857 65

* Cost, etc., not given; operated by bondholders.

†Covers construction and equipment.

‡Funded debt.

RAILROAD COMMISSIONERS' REPORT.

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Comparative Statements of Condition and Operations of Leading Railroads--Continued.

RAILROADS.	EARNINGS AND EXPENSES OF OPERATION.						
	35—Pas- senger Revenue.	36—Freight Revenue.	37—Other Earnings from Operation.	38—Gross Income from Operation.	39—Oper- ating Expenses.	40—Net Income from Operation.	41—Per Cent Oper- ating Ex- penses to Gross Income.
Bangor and Aroostook Railroad	\$ 268,636 29	\$ 487,866 43	\$22,704 04	\$ 779,206 76	\$ 451,943 21	\$ 327,263 55	.58
Boston and Maine Railroad	9,541,035 62	10,287,841 75	22,106 69	19,850,984 06	13,679,038 99	6,171,945 07	68.90
Bridgton and Saco River Railroad	13,091 39	15,361 87	.....	28,453 26	16,757 60	11,695 66	57.00
Canadian Pacific Railway	138,806 24	322,314 03	943 40	462,063 67	478,572 54	*16,508 87	103.57
Franklin and Megantic Railroad	5,529 89	10,188 13	125 06	15,843 02	18,442 10	*2,599 08	116.00
Georges Valley Railroad	2,742 71	8,271 84	.....	11,014 55	7,182 49	3,832 06	60.50
Grand Trunk Railway	315,068 69	959,436 98	.....	1,274,505 67	1,007,528 98	266,976 69	79.00
Kennebec Central Railroad	8,201 62	7,883 77	190 00	16,275 39	10,177 34	6,098 05	62.00
Lime Rock Railroad .....	.....	58,819 64	986 00	59,805 64	27,387 42	32,418 22	45.79
Maine Central Railroad	2,143,387 31	2,615,413 92	25,300 00	4,784,101 23	2,997,244 04	1,786,857 19	62.65
Monson Railroad	1,362 96	4,070 67	.....	5,433 63	5,684 84	*251 31	105.00
Patten and Sherman Railroad	2,713 69	2,034 87	57 86	4,806 42	6,095 63	*1,289 21	127.00
Phillips and Rangeley Railroad	11,864 11	23,223 23	79 49	35,166 83	29,866 30	5,300 53	84.92
Portland and Rochester Railroad	93,457 77	159,915 68	.....	253,373 45	207,003 95	46,369 50	81.70
Portland and Rumford Falls Railway	74,923 06	212,231 34	2,782 09	289,936 49	175,067 35	114,869 14	60.38
Rockport Railroad	Not oper- ated.	.....	.....	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes Railroad	12,479 62	68,190 62	830 58	81,500 82	49,545 37	31,955 45	60.79
Sandy River Railroad	16,659 68	27,124 95	522 05	44,306 68	22,151 35	22,155 33	47.78
Sebasticook and Moosehead Railroad	3,887 75	5,048 10	.....	8,935 85	6,411 85	2,524 00	64.00
Somerset Railway	25,064 17	41,948 88	120 83	67,133 88	53,941 31	13,192 57	84.13
St. Croix and Penobscot Railroad	3,625 18	22,018 80	.....	25,643 98	15,372 81	10,271 17	60.00
Wiscasset and Quebec Railroad	10,064 33	10,399 74	471 38	20,935 45	23,507 49	*2,571 95	114.99
York Harbor and Beach Railroad	22,820 16	7,865 21	133 67	30,819 04	22,909 09	7,909 95	74.33

*Deficit.

Comparative Statements of Condition and Operations of Leading 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	\$2,351 47	\$1,363 86	\$ 987 60	\$0.952	\$0.552	\$0.400
Boston and Maine Railroad.....	11,560 54	7,975 09	3,598 34	1.441	.994	.447
Bridgton and Saco River Railroad	1,778 32	1,047 35	730 97	.954	.562	.392
Canadian Pacific Railway	1,984 80	2,055 72	*70 91	.842	.873	*.031
Franklin and Megantic Railroad	593 37	690 71	*97 34	.464	.540	*.076
Georges Valley Railroad.....	1,295 82	844 99	450 83	.718	.468	.250
Grand Trunk Railway	7,410 34	5,858 06	1,552 28	.956	.756	.200
Kennebec Central Railroad	3,255 07	2,035 46	1,219 61	.975	.610	.365
Limerock Railroad	4,757 80	2,178 78	2,579 01	.....	.....	.....
Maine Central Railroad	5,872 25	3,678 92	2,193 32	1.543	.966	.577
Monson Railroad	665 88	696 67	*30 79	.394	.412	*.018
Patten and Sherman Railroad.....	823 01	1,043 77	*220 75	.444	.563	*.119
Phillips and Rangeley Railroad.....	1,229 60	1,044 27	185 33	.662	.562	.100
Portland and Rochester Railroad.....	4,704 29	3,843 37	860 92	1.106	.904	.202
Portland and Rumford Falls Railway	4,344 26	2,623 12	1,721 14	1.566	.945	.621
†Rockport Railroad.....	.....	.....	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes Railroad.....	2,629 65	1,598 23	1,030 82	1.465	.890	.575
Sandy River Railroad	2,461 48	1,230 63	1,230 85	1.159	.578	.581
Sebasticook and Moosehead Railroad.....	1,116 98	801 48	315 50	.594	.426	.168
Somerset Railway.....	1,596 12	1,282 48	313 64	.879	.706	.173
St. Croix and Penobscot Railroad.....	1,221 14	732 04	489 10	1.290	.776	.514
Wiscasset and Quebec Railroad.....	481 71	540 89	*59 18	.343	.386	*.043
York Harbor and Beach Railroad.....	2,751 00	2,050 90	700 10	.808	.601	.207

* Deficit.

† Not in operation.

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 and Aroostook Railroad.....	\$0.0669	\$0.0045	\$0.0059	\$0.0201	\$0.0273	\$0.0398	\$0.1337	\$0.0686
Boston and Maine Railroad.....	.1068	.0081	.0134	.0344	.0627	.1198	.2782	.0934
†Bridgton and Saco River.....	.1175	.....	.0039	.0251	.0138	.0162	.2328	.0314
Canadian Pacific Railway.....	.1508	.0029	.....	.0158	.0331	.1258	.1641	.0920
†Franklin and Megantic Railroad.....	.1388	.....	.0242	.0102	*.0281	.....	.1080	.0351
Georges Valley Railroad.....	.0723	.....	.0007	.0268	*.0082	.....	.1832	.1025
Grand Trunk Railway.....	.0744	.0092	.0151	.0311	.0463	.0559	.1815	.0866
†Kennebec Central Railroad.....	.1113	.....	.0060	.0105	.0177	.0426	.1980	.0322
§Lime Rock Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine Central Railroad.....	.1199	.0123	.0108	.0338	.0534	.0852	.1899	.0734
†Monson Railroad.....	.1178	.....	.....	.0129	*.0068	.....	.0810	.0523
Patten and Sherman Railroad.....	.0920	.....	.....	.0079	.0008	.....	.2436	.0910
†Phillips and Rangeley Railroad.....	.1582	.0008	.0024	.0275	.0246	.0363	.1424	.0751
Portland and Rochester Railroad.....	.1086	.0383	.0328	.0471	.0408	.0644	.1827	.0864
†Portland and Rumford Falls Railway.....	.1444	.0074	.0286	.0584	.0323	.0269	.1335	.0807
Rockport Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes R. R.....	.1859	.....	.0911	.0291	.0409	.1517	.1200	.1085
†Sandy River Railroad.....	.1024	.....	.0058	.0214	.0150	.1352	.1373	.0636
Sebasticook and Moosehead Railroad.....	.0933	.....	.0022	.0082	.0070	.0094	.1645	.0293
Somerset Railway.....	.2230	.0555	.0195	.0209	.0096	.0463	.1415	.0704
St. Croix and Penobscot Railroad.....	.1241	.....	.0217	.0384	.0183	.0693	.1889	.0483
†Wiscasset and Quebec Railroad.....	.1341	.....	.0007	.0152	.0152	.0094	.1292	.0406
York Harbor and Beach Railroad.....	.1319	.....	.0225	Equipment furnished by	Y.B.&M.R.R.	.....	.1892	.0734

* Passenger and freight.

† Narrow (2 feet) gauge.

‡ Not operated.

§No data of mileage.

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.....	\$683 51	\$333 08	\$12 26	38.72	97.03	21	80
Boston and Maine Railroad.....	907 23	430 45	55 05	15.10	67.01	58	125
Bridgton and Saco River Railroad.....	269 87	102 61	17 92	13.90	14.80	*6	*7
Canadian Pacific Railway.....	2,126 44		18 29	65.27	167.52	32	180
Franklin and Megantic Railroad.....	203 27	†32 02		15.65	15	5	19
Georges Valley Railroad.....	412 44		24 97	7.14	4.79	*3	*10
Grand Trunk Railway.....				34.25	97.83	30	152
Kennebec Central Railroad.....	106 16	49 24	15 38	4.95	5	17	9
Lime Rock Railroad.....	184 38		7 40				
Maine Central Railroad.....	942 35	402 05	36 74	40.23	74.15	49	145
Monson Railroad.....	94 69	92 55	12	6.16	6.16	41	*3
Patten and Sherman Railroad.....	85 55	5 86		5.53	5.84	6	5
Phillips and Rangeley Railroad.....	404 18	133 99	9 40	24.43	16.57	9	12
Portland and Rochester Railroad.....	1,062 78	272 82	88 14	12.18	41.04	24	118
Portland and Rumford Falls Railway.....	920 25	324 45	36 20	23.84	35.72	26	108
†Rockport Railroad.....							
Rumford Falls and Rangeley Lakes Railroad.....	378 97	293 41	23 32	20.57	16.53	8	80
Sandy River Railroad.....	227 19	44 11	7 59	13.73	15.28	14	33
Sebasticook and Moosehead Railroad.....	27 35	1 77	1 58	8	8	13	6
Somerset Railway.....	277 39	43 74	27 63	22.47	21.68	13	62
St. Croix and Penobscot Railroad.....	239 36	27 98	3 52	17.16	6.27	6	*7
Wiscasset and Quebec Railroad.....	310 34	147 85	6 79	17.03	27.17	6	8
York Harbor and Beach Railroad.....						20	15

* Mixed trains.

† All cars.

‡ Not in operation.

RAILROAD COMMISSIONERS' REPORT.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING JUNE 30, 1898.

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Horses	90	265
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COMPARATIVE STATEMENTS.

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Per car mile run.....	123	270
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Tabulated Statements from Reports of Street Railway Companies Doing Business in Maine for the Year Ending June 30, 1898.

STREET RAILWAYS.	ASSETS JUNE 30, 1898.						
	1—Con- struction.	2—Equip- ment.	3—Land and Buildings.	4—Other Permanent Property.	5—Cash and Current Assets.	6—Mis- cellaneous Assets.	7—Gross Assets.
Augusta, Hallowell and Gardiner Railroad	*\$188,880 72				\$8,768 52	\$5,499 87	\$203,149 11
Bangor, Hampden and Winterport Railway	71,300 18	\$32,438 27		\$3,683 37	909 28	981 74	109,317 84
Bangor, Orono and Old Town Railway	*246,385 24				1,535 16	4,182 60	252,103 00
Bangor Street Railway	*494,458 29						494,458 29
Bath Street Railway	*81,091 48			†89,395 88	3,506 12		173,993 48
Biddeford and Saco Railroad	67,354 92	39,512 15	\$27,459 95		16,253 23		159,586 25
Brunswick Electric Railway	*35,000 00						35,000 00
Calais Street Railway	149,000 00	19,800 00	31,200 00		531 62		209,531 62
Fryeburg Horse Railroad	6,492 18	957 89	224 00				7,674 07
Lewiston and Auburn Horse Railroad	*414,475 85						414,475 85
Mou-sam River Railroad	†157,321 12		4,066 11		4,764 25		166,151 48
Norway and Paris Street Railway	*43,000 00				819 33	840 72	44,660 05
Portland Railroad	581,490 78	149,242 42	342,723 92	1,000 00	11,072 94		1,085,530 06
Portland and Cape Elizabeth Railway	*300,000 00			21,676 71			321,676 71
Portsmouth, Kittery and York Street Railway	*400,000 00				13,792 97		413,792 97
Rockland, Thomaston and Camden Street Railway	*317,133 31				255,945 54	9,331 34	582,410 09
Skowhegan and Norridgewock Railway	*58,000 00			1,468 61	486 65	1,000 00	60,955 26
Somerset Traction Company	72,986 18	14,055 69	8,877 60		1,326 65		97,245 12
Waterville and Fairfield Railway	*300,000 00						300,000 00

* Covers construction, equipment and buildings.

† Covers construction and equipment.

‡ Franchise.

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	.....	\$7,812 00	.....	.....	\$277,812 00
Bangor, Hampden and Winterport Railway.....	60,000 00	40,000 00	.....	9,414 24	.....	.....	109,414 24
Bangor, Orono and Old Town Railway.....	100,000 00	125,000 00	.....	41,905 36	.....	.....	266,905 36
Bangor Street Railway.....	200,000 00	200,000 00	.....	55,657 50	.....	.....	455,657 50
Bath Street Railway.....	100,000 00	70,000 00	.....	2,100 00	.....	.....	172,100 00
Biddeford and Saco Railroad.....	40,000 00	90,000 00	.....	28,165 00	.....	.....	158,165 00
Brunswick Electric Railway.....	25,000 00	.....	.....	.....	.....	.....	25,000 00
Calais Street Railway.....	100,000 00	100,000 00	.....	9,542 65	\$1,139 84	.....	210,682 49
Fryeburg Horse Railroad.....	5,075 00	.....	.....	.....	727 10	.....	5,802 10
Lewiston and Auburn Horse Railroad.....	97,800 00	350,000 00	.....	.....	.....	.....	447,800 00
Mousam River Railroad.....	65,000 00	65,000 00	.....	29,648 16	.....	.....	159,648 16
Norway and Paris Street Railway.....	25,000 00	18,000 00	.....	290 84	.....	.....	43,290 84
Portland Railroad.....	495,466 70	500,000 00	.....	65,000 00	.....	.....	1,060,466 70
Portland and Cape Elizabeth Railway.....	450,000 00	350,000 00	.....	20,092 69	.....	.....	820,092 69
Portsmouth, Kittery and York Street Railway.....	200,000 00	200,000 00	.....	.....	4,000 00	.....	404,000 00
Rockland, Thomaston and Camden Street Railway.....	250,000 00	250,000 00	.....	26,352 59	.....	.....	526,352 59
Skowhegan and Norridgewock Railway.....	50,000 00	50,000 00	.....	14,200 00	10 00	.....	114,210 00
Somerset Traction Company.....	30,000 00	.....	.....	58,284 22	.....	.....	88,284 22
Waterville and Fairfield Railway.....	200,000 00	200,000 00	.....	.....	.....	.....	400,000 00

RAILROAD COMMISSIONERS' REPORT.

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 .....	.....	.....	.....	.....	.....	.....	.....
Bangor, Hampden and Winterport Railway .....	.....	.....	.....	.....	.....	.....	.....
Bangor, Orono and Old Town Railway	\$16,500 00	.....	.....	.....	\$16,500 00	.....	.....
Bangor Street Railway .....	.....	.....	.....	.....	.....	.....	.....
Bath Street Railway .....	.....	.....	.....	.....	.....	.....	.....
Biddeford and Saco Railroad .....	.....	\$90 60	.....	.....	90 60	\$1 50	\$89 10
Brunswick Electric Railway .....	.....	.....	.....	.....	.....	.....	.....
Calais Street Railway .....	.....	.....	.....	.....	.....	.....	.....
Fryeburg Horse Railroad .....	.....	.....	.....	.....	.....	.....	.....
Lewiston and Auburn Horse Railroad .....	.....	.....	.....	.....	.....	.....	.....
Mousam River Railroad	861 69	1,117 06	.....	.....	1,978 75	.....	1,978 75
Norway and Paris Street Railway .....	.....	.....	.....	.....	.....	.....	.....
Portland Railroad .....	.....	.....	.....	.....	.....	.....	.....
Portland and Cape Elizabeth Railway .....	.....	.....	.....	*\$21,676 71	21,676 71	.....	21,676 71
Portsmouth, Kittery and York Street Railway .....	.....	.....	.....	.....	.....	.....	.....
Rockland, Thomaston and Camden Street Railway	1,233 71	.....	\$87 30	.....	1,321 01	2,257 97	† 386 96
Skowhegan and Norridgwock Railway	6,044 54	486 00	100 00	1,468 61	1,468 61	.....	1,468 61
Somerset Traction Company	2,180 00	4,647 84	.....	.....	6,827 84	.....	6,827 84
Waterville and Fairfield Railway .....	.....	.....	.....	.....	.....	.....	.....

* Extension of track, etc.

† Deduction.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	INCOME FOR THE YEAR ENDING JUNE 30, 1898.						
	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	\$40,227 48		\$262 50	\$40,489 98		\$130 33	\$40,620 31
Bangor, Hampden and Winterport Railway	8,568 86	\$140 83	371 34	9,081 03			9,081 03
Bangor, Orono and Old Town Railroad	61,251 42		928 25	62,179 67		1,496 32	63,675 99
Bangor Street Railway	61,932 64		3,358 74	65,291 38			65,291 32
Bath Street Railway	21,190 80		75 00	21,265 80			21,265 80
Biddeford and Saco Railroad	24,837 40		70 88	24,908 28		50 00	24,958 28
Brunswick Electric Railway	4,816 40			4,816 40			4,816 40
Calais Street Railway	22,964 70		287 00	23,251 70			23,251 70
Fryeburg Horse Railroad	501 93			501 93			501 93
Lewiston and Auburn Horse Railroad	51,815 23		286 50	52,101 73			52,101 73
Mousam River Railroad	6,212 35	215 48	†18,077 19	24,586 92			24,586 92
Norway and Paris Street Railway	7,283 95		199 20	7,483 15			7,483 15
Portland Railroad	300,237 48		1,889 00	302,126 48			302,126 48
Portland and Cape Elizabeth Railway	54,782 82	510 05	655 36	55,948 23			55,948 23
Portsmouth, Kittery and York Street Railway	41,061 04	145 05	120 00	41,326 09			41,326 09
Rockland, Thomaston and Camden Street Railway	\$63,252 20	2,285 86	829 86	66,367 92		*11,855 32	68,223 24
Skowhegan and Norridgewock Railway	4,648 73	248 97	114 33	5,012 03			5,012 03
Somerset Traction Company	11,728 36	544 62		12,273 98		88 00	12,355 98
Waterville and Fairfield Railway	20,132 95		†20,096 02	40,228 97			40,228 97

†\$13,160.10 freight earnings; \$4,917.09 from lights.

†\$20,021.02 lighting power and rents.

*Power sold.

\$§5,223.30 freight earnings.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1898.						
	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.....		\$1,004 89	\$1,386 37			\$2,391 26	\$1,919 60
Bangor, Hampden and Winterport Railway.....	\$425 00	451 44		\$106 26	\$ 751 68	1,714 38	450 86
Bangor, Orono and Old Town Railway.....	2,220 59		1,882 88	725 62	4,078 46	8,907 55	3,494 39
Bangor Street Railway.....					*7,351 78	7,351 78	5,522 48
Bath Street Railway.....	1,044 00	195 21		207 07	20 00	1,466 28	628 69
Biddeford and Saco Railroad.....	1,425 00	178 42		285 78	667 98	2,557 18	955 13
Brunswick Electric Railway.....		168 05		177 44		345 49	246 97
Calais Street Railway.....	1,403 75	37 90		994 62	763 49	3,199 76	644 04
Fryeburg Horse Railroad.....					13 00		16 35
Lewiston and Auburn Horse Railroad.....	1,980 01	238 44	807 54	868 30	1,134 22	5,028 51	232 48
Mousam River Railroad.....	1,325 22	49 54		398 44	210 91	1,984 11	321 53
Norway and Paris Street Railway.....				299 09	514 87	813 96	283 32
Portland Railroad.....	8,480 70	670 00		2,613 72	10,340 49	22,104 91	22,880 42
Portland and Cape Elizabeth Railway.....	2,700 00	408 39	541 00	649 11		4,298 50	1,387 40
Portsmouth, Kittery and York Street Railway.....						†23,943 33	
Rockland, Thomaston and Camden Street Railway....	1,778 07			1,222 44	1,352 62	4,353 13	4,954 66
Skowhegan and Norridgewock Railway.....				8 70	88 00	96 70	759 30
Somerset Traction Company.....		33 28			384 95	418 23	240 69
Waterville and Fairfield Railway.....					†4,153 20	4,153 20	

* Includes all general expenses and motive power.

† Covers all expenses of operation.

‡ Interest, insurance and taxes.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1898.—Continued.						
	36—Repair of Electric Line System.	37—Remov- ing Snow and Ice.	38—Repair of Build- ings.	39—Total Repairs of Roadway and Buildings.	40—Repair of Cars and Vehicles.	41—Repair of Electric Car Equipment.	42—Re- newal of Horses.
Augusta, Hallowell and Gardiner Railroad	\$628 96	\$1,096 64	\$ 3 50	\$3,648 70	\$2,285 06	*578 71	
Bangor, Hampden and Winterport Railway	119 28	605 95	.....	1,176 09	315 66	246 92	
Bangor, Orono and Old Town Railway	594 21	1,913 44	1,399 77	7,401 81	1,570 04	3,088 81	
Bangor Street Railway	590 84	2,207 20	214 50	8,535 02	5,981 22	4,548 34	
Bath Street Railway.....	164 11	746 86	25 19	1,564 85	214 91	1,344 58	
Biddeford and Saco Railroad.....	90 62	474 08	16 92	1,536 75	564 66	681 90	
Brunswick Electric Railway	75 00	238 97	50 00	610 94	282 17	247 90	
Calais Street Railway	150 68	956 55	.....	1,751 27	1,306 13	1,628 62	
Fryeburg Horse Railroad .....	.....	.....	.....	.....	.....	.....
Lewiston and Auburn Horse Railroad	2,049 26	116 83	2,150 58	4,549 12	918 71	2,215 00	\$939 37
Mousam River Railroad.....	117 89	259 04	.....	698 26	†1,173 97	.....	1686 43
Norway and Paris Street Railway.....	30 13	542 96	5 46	861 87	411 43	.....
Portland Railroad	4,908 63	11,128 41	3,438 76	42,356 22	21,601 77	14,311 55	
Portland and Cape Elizabeth Railway.....	288 60	2,752 98	8 50	4,437 48	816 79	328 08	
Portsmouth, Kittery and York Street Railway .....	.....	.....	.....	.....	.....	.....
Rockland, Thomaston and Camden Street Railway.....	721 44	2,365 15	73 80	8,115 05	\$2,914 25	.....
Skowhegan and Norridgewock Railway.....	15 00	528 81	.....	1,303 11	233 49	391 66	
Somerset Traction Company .....	.....	720 70	20 00	981 29	137 15	383 08	
Waterville and Fairfield Railway .....	.....	.....	.....	||26,923 77	.....	.....

RAILROAD COMMISSIONERS' REPORT.

* Car cleaning.
 † Repair and equipment of cars and vehicles.
 ‡ Repairs of electric equipment of power station.
 § Repair of vehicles and electric equipment of cars.
 || Operating expenses of railway, \$13,320.76; lights, \$13,603.01.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1898—Continued.						
	43—Other Repairs.	44—Total Maintenance of Equipment.	45—Pro- v-ender for Horses.	46—Cost of Electric Power.	47—Wages of Employees.	48—Dama- ges for Injuries.	49 Tolls for Track- age rights.
Augusta, Hallowell and Gardiner Railroad		\$2,863 77		\$5,509 01	\$7,658 93	\$ 75	
Bangor, Hampden and Winterport Railway		562 58		1,100 00	2,675 36		\$700 00
Bangor, Orono and Old Town Railway		4,658 85		*16,351 84	16,537 10	2,064 10	
Bangor Street Railway	\$298 92	10,828 48			21,345 33	99 70	
Bath Street Railway	33 40	1,870 84		3,115 40	5,516 35		
Biddeford and Saco Railroad	796 13	2,042 69		5,334 40	3,787 34	22 25	
Brunswick Electric Railway		530 07		1,093 59	2,390 04		
Calais Street Railway		2,934 75		5,457 10	5,165 70		
Fryeburg Horse Railroad	4 92	4 92	\$22 57		329 40		
Lewiston and Auburn Horse Railroad	3,306 67	7,524 75	180 31	8,884 48	13,391 85		
Mousam River Railroad		1,860 40		2,032 28	7,011 88	344 55	
Norway and Paris Street Railway	103 98	515 41		1,190 50	2,337 97		
Portland Railroad	200 00	36,113 32	2,432 85	17,176 91	71,659 98	5,747 07	
Portland and Cape Elizabeth Railway	1,978 62	3,123 49		8,236 27	14,489 69	908 27	
Portsmouth, Kittery and York Street Railway							
Rockland, Thomaston and Camden Street Railway	664 70	3,578 95		12,379 49	8,629 32	152 65	
Skowhegan and Norridgewock Railway		625 15		685 39	2,464 65		
Somerset Traction Company		520 23		1,083 33	3,834 98		
Waterville and Fairfield Railway							

*Trackage rights.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1898—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.....			\$22,072 42	.53	\$9,000 00		\$388 35
Bangor, Hampden and Winterport Railway.....	\$265 86	\$387 33	8,581 60	.94	583 33	\$12 50	
Bangor, Orono and Old Town Railway.....		309 32	56,230 57	.88	7,500 00	1,484 17	751 39
Bangor Street Railway.....		6,003 80	54,164 11	.82	12,000 00		787 52
Bath Street Railway.....		599 37	14,133 09	.66	3,500 00	96 74	297 59
Biddeford and Saco Railroad.....		1,450 60	16,731 21	.67	5,400 00	1,282 70	327 05
Brunswick Electric Railway.....			4,970 13	1.03			34 00
Calais Street Railway.....			18,508 58	.79	6,000 00	132 19	397 64
Fryeburg Horse Railroad.....			386 24	.76			1 57
Lewiston and Auburn Horse Railroad.....	516 00		40,275 05	.77	6,897 16	15,756 60	495 00
Mousam River Railroad.....	78 00	2,733 41	16,742 89	.68	3,900 00	1,683 50	220 50
Norway and Paris Street Railway.....		64 92	5,784 63	.77	900 00		64 74
Portland Railroad.....	1,451 00	8,515 36	207,557 62	.68	22,500 00	2,564 74	6,454 19
Portland and Cape Elizabeth Railway.....		*1,667 59	37,161 28	.67	17,500 00		908 27
Portsmouth, Kittery and York Street Railway.....			23,943 33	.58	1,411 52		
Rockland, Thomaston and Camden Street Railway.....	108 32	5,469 95	42,786 87	.62	12,500 00	1,257 02	375 56
Skowhegan and Norridgewock Railway.....		32 27	5,207 27	1.03	3,000 00	49 50	10 00
Somerset Traction Company.....	242 50	2 40	7,082 56	.57		1,603 29	76 83
Waterville and Fairfield Railway.....			31,076 97	.77	12,000 00		

* Casino Park and right of way.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1898—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.....				\$9,388 35		.4	\$31,460 77
Bangor, Hampden and Winterport Railway.....				595 83			9,177 43
Bangor, Orono and Old Town Railway.....				9,735 56	\$8,000 00	.8	73,966 13
Bangor Street Railway.....				12,787 52			66,951 63
Bath Street Railway.....				3,894 33	2,500 00	.2½	18,027 42
Biddeford and Saco Railroad.....				7,009 75			23,740 96
Brunswick Electric Railway.....							5,004 13
Calais Street Railway.....				6,529 83			25,038 41
Fryeburg Horse Railroad.....		*\$100 00		101 57			487 81
Lewiston and Auburn Horse Railroad.....				23,148 76			63,975 44
Mousam River Railroad.....				5,804 00			22,546 89
Norway and Paris Street Railway.....				964 74			6,749 37
Portland Railroad.....				31,518 93	29,658 00	.6	268,734 55
Portland and Cape Elizabeth Railway.....				18,408 27	4,500 00	.1	60,069 55
Portsmouth, Kittery and York Street Railway.....			\$933 27	2,344 79	5,245 00	.12	31,533 12
Rockland, Thomaston and Camden Street Railway.....				14,132 58			56,919 45
Skowhegan and Norridgewock Railway.....				3,059 50			8,266 77
Somerset Traction Company.....				1,680 12			8,762 68
Waterville and Fairfield Railway.....			†14,152 51	26,152 51			57,228 97

*On note.

†Water power, power house, rails, copper wire, interest, etc.

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—Surplus for the Year.
Augusta, Hallowell and Gardiner Railroad	\$18,155 06	\$392 83	\$18,547 89	\$9,388 35	\$9,159 54	\$4,800 00	\$4,359 54
Bangor, Hampden and Winterport Railway	499 43		499 43	595 83			
Bangor, Orono and Old Town Railway	7,445 42		7,445 42	9,735 56		8,000 00	
Bangor Street Railway	11,127 27		11,127 27	12,787 52			
Bath Street Railway	7,132 71		7,132 71	3,894 33	3,238 38	2,500 00	738 38
Biddeford and Saco Railroad	8,227 07		8,227 07	7,009 75	1,217 32		1,217 32
Brunswick Electric Railway				34 00			
Calais Street Railway	4,743 12		4,743 12	6,529 83			
Fryeburg Horse Railroad	115 69		115 69	101 57	14 12		14 12
Lewiston and Auburn Horse Railroad	11,826 68		11,826 68	23,148 76			
Mousam River Railroad	7,844 03		7,844 03	5,804 00	2,040 03		2,040 03
Norway and Paris Street Railway	1,499 32	199 20	1,698 52	964 74	733 78		733 78
Portland Railroad	94,568 86		94,568 86	31,518 93	63,049 93	29,658 00	33,391 93
Portland and Cape Elizabeth Railway	18,786 95		18,786 95	18,408 27	378 68	4,500 00	
Portsmouth, Kittery and York Street Railway	17,382 76		17,382 76	2,344 79	15,037 97	5,245 00	9,792 97
Rockland, Thomaston and Camden Street Railway	25,436 37		25,436 37	14,132 58	11,303 79		11,303 79
Skowhegan and Norridgewock Railway				8,266 77			
Somerset Traction Company	5,273 42		5,273 42	1,680 12	3,593 30		3,593 30
Waterville and Fairfield Railway	9,152 51	*17,000 00	26,152 51	26,152 51			

* Bonds.

† Deficit.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR—Continued.						
	71—Deficit for the Year.	72—Surplus June 30, 1897.	73—Deficit June 30, 1897.	74—Addi- tions during Year.	75—Deduc- tions during Year.	76—Surplus June 30, 1898.	77—Deficit June 30, 1898.
Augusta, Hallowell and Gardiner Railroad		\$28,952 60				\$33,312 14	
Bangor, Hampden and Winterport Railway	\$ 96 40						\$96 40
Bangor, Orono and Old Town Railway	10,290 14	10,551 97				261 83	
Bangor Street Railway	1,660 25		\$9,378 19				11,038 44
Bath Street Railway		1,155 10				1,893 48	
Biddeford and Saco Railroad			8,802 07				7,584 75
Brunswick Electric Railway	187 73						187 73
Calais Street Railway	1,786 71		8,364 16				10,150 87
Fryeburg Horse Railroad		46 89				61 01	
Lewiston and Auburn Horse Railroad	11,322 08		10,136 70				21,458 78
Mousam River Railroad		4,463 29				6,503 32	
Norway and Paris Street Railway		635 43				1,369 21	
Portland Railroad		21,006 06			\$29,334 63	25,063 36	
Portland and Cape Elizabeth Railway	4,121 32	5,705 34				1,584 02	
Portsmouth, Kittery and York Street Railway						9,792 97	
Rockland, Thomaston and Camden Street Railway		44,753 71				56,057 50	
Skowhegan and Norridgewock Railway	3,254 74		529 02				3,783 76
Somerset Traction Company		5,368 60				8,961 90	
Waterville and Fairfield Railway							

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	.57	7.57	7.00		7.00	
Bangor, Hampden and Winterport Railway.....	4.52	.88	5.40	6.13		6.13	
Bangor, Orono and Old Town Railway.....	16.20	.50	16.20	†17.40		17.40	
Bangor Street Railway.....	8.40	*1.40	9.80	8.40		8.40	
Bath Street Railway.....	4.25	.25	4.50	4.25		4.25	
Biddeford and Saco Railroad.....	5.72	.30	6.02	5.72		5.72	
Brunswick Electric Railway.....	3.50	.03	3.53	3.50		3.50	
Calais Street Railway.....	7.00		7.00	7.00		7.00	
Fryeburg Horse Railroad.....	3.00	.12	3.12		3.00		
Lewiston and Auburn Horse Railroad.....	14.00	.62	14.62	14.00		14.00	
Mousam River Railroad.....	2.94	.53	3.47	2.94		2.94	
Norway and Paris Street Railway.....	2.13	.03	2.13	2.13		2.13	
Portland Railroad.....	24.20		30.95	30.95		30.95	
Portland and Cape Elizabeth Railway.....	11.52	†3.99	15.51	11.52		11.52	
Portsmouth, Kittery and York Street Railway.....	15.20		15.20	15.20		15.20	
Rockland, Thomaston and Camden Street Railway.....	16.64	.57	17.21	16.64		16.64	
Skowhegan and Norridgewock Railway.....	5.75	.10	5.85	5.75		5.75	
Somerset Traction Company.....	12.00	.23	12.23	12.00		12.00	
Waterville and Fairfield Railway.....	4.75	.05	4.80	4.75		4.75	

* 1.90 second track.

† 3.22 second track.

‡ 1.20 miles trackage rights.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EQUIPMENT OWNED JUNE 30, 1898.						
	85—Box Passenger Cars.	86—Open Passenger Cars.	87—Other Cars and Vehicles.	88—Electric Cars.	89—Equip- ped with Fenders.	90—Horses.	91—Electric Motors.
Augusta, Hallowell and Gardiner Railroad.....	6	8	2	14			10
Bangor, Hampden and Winterport Railway.....	4	4	2	8			18
Bangor, Orono and Old Town Railway.....	8	8	4	16			
Bangor Street Railway.....	10	14	10	27			50
Bath Street Railway.....	3	5	3	8			12
Biddeford and Saco Railroad.....	4	11	10	11			14
Brunswick Electric Railway.....	1	2	1	3			3
Calais Street Railway.....	3	4	2	7			5
Fryeburg Horse Railroad.....	3	1				2	
Lewiston and Auburn Horse Railroad.....	12	20	12	20			36
Mousam River Railroad.....	2	4	5	6			1
Norway and Paris Street Railway.....	2	2	1	4			4
Portland Railroad.....	53	62	19	82			160
Portland and Cape Elizabeth Railway.....	10	28	4	30			58
Portsmouth, Kittery and York Street Railway.....	4	9	3	13			24
Rockland, Thomaston and Camden Street Railway.....	7	10	3	15			30
Skowhegan and Norridgewock Railway.....	2	3	2	5	2		1
Somerset Traction Company.....	3	4	4	7			16
Waterville and Fairfield Railway.....	3	4	1	7			

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	VOLUME OF TRAFFIC.					STOCKHOLDERS.	
	92—Total Passengers Carried.	93—Aver- age Number per Mile of Track Operated.	94—Round Trips Run.	95—Car Miles Run.	96—Num- ber of Employees.	97—Total Number.	98—In Maine.
Augusta, Hallowell and Gardiner Railroad	816,115	116,588	14,395	201,534	36	35	29
Bangor, Hampden and Winterport Railway	161,186	26,294	.....	70,406	30	19	16
Bangor, Orono and Old Town Railway	1,225,028	73,414	*12,205	408,570	35	71	65
Bangor Street Railway	1,523,837	157,096	.....	326,197	62	15	12
Bath Street Railway	451,907	10,759	12,309	103,395	12	7	6
Biddeford and Saco Railroad	337,860	58,984	†18,570	136,312	17	59	50
Brunswick Electric Railway	96,328	27,522	.....	.....	5	4	4
Calais Street Railway	485,613	69,373	13,140	183,960	20	12	12
Fryeburg Horse Railroad	8,560	2,853	.....	.....	2	20	.....
Lewiston and Auburn Horse Railroad	1,160,445	82,888	.....	.....	50	56	51
Mousam River Railroad	124,247	47,604	5,885	30,720	14	10	9
Norway and Paris Street Railway	172,831	81,114	11,413	48,620	7	7	7
Portland Railroad	5,444,897	224,995	162,659	1,155,854	225	121	108
Portland and Cape Elizabeth Railway	1,095,666	90,600	.....	128,945	50	41	14
Portsmouth, Kittery and York Street Railway	812,220	54,748	.....	.....	.....	97	53
Rockland, Thomaston and Camden Street Railway ..	960,578	57,727	8,071	268,609	57	41	40
Skowhegan and Norridgewock Railway	91,029	15,830	3,346	38,479	5	10	8
Somerset Traction Company	92,354	7,698	3,269	77,371	6	8	8
Waterville and Fairfield Railway	402,659	92,353	10,890	94,960	12	.....	.....

* 12,205 main line, 15,840 Great Works Division.

† 10,866 Biddeford to Saco, 7,704 Biddeford to Old Orchard.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Concluded.

STREET RAILWAYS.	ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1898.						
	99—To Passengers.	100—To Employees.	101—To other Persons.	102—Fatal.	103—Not Fatal.	104—Total.	105—Total During Preceding Year.
Augusta, Hallowell and Gardiner Railroad.....							
Bangor, Hampden and Winterport Railway.....							
Bangor, Orono and Old Town Railway.....	2				2	2	6
Bangor Street Railway.....	1		2		3	3	1
Bath Street Railway.....							
Biddeford and Saco Railroad.....			1		1	1	1
Brunswick Electric Railway.....							
Calais Street Railway.....							
Fryeburg Horse Railroad.....							
Lewiston and Auburn Horse Railroad.....	6	1			7	7	
Mousam River Railroad.....							
Norway and Paris Street Railway.....							
Portland Railroad.....	2		2		4	4	6
Portland and Cape Elizabeth Railway.....	1				1	1	4
Portsmouth, Kittery and York Street Railway.....			1	1		1	
Rockland, Thomaston and Camden Street Railway.....							
Skowhegan and Norridgewock Railway.....							
Somerset Traction Company.....							
Waterville and Fairfield Railway.....							

**Comparative Statements from Reports of Street Railway Companies Doing Business in Maine for the Year Ending
June 30, 1898.**

STREET RAILWAYS.	COST, CAPITAL STOCK AND NET DEBT PER MILE OF MAIN TRACK OWNED, INCLUDING SECOND TRACK.						
	106—Con- struction.	107—Equip- ment.	108—Land, Buildings, and Other Permanent Property.	109—Total Permanent Invest- ments.	110—Capital Stock.	111—Net Debt.	112—Stock and Net Debt.
Augusta, Hallowell and Gardiner Railroad	*\$26,982 96	.....	.....	\$26,982 96	\$17,142 85	\$22,544 57	\$39,687 42
Bangor, Hampden and Winterport Railway	15,774 37	\$7,176 60	.....	23,767 00	13,274 33	8,849 55	22,123 33
Bangor, Orono and Old Town Railway	*15,208 96	.....	.....	15,208 96	6,172 84	10,302 80	16,475 64
Bangor Street Railway	*50,975 07	.....	.....	50,975 07	20,618 55	26,356 43	46,974 98
Bath Street Railway	*19,307 49	.....	.....	†40,592 22	23,869 52	17,166 66	40,976 18
Biddeford and Saco Railroad	11,775 33	6,907 71	\$4,800 16	23,483 74	6,993 00	20,658 21	27,651 21
Brunswick Electric Railway	*10,000 00	.....	.....	10,000 00	7,142 85	.....	7,142 85
Calais Street Railway	21,285 71	2,714 28	4,457 14	28,571 42	14,285 71	15,811 78	30,097 49
Fryeburg Horse Railroad	2,164 06	319 23	74 66	2,591 68	1,691 66	242 36	1,934 02
Lewiston and Auburn Horse Railroad	*29,605 41	.....	.....	29,605 41	6,985 71	25,000 00	31,985 71
Mousam River Railroad	†53,510 58	.....	1,383 03	54,893 61	22,108 16	32,193 25	54,301 41
Norway and Paris Street Railway	*20,187 79	.....	.....	20,187 79	11,741 71	8,587 24	20,328 95
Portland Railroad	18,788 07	4,822 04	11,073 47	34,712 65	16,008 61	18,255 25	34,263 96
Portland and Cape Elizabeth Railway	*55,744 69	.....	.....	55,744 69	30,529 17	25,108 32	55,637 49
Portsmouth, Kittery and York Street Railway	*26,556 29	.....	.....	26,556 29	13,278 14	13,509 92	26,788 06
Rockland, Thomaston and Camden Street Railway	*19,058 49	.....	.....	19,058 49	15,024 03	16,607 72	31,631 75
Skowhegan and Norridgewock Railway	*10,342 36	.....	.....	10,342 36	8,695 65	11,166 97	19,862 62
Somerset Traction Company	6,082 18	1,171 30	739 80	7,993 28	2,500 00	4,857 01	7,357 01
Waterville and Fairfield Railway	*63,157 89	.....	.....	63,157 89	42,105 26	45,684 44	87,789 70

* Covers all property.

† Covers construction and equipment.

‡ Covers property and franchise.

RAILROAD COMMISSIONERS' REPORT.

Comparative 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	\$5,802 90	\$2 82	\$0.2015	\$0.0497	\$3,153 15	\$1.5333
Bangor, Hampden and Winterport Railway.....	1,481 40	.....	.1289	.0562	1,399 93	
Bangor, Orono and Old Town Railway.....	3,659 36	.....	.1558	.0519	3,231 67	
Bangor Street Railway	6,731 07	.....	.0200	.0428	5,588 92	
Bath Street Railway	5,063 28	1 74	.2056	.0470	3,365 02	1.14
Biddeford and Saco Railroad	4,363 33	.....	.1830	.0738	2,925 01	
Brunswick Electric Railway.....	1,376 11	.....	.....	.05	1,420 03	
Calais Street Railway.....	3,221 67	1 77	.1263	.0478	2,644 08	1.40
Fryeburg Horse Railroad	267 81	.....	.....	.0586	128 74	
Lewiston and Auburn Horse Railroad.....	3,721 55	.....	.....	.0448	2,872 68	
Mousam River Railroad.....	9,420 27	4 17	.8003	*	6,414 90	2.89
Norway and Paris Street Railway.....	3,513 21	.655	.1539	.0432	2,715 78	.506
Portland Railroad.....	9,761 76	1 85	.2613	.0554	6,706 22	1.276
Portland and Cape Elizabeth Railway.....	3,795 66	.....	.4331	.0509	2,521 18	
Portsmouth, Kittery and York Street Railway.....	2,736 82	.....	.....	.0503	1,519 42	
Rockland, Thomaston and Camden Street Railway.....	†4,099 95	8 45	.2539	.0710	2,571 92	5.30
Skowhegan and Norridgewock Railway	871 65	1 49	.1302	.0550	905 61	1.556
Somerset Traction Company.....	1,022 33	3 75	.1585	.1327	590 21	2.167
Waterville and Fairfield Railway	8,465 25	3 69	.4194	.0999	6,544 72	2.85

* Largely freight transportation.

† \$5,223.30 freight earnings.

Comparative Statements from Reports of Street Railway Companies—Concluded.

STREET RAILWAYS.	EXPENSES, ETC.—Concluded.		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.....	\$0.1090	\$0.0270	\$2,649 69	\$1.2884	\$0.0920	\$0.0227
Bangor, Hampden and Winterport Railway.....	.1110	.0532	81 47	.....	.007	.003
Bangor, Orono and Old Town Railway.....	.1376	.0458	427 69	.....	.0182	.0060
Bangor Street Railway.....	.1660	.0355	1,142 15	.....	.0341	.0073
Bath Street Railway.....	.1366	.0312	1,698 26	.5794	.0689	.0157
Biddeford and Saco Railroad.....	.1227	.0495	1,438 20	.....	.0603	.0243
Brunswick Electric Railway.....	.....	.0516	143 92	.....	.....	.....
Calais Street Railway.....	.1006	.0381	677 59	.3609	.0257	.0097
Fryeburg Horse Railroad.....	.....	.0451	38 56	.....	.....	.0135
Lewiston and Auburn Horse Railroad.....	.....	.0347	848 87	.....	.....	.0101
Mousam River Railroad.....	.5450	*	3,005 37	1.3328	.2553	*
Norway and Paris Street Railway.....	.1187	.0334	797 43	.1490	.0349	.0098
Portland Railroad.....	.1795	.0381	3,055 54	.5813	.0818	.0173
Portland and Cape Elizabeth Railway.....	.2881	.0339	1,274 48	.....	.1456	.0171
Portsmouth, Kittery and York Street Railway.....	.....	.0291	1,217 40	.....	.....	.0211
Rockland, Thomaston and Camden Street Railway.....	.1593	.0445	1,528 03	3.1515	.0946	†.0264
Skowhegan and Norridgewock Railway.....	.1353	.0572	†33 96	.0583	.0050	.0021
Somerset Traction Company.....	.0915	.0766	432 12	1.6131	.0681	.0570
Waterville and Fairfield Railway.....	.3271	.0771	1,920 53	.8404	.0961	.0227

* Largely freight transportation.

† Deficit.

‡ Considerable freight transportation.

RAILROAD COMMISSIONERS' REPORT.

Total Permanent Investments and Permanent Capital Stock, Net Debt, Capital Stock and Net Debt per Mile of Main Track Owned, including Second Track.

STREET RAILWAYS.	125—Perma- nent Invest- ment.	126—Perma- nent Invest- ment per Mile Owned.	127—Capital Stock per Mile.	128—Net Debt per Mile.	129—Capital Stock and Net Debt.
Augusta, Hallowell and Gardiner Railroad	\$188,880 72	\$26,982 96	\$17,142 85	\$22,544 57	\$39,687 42
Bangor, Hampden and Winterport Railway	107,421 82	23,767 00	13,274 33	8,849 55	22,123 88
Bangor, Orono and Old Town Railway	246,385 24	15,208 96	6,172 84	10,302 80	16,475 64
Bangor Street Railway	494,458 29	58,864 11	20,618 55	26,356 43	46,974 98
Bath Street Railway	170,487 36	40,592 22	23,809 52	17,166 66	40,976 18
Biddeford and Saco Railroad	134,327 02	23,483 74	6,993 00	20,658 21	27,651 21
Brunswick 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	15,811 78	30,097 49
Fryeburg Horse Railroad	7,674 07	2,591 68	1,691 66	242 36	1,934 02
Lewiston and Auburn Horse Railroad	414,475 85	29,605 41	6,985 71	25,000 00	31,985 71
Mousam River Railroad	161,387 23	54,893 61	22,108 16	32,193 25	54,301 41
Norway and Paris Street Railway	43,000 00	20,187 79	11,741 71	8,587 24	20,328 95
Portland Railroad	1,074,457 12	34,712 65	16,008 61	18,255 25	34,263 86
Portland and Cape Elizabeth Railway	821,676 71	.....	30,529 17	25,108 32	55,637 49
Portsmouth, Kittery and York Street Railway	400,000 00	26,556 29	13,278 14	13,509 92	26,788 66
Rockland, Thomaston and Camden Street Railway	317,133 31	19,058 49	15,024 03	16,607 72	31,631 75
Skowhegan and Norridgewock Railway	59,468 61	10,342 36	8,695 65	11,166 97	19,862 62
Somerset Traction Company	95,919 47	7,993 28	2,500 00	4,857 01	7,357 01
Waterville and Fairfield Railway	300,000 00	63,157 89	42,105 26	45,684 44	87,789 70

APPENDIX.

ABSTRACT

OF THE

Returns of Railroad Companies

AND

STATISTICAL TABLES

FOR THE

Year Ending June 30, 1898.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1898.

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.

Bangor and Piscataquis Railroad Company. Incorporated March 5, 1861. Company organized April 22, 1867. Amended February 5, 1868, February 24, 1868, February 6, 1877. Bangor and Katahdin Iron Works Railway Company, organized August, 1881. Aroostook Northern Railroad Company organized March, 1897.

The Bangor and Aroostook Railroad Company acquired the first two named by lease dated April 1, 1892, and the Aroostook Northern Railroad by lease dated October 1, 1897.

Bangor and Piscataquis leased Bangor and Katahdin Iron Works Railway July 1, 1877; authority of bondholders.

The Bangor and Aroostook Railroad Company leased both, April 1, 1892, by authority of the bondholders, and the Aroostook Northern Railroad October 1, 1897, by authority of the bondholders.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
A. A. Burleigh.....	Houlton, Me.....	} Until successors are appointed.
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.....	} Three directors are chosen annually on the last Tuesday in August by the Senators and Representatives to the Legislature from the county of Aroostook.
Geo. Dunn.....	Houlton, Me.....	
E. L. Houghton.....	Fort Fairfield, Me.....	
W. P. Allen.....	Caribou, 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, 1897.

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.	Bangor, Me.
President	A. A. Burleigh.....	Bangor, 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.....	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	
Branch	Caribou, Me	Limestone	15.90	
Spurs .....	. . . . .	. . . . .	7.50	80.06
Bangor and Piscataquis Railroad	Old Town, Me	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 .....	. . . . .	. . . . .	.....	331.37

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	1,328,000	1,065,943	64	
Total	23,780	.....	\$2,378,000	\$2,115,943	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
Preferred	10,586	1,065,943
Total	21,086	\$2,106,443

Some subscribers had paid in on June 30, 1898, \$7,343.64, for which 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.	Rate—%.	INTEREST.		
	Date of issue.	When due.						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

* Second mortgage bonds were issued on 210 miles of road at \$5,000 per mile, amount \$1,050,000, and are outstanding, although only \$167,000 have been sold.

The balance, \$883,000, are held as collateral by the trustees of the Aroostook Construction Company, for their obligations in building the road. They can only sell enough of them to pay cost of road in excess of the first mortgage bonds and amount realized from preferred 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. 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	\$340,000	\$126,000	\$91,800	\$18,051	\$18,051	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 the Bangor and Aroostook Railroad Company. The Bangor and Aroostook Railroad Company pay \$20,000, and the interest on the remaining principal on October 1st and April 1st of each year for ten years.

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	\$3,527,000 00	\$176,350 00	\$176,350 00
Equipment trust obligations.....	400,000 00	340,000 00	18,051 00	18,051 00
Total.....	\$4,810,000 00	\$3,867,000 00	\$194,401 00	\$194,401 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash.....	\$120,384 35	Loans and bills payable.....	\$250,812 93
Due from agents	13,648 73	Audited vouchers and accounts	47,145 83
Due from solvent companies and individuals....	99,869 57	Matured interest coupons unpaid (including coupons due July 1)	104,230 00
Net traffic balances due from other companies	19,541 85	Miscellaneous	131 11
Other cash assets (excluding "materials and supplies")*	177,551 62	Total—current liabilities..	\$402,319 87
Total—cash and current assets	\$430,996 12	Balance—cash assets..	28,676 25
		Total	\$430,996 12

*Materials and supplies on hand, \$55,215.12.

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	\$2,115,943 64	\$2,115,943 64	.....	218.85	\$10,865 89
Bonds	3,527,000 00	3,527,000 00	.....	218.85	16,116 06
Equipment trust obligations	340,000 00	340,000 00	.....	218.85	1,736 34
Total	\$5,982,943 64	\$5,982,943 64	.....	.....	.....

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	\$1,225,600 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
Aroostook Northern Railroad	100,000 00	225,000 00	325,000 00	15.90	20,440 02
Total	\$576,900 00	\$1,550,000 00	\$2,126,900 00	111.30	\$19,109 61

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1897.	Total cost to June 30, 1898.	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	\$26,408 46
Total equipment.....	330,189 92	331,222 85	1,513 47
Total cost construction, equipment, etc.....	\$6,109,682 57	\$6,110,715 50	\$27,921 93

INCOME ACCOUNT.

Gross earnings from operation.....	\$779,206 76	
Less operating expenses.....	451,943 21	
Income from operation.....	\$327,263 55	
Total income.....		\$327,263 55
DEDUCTIONS FROM INCOME:		
Interest on funded accrued.....	\$194,401 00	
Interest on interest-bearing current liabilities accrued ...	7,433 00	
Rents paid for lease of road	90,573 49	
Taxes	2,874 73	
Total deductions from income.....		295,282 22
Net income.....		\$31,981 33
Surplus from operations of year ending June 30, 1898		31,981 33
Surplus on June 30, 1897.....		39,746 90
Surplus on June 30, 1898		\$71,728 23

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$227,905 64		
Less repayments—			
Excess fares refunded		\$ 422 45	
Other repayments.....		1,516 81	
Total deductions		\$1,939 26	
Total passenger revenue			\$225,966 38
Mail			31,747 26
Express			8,509 24
Extra baggage and storage			2,413 41
Total passenger earnings.....			\$268,636 29
Freight:			
Freight revenue.....	\$498,675 06		
Less repayments—			
Overcharge to shippers.....		\$10,808 63	
Total freight revenue.			\$487,866 43
Other earnings from operation:			
Car mileage—balance.....			12,397 92
Hire of equipment			8,922 00
Rents not otherwise provided for.....			1,384 12
Total other earnings			\$22,704 04
Total gross earnings from operation....			\$779,206 76

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$98,068 39
Renewals of rails	4,584 33
Renewals of ties	3,482 57
Repairs and renewals of bridges and culverts.....	6,076 69
Repairs and renewals of fences, road crossings, signs and cattle guards	2,906 33
Repairs and renewals of buildings and fixtures.....	8,467 60
Stationery and printing.....	209 09
Other expenses	6 38
Total	\$123,801 38
Maintenance of equipment:	
Superintendence.....	\$ 1,425 99
Repairs and renewals of locomotives	20,505 44
Repairs and renewals of passenger cars	11,657 83
Repairs and renewals of freight cars	15,559 22
Repairs and renewals of work cars.....	1,474 85
Repairs and renewals of shop machinery and tools.....	1,387 28
Stationery and printing.....	223 68
Other expenses.....	944 71
Total	\$53,129 00
Conducting transportation:	
Superintendence.....	\$ 7,299 28
Engine and roundhouse men	46,566 48
Fuel for locomotives	69,776 98
Water supply for locomotives	4,053 15
Oil, tallow, and waste for locomotives	2,753 01
Other supplies for locomotives.....	316 01
Train service.....	40,075 47
Train supplies and expenses	2,142 45
Switchmen, flagmen, and watchmen	5,759 44
Telegraph expenses	7,132 51
Station service.....	40,525 18
Station supplies.....	7,387 29
Loss and damage	994 29
Injuries to persons	653 43
Clearing wrecks	548 69
Advertising	2,944 19
Commissions.....	311 49
Rents of buildings and other property.....	591 50
Stationery and printing.....	3,792 12
Other expenses	98 37
Total	\$243,721 33
General expenses:	
Salaries of general officers.....	\$14,279 24
Salaries of clerks and attendants	7,649 82
General office expenses and supplies.....	2,829 90
Insurance.....	2,281 04
Law expenses.....	2,651 75
Stationery and printing (general offices).....	912 90
Other expenses	686 85
Total	\$31,291 50
Recapitulation of expenses:	
Maintenance of way and structures.....	\$123,801 38
Maintenance of equipment	53,129 00
Conducting transportation.....	243,721 33
General expenses.....	31,291 50
Grand total.	\$451,943 21

Percentage of expenses to earnings, 58%.

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
Aroostook Northern Railroad	6,593 74	.....	29 75	6,623 49
Total rents	\$27,593 74	.....	\$62,979 75	\$90,573 49

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road.....	.....	\$5,779,492 65		
		Cost of equipment		331,222 85		
		Cash and current assets.....		430,996 12		
		Other assets:				
		Materials and supplies		55,215 12		
		Due on capital stock		9,500 00		
		Grand total		\$6,606,426 74		
		LIABILITIES.				
		Capital stock		\$2,115,943 64		
		Funded debt		3,867,000 00		
		Current liabilities		402,319 87		
		Aroostook Construction Co.....		149,435 00		
		Profit and loss....		71,728 23		
		Grand total..		\$6,606,426 74		

IMPORTANT CHANGES DURING THE YEAR.

October 1, 1897, leased Aroostook Northern Railroad from Caribou to Limestone Me., distance of 15.90 miles. Bangor and Aroostook guarantee bonds and pay the interest.

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 Jct	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	210.00	5,000 00

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	5	1,570	\$14,180 04	\$9 03
Other officers.....	6	1,850	7,320 00	3 95
General office clerks.....	16	4,939	7,408 50	1 50
Station agents.....	56	17,048	28,126 83	1 65
Other station men.....	41	11,841	14,801 25	1 25
Enginemen.....	35	9,489	25,620 30	2 70
Firemen	39	9,424	15,549 60	1 65
Conductors	29	7,094	17,735 00	2 50
Other trainmen	59	15,422	24,675 20	1 60
Machinists	6	1,781	4,452 50	2 50
Carpenters	32	9,299	17,668 10	1 90
Other shopmen	53	13,384	21,414 40	1 60
Section foremen	62	18,699	29,918 40	1 60
Other trackmen.....	230	42,890	53,612 50	1 25
Switchmen, flagmen, and watchmen	15	4,762	5,952 50	1 25
Telegraph operators and dispatchers	14	3,793	8,723 90	2 30
All other employees and laborers	72	9,622	11,027 50	1 25
Total (including "general officers")	770	182,907	\$303,186 52	\$1 68
Less "general officers".....	5	1,570	14,180 04	9 03
Total (excluding "general officers")	765	181,337	\$294,006 48	\$1 62
Distribution of above:				
General administration.....	27	8,359	\$28,908 54	\$3 45
Maintenance of way and structures	364	71,211	94,558 40	1 32
Maintenance of equipment	91	24,464	43,535 00	1 77
Conducting transportation	288	78,873	141,184 58	1 79

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	228,838			
Number of passengers carried one mile.....	8,862,711			
Number of passengers carried one mile per mile of road	27,291			
Average distance carried	38.72			
Total passenger revenue		225,966	38	
Average amount received from each passenger.....			98	744
Average receipts per passenger per mile			2	549
Total passenger earnings		268,636	29	
Passenger earnings per mile of road		827	23	5
Passenger earnings per train mile.....			62	93
Freight traffic:				
Number of tons carried of freight earning revenue.....	323,190			
Number of tons carried one mile.....	31,363,880			
Number of tons carried one mile per mile of road.....	96,519			
Average distance haul of one ton	97.03			
Total freight revenue.....		487,866	43	
Average amount received for each ton of freight.....			1	50
Average receipts per ton per mile.			1	555
Total freight earnings.....		487,866	43	
Freight earnings per mile of road.....		1,502	32	
Freight earnings per train mile			119	47
Passenger and freight:				
Passenger and freight revenue.....		713,832	81	
Passenger and freight revenue per mile of road.....		2,198	16	
Passenger and freight earnings		756,502	72	
Passenger and freight earnings per mile of road.....		2,329	56	
Gross earnings from operation.....		779,206	76	
Gross earnings from operation per mile of road.....		2,399	47	
Gross earnings from operation per train mile.....			95	190
Operating expenses.....		451,943	21	
Operating expenses per mile of road		1,391	70	
Operating expenses per train mile.....			55	218
Income from operation.....		327,263	55	
Income from operation per mile of road		1,007	77	
Train mileage:				
Miles run by passenger trains.....	426,862			
Miles run by freight trains... ..	391,611			
Total mileage trains earning revenue	818,473			
Miles run by switching trains.....	180,856			
Miles run by construction and other trains.....	117,304			
Grand total train mileage.....	1,016,633			

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	15	15	Westinghouse.		
Total locomotives in service	30	28	28	Westinghouse.		
Total locomotives owned	30	28	28	Westinghouse.		
Cars—owned and leased						
In passenger service—						
First-class cars	17	17	17	Westinghouse	17	Miller.
Combination cars	7	7	7	Westinghouse	7	Miller.
Baggage, express, and postal cars	11	11	11	Westinghouse	11	Miller.
Total	35	35	35		35	Miller.
In freight service—						
Box cars	467	185	185	Westinghouse	426	Gould.
Flat cars	782	448	448	Westinghouse	764	Gould.
Stock cars	20	20	20		20	Gould.
Total	1269	633	633		1210	Gould.
In company's service—						
Officers' and pay cars	1	1	1	Westinghouse	1	Miller
Gravel cars	36					
Derrick cars	1					
Caboose cars	17	5	5	Westinghouse	15	Gould.
Other road cars	34					
Total	89	6	6	Westinghouse	16	
Total cars in service.	1393	674	674		1261	
Less cars leased	1218	619	619		1218	
Total cars owned	175	55	55		43	

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	154.69	64.16	112.52	331.37	.....	7.26	324.11
Miles of yard track and sidings	27.35	.....	16.50	43.85	.....	43.85	
Total mileage operated (all tracks)*	182.04	64.16	129.02	375.22	.....	51.11	324.11

* All in Maine.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	65.1330 100.1480	70 60	Cedar and hackmatack .. Switch ties—31 sets.	37,784	18c. \$20.00
Total steel.....	166. ⁸⁷⁹ / ₂₃₄₀	\$24.00	Total	37,784	18c.

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	7,948.85	15	.....	7,955.35	426,862	41.71
Freight	9,004.52	20	.....	9,014.52	391,611	51.50
Switching	3,790.70	7	.....	3,794.20	180,856	46.95
Construction	313.90	3	.....	314.40	17,304	40.63
Total	21,057.97	45	.....	21,078.47	1,016,633	46.39
Average cost at distributing point	\$3.50	\$3.00	.....		

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	3	.....	.....	.....	.....	.....	3
Falling from trains and engines	2	.....	.....	.....	.....	.....	2
Other causes*.....	1	.....	1
Total	5	.....	.....	.....	1	.....	6

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At stations.....	1	.....	.....	.....	.....	.....	1
Total	1	.....	.....	.....	.....	.....	1

* Bail to coal tub fell over, breaking shoulder of employee.

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 ...	6	56.6		8.0		12.0		Bridges	2	15.6	
Iron	59	5,814.9		11.4		781.0					
Wooden.	27	1,817.0		9.6		489.0					
Total .	92	7,688.3						Overhead Railway Crossings:			
Trestles...	45	7,382.0		14.0		687.0					

Gauge of track, 4 feet, 8½ inches—331.37 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.
321	823.80	Northern Telegraph Company.	Northern Telegraph Company.

Report of the Boston and Maine Railroad for the Year Ending June 30, 1898.

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 12, 1898.
Samuel C. Lawrence.....	Medford, Mass.....	October 12, 1898.
Joseph S. Ricker	Portland, Me.....	October 12, 1898.
*George M. Pullman.....	Chicago, Ill	October 12, 1898.
Richard Olney.....	Boston, Mass	October 12, 1898.
A. W. Sullo way.....	Franklin, N. H.	October 12, 1898.
Joseph H. White	Brookline, Mass.....	October 12, 1898.
Walter Hunnewell	Wellesley, Mass	October 12, 1898.
Henry R. Reed.....	Boston, Mass.....	October 12, 1898.
†Aretus Blood	Manchester, N. H.....	October 12, 1898.
Lewis Cass Ledyard.....	New York, N. Y.....	October 12, 1898.
Henry M. Whitney.....	Brookline, Mass.....	October 12, 1898.
Henry F. Dimock	New York, N. Y....	October 12, 1898.
William Whiting.....	Holyoke, Mass.....	October 12, 1898.
John A. Hall.....	Springfield, Mass.....	October 12, 1898.

*Died October 19, 1897.

†Died November 24, 1897.

Total number of stockholders at date of last election, 6,425.

Date of last meeting of stockholders for election of directors, October 13, 1897.

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	Wm. B. Lawrence.....	Boston, Mass.
Treasurer.	Amos Blanchard	Boston, Mass.
Assistant Treasurer	Herbert E. Fisher	Boston, Mass.
Attorney or General Counsel ..	Richard Olney	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 Div. Superintendent .	H. C. Robinson (So. Div.)..	Boston, Mass.
Division Superintendent	H. E. Chamberlain (Con. Division)	Concord, N. H.
Division Superintendent.....	H. E. Fulsom (Conn. and Pass. Div.)	Lyndonville, Vt.
Ass't Division Superintendent..	H. F. Sampson (Conn and Pass. Div.).....	Springfield, Mass.
Division Superintendent.....	Geo. E. Cummings (White Mountain Div.).....	Woodville, N. H.
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. Brown	Concord, N. H.
Assistant General Passenger and Ticket Agent	Geo. W. Storer	Boston, Mass.
General Baggage Agent.....	O. W. Greeley.....	Boston, Mass.
Superintendent Union Station..	Geo. H. Folger	Boston, Mass.

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 ..	Intervale Jc., 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
South 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
Woboro Branch.....	Sanbornv'le, N. H.	Wolfboro, N. H....	12.03
Newburyport City Branch.....	East'n R. R. tracks	Newb'ryp't 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
Stoneham Branch.....	Montvale Jc. Mass	Stoneham, 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....	†181.07
Hooksett Branch.....	Hooksett, N. H....	Bow Jc., N. H....	7.59
Hedding Camp Ground Branch	East Hedding, N. H	Hedding C. Grnd..	.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.	Henniker, N. H....	24.50
Lake Shore Br.....	Lakeport, N. H....	Alton Bay, N. H..	17.28
Tilton & Belmont Br.....	Belmont Jc., N. H	Belmont, N. H....	4.17
Whitefield & Jefferson Br ... }	Whitefield Jc., N. H	Berlin Mills, N. H.	33.69
	Jefferson Meadow's	Jefferson, N. H....	
Profile & Franklin Notch Br. }	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.	39.87
Suncook Valley.....	Suncook, N. H....	Pittsfield, N. H....	17.41
Suncook Valley Extension.....	Pittsfield, N. H....	Cen. Barns'td.....	4.46
Pemigewasset Valley.....	Plymouth, N. H..	Lincoln, N. H....	22.93
	Campton.....	Campton Village..	

†Mileage increased, .36.

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
	Concord, N. H....	.....
Connecticut & Pass. Rivers R. R.	White River Jc....	Jc. Canada Line..	110.30
Massawippi Valley Ry.....	Canada Line.....	Lennoxville, P. Q.	*31.95
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.	Wakef'd Jc., Mass	Danvers, Mass....	9.26
Newburyport R. R.	Bradford, Mass. .	Newburyp't, Mass	} 26.98
	Georgetown, Mass	Danvers, Mass....	
Lowell & Andover	Lowell Jc., Mass.	Lowell, Mass....	8.73
Manchester & Lawrence	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.	†2.95
Total leased.....	.....	.....	1,345.14
Total owned .....	.....	.....	370.08
Grand total operated .....	.....	.....	1,715.22

* Mileage decreased 2.80.

† Decrease .07.

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.
Portsmouth Bridge	Toll bridge.....	Owned jointly by B. & M. R. R. and P. S. & P. R. R....	New Hampshire and Maine.
Penigewassett 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 R. R., com				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, 1897, 1½% on 174,169 shares	\$261,253 50
October 1, 1897, 1½% on 174,169 shares	261,253 50
January 1, 1898, 1½% on 174,169 shares.....	261,253 50
April 1, 1898, 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, 1897, 3% on 31,498 shares	\$94,494 00
March 1, 1898, 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 \$83.25 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	4½	Jan. and July 1	\$270,000 00	\$268,717 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	99,420 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	76,300 00
Eastern R. R. certificates of indebtedness, U. S. gold	Sept. 1, 1876	Sept. 1, 1906	10,392,645 77	10,392,645 77	*6,917,000 21	10,392,645 77	6	Mar. and Sept. 1	415,860 00	413,280 00
Eastern R. R. certificates of indebtedness, £ sterling...	Sept. 1, 1876	Sept. 1, 1906	3,070,274 85	3,070,274 85	†1,556,306 70	3,070,274 85	6	Mar. and Sept. 1	93,388 13	93,388 13
P. G. F. & C. bonds	Jan. 1, 1897	Jan. 1, 1937	1,000,000 00	998,000 00	998,000 00	998,000 00	4½	June and Dec. 1	44,910 00	44,752 50
P. G. F. & C. bonds	Jan. 1, 1877	Dec. 1, 1892	.....	.....	‡2,000 00	.....	4½	June and Dec. 1	90 00	.....
Total .....	.....	.....	\$26,462,920 62	\$26,379,920 62	\$21,392,306 91	\$26,187,381 92	.....	.....	\$1,061,008 13	\$1,055,858 13
Mortgage bonds .....	.....	.....	\$14,462,920 62	\$14,460,920 62	\$ 9,473,306 91	\$14,460,919 62	.....	.....	\$54,248 13	551,420 63
Miscellaneous obligations...	.....	.....	12,000,000 00	11,919,000 00	11,919,000 00	11,726,461 30	.....	.....	506,760 00	504,437 50
Grand total...	.....	.....	\$26,462,920 62	\$26,379,920 62	\$21,392,306 91	\$26,187,380 92	.....	.....	\$1,061,008 13	\$1,055,858 13

* Eastern Railroad United States gold certificates, \$6,917,000.21, one year at 6%, \$415,020.00. Bonds purchased and cancelled, \$84,000, two months 6% \$840; total, \$415,860.00.

† 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.

‡ Eastern Railroad £ sterling, 1,556,306.70, one year 6%—\$93,378.40, on bonds purchased and cancelled, \$973.30, two months \$9.73—total \$93,388.13.

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	\$9,473,306 91	\$554,248 13	\$551,420 63
Miscellaneous obligations.....	11,919,000 00	11,919,000 00	506,760 00	504,437 50
Total	\$26,379,920 62	\$21,392,306 91	\$1,061,008 13	\$1,055,858 13

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash.....	\$1,212,843 92	Audited vouchers and accounts.....	\$976,901 24
Bills receivable.....	647,775 12	Wages and salaries	389,989 07
Due from agents	731,813 91	Net traffic balances due to other companies.....	331,763 32
Due from solvent companies and individuals	2,436,899 19	Dividends not called for	20,319 25
		Matured interest coupons unpaid (including coupons due July 1).....	169,848 87
		Rents due July 1	965,802 66
		Miscellaneous, Concord and Mon't imp't fund	276,176 51
		Total—current liabilities.....	\$3,130,800 92
Total—cash and current assets	\$5,029,332 14	Balance—cash assets.....	1,898,531 22
		Total	\$5,029,332 14

Materials and supplies on hand, \$1,834,001.59.

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	21,392,306 91	21,392,306 91	.....	.....	57,804
Total	\$43,281,306 91	\$43,281,306 91	.....	370.08	\$116,951

RECAPITULATION.

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	\$21,392,306 91	\$43,281,306 91	370.08	\$116,951
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	300,000 00	500,900 00	26.98	18,566
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
Massawippi Valley Railway	800,000 00		800,000 00	35.46	22,561
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	6,150,600 00	13,347,600 00	209.61	63,675
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	234,600 00	.....	234,600 00	12.84	18,271
Manchester and North Weare Railroad	256,600 00	.....	256,600 00	24.50	10,473
New Boston Railroad	84,000 00	.....	84,000 00	5.19	16,185
Tilton and Belmont Railroad	47,200 00	.....	47,200 00	4.17	11,319
Grand total.....	\$66,026,842 33	\$45,894,206 91	\$111,921,049 24	1,708.06	65,525

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

† Excludes \$19,440, amount paid in on shares not issued.

‡ 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, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Engineering.....			\$1,311,968 94	\$1,311,068 94	\$ 3,545 12
Right of way and station grounds.....		\$11,056 15	7,503,689 08	7,574,745 23	20,305 73
Real estate.....					
Grading, bridge and culvert masonry.....			6,560,797 34	6,560,797 34	17,728 05
Bridges, trestles and culverts.....			3,411,651 86	3,411,651 86	9,218 69
Ties.....					
Rails.....					
Track fastenings.....			6,469,354 00	\$6,469,354 00	17,450 96
Frogs and switches.....					
Ballast.....					
Other superstructure.....					
Station buildings and fixtures.....			3,438,924 78	3,438,924 78	9,292 38
Shops, roundhouses, and turntables.....					
Shop machinery and tools.....			989,005 89	989,005 89	2,672 38
Elimination grade crossings.....		45,018 65	293,329 44	338,348 09	914 26
Miscellaneous structures, Boston pass. terminals.....			2,234,134 99	2,234,134 97	6,036 90
Interest and discount.....			82,028 44	82,028 44	221 65
Total construction.....		\$56,074 80	\$32,294,884 74	\$32,350,959 54	\$87,416 13
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	1,575,839 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
Total construction.....		\$56,074 80	\$32,294,884 74	\$32,350,959 54	\$87,416 13
Grand total cost construction, equipment, etc.....		\$56,074 80	\$36,878,034 65	\$36,934,109 45	\$99,800 34

INCOME ACCOUNT.

Gross earnings from operation.....	\$	
		19,850,984 06
Less operating expenses.....		13,679,038 99
Income from operations		\$6,171,945 07
Dividends on stocks owned.....	\$198,605 80	
Interest on bonds owned.....	5,000 00	
Miscellaneous income—less expenses	375,883 86	
Income from other sources		579,489 66
Total income		\$6,751,434 73
Deductions from income:		
Interest on funded debt accrued	\$1,061,008 13	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	4,145 03	
Interest on real estate mortgages	23,972 00	
Rents paid for lease of road.....	3,299,066 34	
Taxes	1,030,040 30	
Total deductions from income.....		5,418,231 80
Net income		\$1,333,202 93
Dividends, 6 per cent, common stock.....	\$1,045,014 00	
Dividends, 6 per cent, preferred stock.....	188,988 00	
Sinking fund payments account B. & M. bonds	51,285 00	
Sinking fund payments account E. R. R. bonds.....	18,494 25	
Total		1,303,781 25
Surplus from operations of year ending June 30, 1898.....	\$	29,421 68
Surplus on June 30, 1897		1,712,450 73
Total		\$1,741,872 41
Deductions for year		28,295 70
Surplus on June 30, 1898		\$1,713,576 71

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.. .. .	\$8,580,281 78		
Less repayments—			
Tickets redeemed		\$14,330 63	
Excess fares refunded		96,310 70	
Other repayments		8,000 00	
Total deductions		\$118,641 33	
Total passenger revenue			\$8,461,640 45
Mall	\$346,232 45		
Express	620,709 30		
Extra baggage and storage	112,453 42		
			1,079,395 17
Total passenger earnings			\$9,541,035 62
Freight:			
Freight revenue	\$10,317,001 27		
Less repayments:			
Overcharge to shippers		\$115,090 98	
Total deductions			\$115,090 98
Total freight revenue			\$10,201,910 29
Elevators	\$77,863 07		
Eastern transfer	8,068 39		
			85,931 46
Total freight earnings			\$10,287,841 75
Total passenger and freight earnings			\$19,828,877 37
Other earnings from operation:			
Telegraph companies	\$ 4,197 23		
Rents from tracks, yards, and terminals	13,077 30		
Other sources—Steamer Mt. Washington	4,832 16		
Total other earnings			\$22,106 69
Total gross earnings from operation—entire line			\$19,850,984 06

STOCKS OWNED.

Railway Stock.	Total par value.	Rate—%.	Income or dividends received.	Valuation.	Shares.
Maine Central Railroad.....	\$2,516,000 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	2	7,904 80	146,238 80	3,952 3/4
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 Extension .	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..	359,000 00	..	.....	359,000 00
Central Massachusetts Railroad	100,000 00	5	\$5,000 00	100,000 00
Total.....	\$884,000 00	..	\$5,000 00	\$882,464 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				\$4,496 74
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. R.	371 75	
	Northampton, Mass.....	N. Y., N. H. & H. R. R.	425 81	
	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 Pac. R'y...	400 00	
	Wells River and Woodsville....	Montpelier & Wells River R. R.....	1,491 00	
Total				8,580 56
Grand total rents received.....				\$13,077 30

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents, tenements, lands, etc	\$335,701 37	\$51,246 54	\$284,454 83
Portsmouth and Dover bridge tolls, etc.....	9,032 09	1,430 00	7,602 09
*Dividend on 9,734 shares Vermont Valley Railroad stock.....	29,202 00		29,202 00
†Dividend on 331 shares Peterboro Railroad stock	1,324 00		1,324 00
‡Interest on \$10,000 bonds Woodsville Aqueduct Company.....	400 00		400 00
‡Dividend on 630½ shares Suncook Valley Railroad stock.....	11,350 80		11,350 80
‡Dividend on 1,099 shares Mt. Washington Railway stock	4,396 00		4,396 00
‡Dividend on 381 shares Pemigewasset Valley Railroad stock	2,286 00		2,286 00
‡Dividend on 100 shares New Boston Railroad stock	400 00		400 00
‡Dividend on 52 shares Wells River Bridge Company stock	61 36		61 36
§Dividend on 194 shares Mt. Washington Railway stock.....	776 00		776 00
Interest received.....	22,897 84		22,897 84
Sundry items	10,732 94		10,732 94
Total.....	\$428,560 40	\$52,676 54	\$375,883 86

* Owned by Connecticut River Railroad.

† Owned by Boston and Lowell Railroad.

‡ Owned by Concord and Montreal Railroad.

§ Owned by Conn. and Pass. Rivers Railroad.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,500,582 87
Renewals of rails.....	140,401 39
Renewals of ties.....	341,129 98
Repairs and renewals of bridges and culverts.....	231,320 88
Repairs and renewals of fences, road crossings, signs and cattle guards.....	96,767 76
Repairs and renewals of buildings and fixtures.....	346,694 13
Repairs and renewals of docks and wharves.....	15,780 48
Repairs and renewals of telegraph.....	6,908 55
Stationery and printing.....	2,722 62
Other expenses.....	628 05
Total.....	\$2,682,936 71
Maintenance of equipment:	
Superintendence.....	\$51,915 52
Repairs and renewals of locomotives.....	608,309 98
Repairs and renewals of passenger cars.....	518,700 90
Repairs and renewals of freight cars.....	657,675 57
Repairs and renewals of work cars.....	20,662 15
Repairs and renewals of shop machinery and tools.....	55,498 45
Stationery and printing.....	3,234 33
Other expenses.....	56,706 37
Total.....	\$1,967,703 27
Conducting transportation:	
Superintendence.....	\$294,817 63
Engine and roundhouse men.....	1,240,812 88
Fuel for locomotives.....	1,601,946 96
Water supply for locomotives.....	89,630 05
Oil, tallow and waste for locomotives.....	22,068 78
Other supplies for locomotives.....	25,318 51
Train service.....	1,093,115 78
Train supplies and expenses.....	294,285 24
Switchmen, flagmen and watchmen.....	1,045,257 32
Telegraph expenses.....	194,615 63
Station service.....	1,417,325 28
Station supplies.....	218,095 46
Car mileage—balance.....	314,600 81
Loss and damage.....	53,570 84
Injuries to persons.....	309,298 90
Clearing wrecks.....	13,356 09
Operating marine equipment.....	3,735 15
Advertising.....	48,782 09
Outside agencies.....	27,759 59
Rents for tracks, yards and terminals.....	50,394 57
Rents of buildings and other property.....	18,100 00
Stationery and printing.....	92,772 55
Other expenses.....	717 65
Total.....	\$8,470,648 36
General expenses:	
Salaries of general officers.....	\$75,204 16
Salaries of clerks and attendants.....	149,337 77
General office expenses and supplies.....	28,104 85
Insurance.....	117,674 28
Law expenses.....	128,061 12
Stationery and printing (general offices).....	12,086 14
Other expenses.....	47,282 33
Total.....	\$557,750 65
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,682,936 71
Maintenance of equipment.....	1,967,703 27
Conducting transportation.....	8,470,648 36
General expenses.....	557,750 65
Grand total.....	\$13,679,038 99

Percentage of expenses to earnings—entire line, 68.90.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Boston and Lowell Railroad			\$776,216 00	\$776,216 00
Concord and Montreal Railroad.....		\$503,650 01	254,194 44	757,844 45
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 Rivers Railroad			213,000 00	213,000 00
Northern Railroad.....			215,441 50	215,441 50
Central Massachusetts Railroad			162,549 39	162,549 39
Manchester and Lawrence Railroad	\$10,960 00		102,000 00	112,960 00
Portland, Saco and Portsmouth R. R.			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			40,000 00	40,000 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 & Kennebunkport R. R.			2,925 00	2,925 00
New Boston Railroad			2,800 00	2,800 00
Newport and Richford R. R. ....\$17,500			500 00	500 00
Sub-let to Canadian Pacific Railway	18,000			
Total rents	\$10,960 00	\$807,790 01	\$2,480,316 33	\$3,299,066 34

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. .	3,208 37	
	North Acton to Concord Junction.....	N. Y., N. H. & H. R. R. R.	3,082 20	
Total.....				\$8,040 57
Terminals:				
Pass. stations ...	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				\$50,304 57

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total	Increase.	Decrease
	\$			\$		
	32,294,884 74	Cost of road.....		32,350,959 54	\$56,074 80	
	4,583,149 91	Cost of equipment.....		4,583,149 91		
	5,161,296 27	Stocks owned.....		5,161,296 27		
	783,464 95	Bonds owned.....		882,464 95	99,000 00	
\$73,455 32		Str. Mt. Washing- ton and wharves	\$73,455 32			
52,261 43		Richford, Vt., ele- vator.....	52,261 43			
	125,716 75			125,716 75		
	992,959 01	Lands owned.....		1,116,456 81	123,497 80	
	5,625,198 29	Cash and current assets.....		5,029,332 14		\$595,866 15
1,767,086 42		Other assets:				
		Materials & sup- plies.....	1,834,001 59			
892 15		*Trustees E. R. R.	1,287 39			
704,930 61		*Trustees B. & M.	784,758 38			
756,317 97		Sundries.....	540,745 28			
	3,229,227 15			3,160,792 64		68,434 51
	52,795,897 07	Grand total ...		52,410,169 01		\$385,728 06
		LIABILITIES.				
	21,889,000 00	Capital stock.....		21,889,000 00		
	21,477,280 21	Funded debt.....		21,392,306 91		84,973 30
	3,465,587 46	Current liabilities.		3,130,800 92		334,786 54
	597,800 00	Real estate mort- gages.....		597,800 00		
273,580 61		Accrued interest on funded debt not yet payable.	271,881 14			
183,000 13		Accrued rents not yet due ...	184,356 90			
418,581 26		Accrued taxes not yet due.....	431,419 85			
1,162,405 38		Sundry lease acc't	1,177,258 11			
760,388 53		Suspense account.	685,722 70			
	2,797,955 91			2,750,638 70		47,317 21
704,930 61		Sinking fund for redemption of B. & M. R. R. bonds	784,758 38			
892 15		Redemption of E. R. R. bonds.....	1,287 39			
	705,822 76			786,045 77	80,223 01	
	150,000 00	Injury fund.....		150,000 00		
	1,712,450 73	Profit and loss....		1,713,576 71	1,125 98	
	52,795,897 07	Grand total ...		52,410,169 01		\$385,728 06

* Sinking fund.

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	\$765 29
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.....	28	8,736	\$155,616 72	\$17 81
Other officers	44	13,644	75,788 64	5 55
General office clerks	485	151,524	321,346 20	2 12
Station agents	583	191,952	330,430 44	1 72
Other station men.....	2,249	700,368	1,219,731 60	1 74
Enginemen.....	714	217,224	698,919 96	3 22
Firemen	707	215,628	405,295 08	1 83
Conductors	601	184,968	514,083 48	2 78
Other trainmen.....	1,715	517,476	979,908 60	1 89
Machinists and foremen.....	423	123,516	294,481 08	2 38
Carpenters	679	203,484	391,821 84	1 93
Other shopmen and mechanics	815	237,480	454,246 08	1 91
Section foremen	534	159,072	300,771 96	1 89
Other trackmen.....	1,929	495,708	713,124 72	1 44
Switchmen, flagmen, and watchmen.....	1,437	497,376	723,988 80	1 46
Telegraph operators and dispatchers	271	92,244	155,286 24	1 68
Employees—account floating equipment	1	313	780 00	2 49
All other employees and laborers	1,341	400,068	663,401 40	1 66
Total (including "general officers")	14,556	4,410,781	\$8,399,022 34	\$1 90
Less "general officers"	28	8,736	155,616 72	17 81
Total (excluding "general officers").....	14,528	4,402,045	\$8,243,406 12	\$1 87
Distribution of above:				
General administration.....	430	134,868	\$ 455,598 24	\$3 38
Maintenance of way and structures	3,214	844,560	1,398,071 76	1 66
Maintenance of equipment.....	2,105	830,442	1,523,335 71	1 83
Conducting transportation	8,807	2,600,911	5,022,017 13	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	32,176,210			
Number of passengers carried one mile.	485,787,694			
Number of passengers carried one mile per mile of road	283,222			
Average distance carried	15.10			
Total passenger revenue		8,461,640	45	
Average amount received from each passenger			26	298
Average receipts per passenger per mile			01	742
Total passenger earnings		9,541,035	62	
Passenger earnings per mile of road		5,562	57	
Passenger earnings per train mile.....			1	15 379
Freight traffic:				
Number of tons carried of freight earning revenue	10,271,875			
Number of tons carried one mile.....	688,351,187			
Number of tons carried one mile per mile of road.....	461,319			
Average distance haul of one ton.....	67.01			
Total freight revenue.....		10,201,910	29	
Average amount received for each ton of freight			99	319
Average receipts per ton per mile			01	482
Total freight earnings.....		10,287,841	75	
Freight earnings per mile of road		5,997	97	
Freight earnings per train mile...			1	87 530
Passenger and freight:				
Passenger and freight revenue.....		18,663,550	74	
Passenger and freight revenue per mile of road.....		10,881	14	
Passenger and freight earnings.....		19,828,877	37	
Passenger and freight earnings per mile of road.....		11,560	54	
Gross earnings from operation.....		19,850,984	06	
Gross earnings from operation per mile of road.....		11,573	43	
Gross earnings from operation per train mile.....			1	44 316
Operating expenses.....		13,679,038	99	
Operating expenses per mile of road		7,975	09	
Operating expenses per train mile.....			99	446
Income from operation		6,171,945	07	
Income from operation per mile of road		3,598	34	
Income from operation per train mile.....			44	870
Train mileage:				
Miles run by passenger trains.....	8,269,294			
Miles run by freight trains	5,485,976			
Total mileage trains earning revenue.....	13,755,270			
Miles run by switching trains.....	3,088,843			
Miles run by construction and other trains...	397,417			
Grand total train mileage.....	17,241,530			

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	300	291	Westinghouse.		
Freight.....	3	228	212	Westinghouse.		
Switching.....	†2	137	61	Westinghouse.		
Total locomotives in service	5	665	564	Westinghouse.		
Total locomotives owned ...	5	665	564	Westinghouse.		
Cars—owned and leased:						
In passenger service—						
First-class cars.....	†14	812	812	.....	22	National.
Combination cars.....	†4	170	170	.....	790	Miller.
Parlor cars .....	.....	9	9	.....	2	National.
Baggage, express, and postal cars .....	.....	.....	.....	.....	168	Miller.
.....	.....	.....	.....	.....	2	National.
.....	.....	.....	.....	.....	7	Miller.
.....	.....	.....	.....	.....	9	National.
.....	.....	.....	.....	.....	201	Miller.
.....	.....	.....	.....	.....	4	Gould.
Total	†11	1,205	1205	Westinghouse ...	1205	
In freight service—						
Box cars	†94	4,565	2636	Westinghouse ...	3324	
Flat cars	†35	4,265	1585	Westinghouse ...	1910	
Stock cars	†3	58	22	Westinghouse ...	23	Gould.
.....	.....	.....	.....	Westinghouse ...	3	Trojan.
.....	.....	.....	.....	Westinghouse ...	915	Gould.
.....	.....	.....	.....	Westinghouse ...	32	Trojan.
Coal cars.....	12	2,949	816	Westinghouse ...	2	Morton.
.....	.....	.....	.....	Westinghouse ...	1	Dowling.
Refrigerator cars .....	.....	30	30	Westinghouse ...	1	Tower.
Other cars in freight service..	†6	77	.....	.....	30	Gould.
Total	†126	11,945	5089	.....	6241	
In company's service—						
Officers' and pay cars.....	.....	4	4	Westinghouse ...	4	Miller.
Gravel cars .....	.....	1	1	Westinghouse ...	1	Miller.
Derrick cars.....	1	48	18	Westinghouse ...	10	Gould.
.....	.....	.....	.....	Westinghouse ...	1	Trojan.
Caboose cars .....	.....	255	45	Westinghouse ...	78	Gould.
Other road cars	6	168	52	Westinghouse ...	27	
Snow ploughs	†1	67	.....	.....	.....
Total	6	543	120	.....	121	
Total cars in service.....	†131	13,693	6414	.....	7567	
Total cars owned	†131	13,693	6414	.....	7567	
Cars contributed to fast freight line service.....	.....	406	.....	.....	.....

† Decrease.

‡ 3073 Gould, 176 Trojan, 34 Thurmond, 14 Drexel, 16 Burns, 1 Dowling, 8 National, 2 Norton.

§ 1721 Gould, 159 Trojan, 5 Thurmond, 6 National, 8 Burns, 6 Dowling, 4 Richardson, 1 Hitchcock.

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.	27.23	.36	21.17	48.76	12.13	36.63
Total mileage operated (all tracks).....	93.97	3.63	76.43	174.03	14.91	159.12

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

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	1,337.98	7.16	1,715.22	3.94	*1704.12
Miles of second track....	120.62	28.84	160.48	.....	309.94	.....	309.94
Miles of third track....	2.29	.....	215	.....	4.44	.....	4.44
Miles of yard track and sidings.....	170.26	64.78	599.26	.....	834.30	245.98	588.32
Total mileage operated (all tracks).....	523.30	233.57	2,099.87	7.16	2,863.90	249.92	2606.82

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Massachusetts	78.01	90.58	373.63	4.21	546.43	1.16	*541.06
New Hampshire	105.20	46.10	762.38	.....	913.68	.....	913.68
Vermont .....	.....	.....	111.25	.....	111.25	.....	111.25
Maine	46.92	3.27	55.26	.....	105.45	2.78	102.67
Canada .....	.....	.....	35.46	2.95	38.41	.....	35.46
Total mileage operated (single track).....	230.13	139.95	1,337.98	7.16	1,715.22	3.94	1704.12

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.

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.				
Iron	10			Cedar	14,660	\$ 29	
Steel:				Chestnut	13,192	30	
				Oak	940	45	
				Hemlock	1,114	31	
New .. .	1,455	75	\$20 44	Pine	17,203	34	
Old	114			Switch	1,666	23	
Total steel.....	1,569			Total.....	48,775	41	44
						88	

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		223,003		38	223,022	8,269,294	53.94
Freight		193,890		25	193,902	5,485,976	70.69
Switching	989	76,232		16	77,229	3,088,843	50.01
Construction		13,541		5	13,544	397,417	68.16
Total.....	989	506,666		84	507,637	17,241,530	58.89
Average cost at distributing point.....	\$4.51	\$3.23					

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		9						9
Falling from trains and engines		6						6
Overhead obstructions								
Collisions								
Derailments		1						1
Other train accidents.....								
At highway crossings								
At stations								
Other causes.....		3				1		4
Total		19				1		20
Kind of Accident.	PASSENGERS.		OTHERS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents.....		3						
At highway crossings						2		2
Other causes.			1	3		1	1	4
Total		3	1	3		3	1	6

ACCIDENTS OCCURRING IN MAINE DURING THE YEAR.

July 15th—Eliot: C. L. Boothby, employe, fell from engine and slightly injured his back.

July 27th—Portland: M. Downing, trespasser, attempting to board moving train, fell and was badly shaken up.

July 27th—Portland: William Thompson, trespasser, attempting to board moving train, fell and bruised his left arm.

September 2nd—Conway Junction: Fred W. Hannon, employe, had his thumb crushed while coupling.

September 6th—Portland: E. Nason, employe, had his finger jammed while coupling.

September 14th—Portland: Timothy Daley, trespasser, in attempting to board engine fell and was slightly injured.

September 16th—Biddeford: S. Seeley, employe, in loading beef, piece fell on his foot and injured same.

September 21st—Rigby Park: F. F. Taylor, employe, back hurt in derailment.

September 25th—Kennebunk: G. W. Seavey, employe, had his hand crushed while coupling.

October 2nd—Old Orchard: Albert Dow, walking on track was struck by engine and killed.

October 22nd—Saco: Fred Stevens, employe, had his finger bruised while coupling cars.

October 23rd—Portland: Thomas P. Rogers, had his finger jammed while coupling cars.

November 12th—Portland: G. A. Brackett, employe, caught his foot under a rail, fell, bruising his face and knee.

November 20th—Biddeford: Ira C. Hill, employe, in attempting to board moving engine bruised his leg.

December 7th—North Berwick: Chas. E. Reed, employe, fell from car and was slightly injured.

January 17th—North Berwick: L. F. Welch, had his thumb jammed while coupling cars.

January 24th—Biddeford: A. L. Dearing, passenger, had finger jammed in car door.

February 1st—Portland: G. E. Seavey, employe, had finger jammed while coupling.

February 12th—Portland: J. E. Littlefield, employe, had shoulder dislocated while jumping from moving train.

March 7th—Biddeford: Amos Chase and W. E. Heuff, while driving across the track, their teams were struck by train and they were thrown out and shaken up.

April 1st—Portland: H. Andrews, employe, fell from front of engine and injured his back.

April 2nd—Portland: Thomas O. Hatch, employe, while coupling had his arm jammed.

April 13th—Portland: J. E. Hayes, employe, had foot injured by broken cylinder rolling on to same.

April 20th—Arundel F. Descours had finger bruised by gate of car dropping on same.

May 9th—North Berwick: John Kimball, had his leg injured caused by horse becoming frightened of engine.

June 12th—Biddeford: Unknown woman, slightly injured in stepping from moving train.

June 17th—Eliot: Jas. Belanger, employe, in jumping from moving train, fell, and had his foot cut off.

June 18th—Portland: J. D. Nichols, passenger, had his neck cut by a stone thrown through the window.

June 27th—Portland: Walter C. Tate, employe, had his finger crushed while coupling.

BRIDGES, TRESTLES, TUNNELS, ETC.

Items.	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 ...	14	378.3		10.0		68.0		Bridges	24	14.9	
Iron	33	2,660.1		11.0		606.0		Conduits	1	15.0	
Wooden,	4	253.7		13.0		164.6		Trestles	14	14.8	
Total	51	3,291.11						Total	39		
Trestles...	8	4,403.11		115.3		1,402.4		Overhead railway crossings:			

Gauge of track, 4 feet, 8½ 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, 1898.

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, 77.

Date of last meeting of stockholders for election of directors, November 17, 1897.

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. Walker	Bridgton, Me.
General Manager	Joseph A. Bennett	Bridgton, Me.
General Freight Agent	Joseph A. Bennett	Bridgton, Me.
General Passenger Agent	Joseph A. Bennett	Bridgton, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Bridgton and Saco River Railroad	Bridgton	Bridgton Junct. (M. C. R. R.) ..	16	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.		
					Rate.	Amount.	
Capital stock : common	1,800	\$50	\$90,000	\$90,000 00	4%	\$3,600	
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 construction : common.....				219	\$10,975	219	\$10,975

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.
1st mort. bonds..	1882	1902	\$80,000	\$80,000	\$80,000	\$80,000	6 March.	\$4,800	\$4,800
2d mort. bonds..	1884	1902	30,000	26,500	26,500	26,500	6 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, 1898.	
Cash.....	\$4,648 88	Loans and bills payable.....	\$5,000 00
Due from solvent companies and individuals... ..	1,543 64	Audited vouchers and accounts	296 14
Other cash assets (excluding "materials and supplies")*	17,499 06	Wages and salaries	1,131 89
		Net traffic balances due to other companies.....	1,131 88
		Matured interest coupons unpaid (including coupons due July 1)	63 00
		Miscellaneous	20 00
		Total—current liabilities..	\$ 7,642 91
Total—cash and current assets	\$23,691 58	Balance—cash assets.. ..	16,048 67
		Total	\$23,691 58

*Materials and supplies on hand, \$476.99.

Other cash assets \$17,499.06 is the Harrison Extension account now in process of construction, to be carried to the proper accounts when completed

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	\$100,975 00	\$100,975 00	.....	16	\$6,310 62
Bonds	106,500 00	106,500 00	.....	16	6,656 25
Total	\$207,475 00	\$207,475 00	.....	.....	\$12,966 87

Increase is for extension of mileage now under contract for construction.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Charged to income account as permanent improvements.	Not included in operating expenses.			
Total construction.....	\$171,058 94	\$171,058 94	\$10,691 18
Total equipment...	33,592 00	33,592 00	2,099 50
Total cost construction, equipment, etc...	\$204,650 94	\$204,650 94	\$12,790 68

INCOME ACCOUNT.

Gross earnings from operation.....	\$28,453 26	
Less operating expenses.....	16,757 60	
Income from operation.....		\$11,695 66
Miscellaneous income—less expenses		698 03
Total income.....		\$12,393 69
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$6,390 00	
Taxes	196 42	
Total deductions from income.....		6,586 42
Net income.....		\$5,807 27
Dividends, 4 per cent, common stock		3,600 00
Surplus from operations of year ending June 30, 1898.....		\$2,207 27
Surplus on June 30, 1897.....		9,364 33
Surplus on June 30, 1898.....		\$11,571 60

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$9,098 33
Mail			827 96
Express			3,003 61
Extra baggage and storage			161 49
Total passenger earnings.....			\$13,091 39
Total freight earnings			15,361 87
Total gross earnings from operation....			\$28,453 26

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
Interest on balance in bank	\$129 73		
Bridgton Telegraph Company.....	180 00		
Rent of derrick	37 00		
Dividend on nine shares its stock owned.....	18 00		
Old materials sold.....	11 30		
Construction train for contractors.....	322 00		
Total.....	\$698 03		

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$3,780 50
Repairs and renewals of bridges and culverts.....	12 80
Repairs and renewals of buildings and fixtures.....	611 47
Repairs and renewals of telegraph	12 95
Total	\$4,417 72
Maintenance of equipment:	
Repairs and renewals of locomotives	\$809 62
Repairs and renewals of passenger cars	410 44
Repairs and renewals of freight cars	483 82
Repairs and renewals of shop machinery and tools.....	4 38
Total	\$1,708 26
Conducting transportation:	
Engine and roundhouse men	\$1,723 39
Fuel for locomotives	1,010 62
Water supply for locomotives	227 23
Oil, tallow, and waste for locomotives	96 76
Other supplies for locomotives.....	18 69
Train service.....	1,191 21
Train supplies and expenses	108 93
Switchmen, flagmen, and watchmen	500 05
Telegraph expenses	12 22
Station service.....	4,069 40
Station supplies.....	134 53
Loss and damage	2 97
Advertising	50 10
Stationery and printing.....	202 24
Total	\$9,351 39
General expenses:	
Salaries of general officers.....	\$1,017 50
General office expenses and supplies.....	81 00
Insurance.....	130 43
Other expenses	51 30
Total	\$1,280 23
Recapitulation of expenses:	
Maintenance of way and structures.....	\$4,417 72
Maintenance of equipment	1,708 26
Conducting transportation.....	9,351 39
General expenses.....	1,280 23
Grand total.	\$16,757 60

Percentage of expenses to earnings, 57%.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$171,058 94	Cost of road.....	.....	\$171,058 94		
	33,592 00	Cost of equipment .....	.....	33,592 00		
	4,953 76	Cash and current assets.....	.....	23,691 58	\$18,737 82	
	609 00	Other assets: Materials and supplies .....	.....	476 99	.....	\$132 01
	\$210,213 70	Grand total .....	.....	\$228,819 51	\$18,737 82	\$132 01
		LIABILITIES.				
	\$90,000 00	Capital stock .....	.....	\$100,975 00	\$10,975 00	
	106,500 00	Funded debt .....	.....	106,500 00		
	2,219 37	Current liabilities .....	.....	7,642 91	5,423 54	
	2,130 00	Accrued interest on funded debt not yet payable..	.....	2,130 00		
	9,364 33	Profit and loss....	.....	11,571 60	2,207 27	
	\$210,213 70	Grand total..	.....	\$228,819 51	\$18,605 81	

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.....	Bridgton	Bridgton Junction	16	\$5,000 00
Second mortgage bonds	Bridgton	Bridgton Junction	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	1,407	1,560 75	1 07
Other station men	6	1,814	2,508 65	1 38
Enginemen	2	433½	1,083 64	2 50
Firemen	2	430	642 75	1 49
Conductors	1	315	493 25	1 57
Other trainmen	2	526	697 96	1 32
Machinists	1	201½	554 13	2 75
Other shopmen	1	352	492 80	1 40
Section foremen	3	936	1,480 74	1 58
Other trackmen	6	1,672	2,199 21	1 31
Watchmen	1	365	500 05	1 37
All other employees and laborers	1	103	211 45	2 05
Total (including "general officers")	32	9,181	\$13,442 88	\$1 46
Less "general officers"	2	626	1,017 50	1 07
Total (excluding "general officers")	30	8,555	\$12,425 38	\$1 45
Distribution of above:				
General administration	2	626	\$1,017 50	\$1 07
Maintenance of way and structures	9	2,608	3,679 95	1 41
Maintenance of equipment	3	556½	1,258 38	1 91
Conducting transportation	18	5,290½	7,487 05	1 41

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	13,025			
Number of passengers carried one mile	181,596			
Number of passengers carried one mile per mile of road	11,349			
Average distance carried	13.9			
Total passenger revenue		9,098	33	
Average amount received from each passenger			69	852
Average receipts per passenger per mile			5	010
Total passenger earnings		13,091	39	
Passenger earnings per mile of road		818	21	187
Freight traffic:				
Number of tons carried of freight earning revenue	15,552			
Number of tons carried one mile	230,617			
Number of tons carried one mile per mile of road	972			
Average distance haul of one ton	14.8			
Total freight revenue		15,361	87	
Average amount received for each ton of freight			92	347
Average receipts per ton per mile.			6	661
Total freight earnings		15,361	87	
Freight earnings per mile of road		960	11	687
Passenger and freight:				
Passenger and freight earnings		28,453	26	
Passenger and freight earnings per mile of road		1,778	33	
Gross earnings from operation		28,453	26	
Gross earnings from operation per mile of road		1,778	33	
Operating expenses		16,757	60	
Operating expenses per mile of road		1,047	35	
Income from operation		11,695	66	
Income from operation per mile of road		730	98	
Train mileage:				
Miles run by mixed trains	29,799			
Total mileage trains earning revenue	29,799			
Miles run by construction and other trains	2,358			
Grand total train mileage	32,157			

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 in service.....		3	3	Eames Vacuum.		
Cars—owned and leased						
In passenger service—						
First-class cars.....		2	2	Eames and Miller.		
Baggage, express and postal cars		2	1			
Total		4	3			
In freight service—						
Box cars		10				
Flat cars		17				
Total		31				
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

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							
Freight							
Switching							
Mixed trains		306.75					
Total		306.75			306.75		
Average cost at distributing point		\$3.40					

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								Bridges			
Iron											
Wooden.	8	224		7.1		55					
Total								Overhead Railway Crossings:			
Trestles											

Gauge of track, 2 feet—16 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
16	32	Bridgton Telegraph Company.	Western Union Telegraph Co.

Report of the Canadian Pacific Railway Company for the Year Ending June 30, 1898.

(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, 1899.
Sir Wm. C. Van Horne, K. C. M. G.	Montreal	April, 1899.
Mr. R. B. Angus	Montreal	April, 1899.
Mr. T. G. Shaughnessy	Montreal	April, 1899.
Mr. E. B. Osler	Toronto	April, 1899.
Sir Sanaford Fleming, K. C. M. G.	Ottawa	April, 1899.
Mr. Geo. R. Harris	Boston	April, 1899.
Mr. Wilmot D. Matthews	Toronto	April, 1899.
Hon. Donald MacInnes	Hamilton	April, 1899.
Sir G. A. Kirkpatrick, K. C. M. G.	Toronto	April, 1899.
Mr. Thomas Skinner	London, Eng.	April, 1899.
Gen'l Samuel Thomas	New York	April, 1899.
Mr. John W. Mackay	New York	April, 1899.

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 William	Mr. Thomas Tait	Montreal.
General Superintendent Atlantic Division	Mr. H. P. Timmerman..	St. John.
Manager of Telegraph.....	Mr. C. R. Hosmer.....	Montreal.
Freight Traffic Manager	Mr. G. M. Bosworth....	Montreal.
Passenger Traffic Manager.....	Mr. D. McNicoll	Montreal.
General Passenger Agent.....	Mr. C. E. E. Ussher.....	Montreal.
General Baggage Agent	Mr. A. D. MacTier.....	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	
Houlton Branch R. R. of Maine ..	Boundary	Houlton	3.	
Aroostook River R. R. of Maine..	Boundary	Presque Isle	29.2	
				176.7
Maine Central R. R.....	Mattawamkeag ..	Vanceboro	56.1	
Total				232.8

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		
Houlton Branch R. R. of Maine			28,000	28,000	6%	
Aroostook River R.R. of Maine			800,000	800,000		
Total			\$2,273,000	\$2,273,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEGUS 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 R'y of Maine, Atlan. and N. W. R'y first 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	
Aroos. Riv. R. R. in Me., N. B. R'y first mort. bonds pro- portion...	.....	.....	600,000	600,000	600,000	.....	5	Feb. & May	30,000	30,000
Houlton Br. R. R. first 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 subsidy paid by Dominion Government.

EQUIPMENT TRUST OBLIGATIONS.
GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
International Railway of Maine, Series "N"	Sept. 5, 1897.....	Sept. 5, 1907.	20	500 box cars.

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.	
Series "N".....	\$43,000	\$180,000	\$173,385 94	\$64,781 20	\$59,156 20	\$5,625	\$5,625	

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
Equipment trust obligations.....	180,000 00	173,385 94	5,625 00	5,625 00
Total	\$3,694,000 00	\$3,687,385 94	\$66,065 00	\$66,065 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
Equipment trust obligations	173,385 94	173,385 94	.....	176.7	981 25
Total	\$5,960,385 94	\$5,960,385 94	.....	176.7	\$33,731 67

RECAPITULATION.

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
International R'y of Maine ..	\$1,445,000 00	\$3,063,385 94	\$4,508,385 94	144.5	\$21,199 90
Houlton Branch R. R. of Me..	28,600 00	24,000 00	52,000 00	3.0	17,333 33
Aroostook River R. R. of Me.	800,000 00	600,000 00	1,400,000 00	29.2	47,945 00
Total	\$2,273,000 00	\$3,687,385 94	\$5,960,385 94	176.7	\$33,731 67

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Grading.....		\$14,897 51			
Bridges, trestles, and grading		50,079 50			
Rails		16,470 52			
Ballast		34,997 68			
Fencing right of way.....		304 40			
Interlocking or signal apparatus		928 57			
Shops, roundhouses, and turntables		4,767 00			
Docks and wharves		109 87			
Gas-making plants		6,441 75			
Miscellaneous structures,		1,017 19			
Total construction....		\$129,723 99	\$6,243,597 99	\$6,373,321 98	\$36,068 60
Equipment:					
Locomotives		\$ 85,000 00		\$ 85,000 00	\$ 481 04
Freight cars.....		299,614 06		299,614 06	1,695 61
Total equipment.....		\$384,614 06		\$384,614 06	\$2,176 65
Total construction.....		129,723 99	\$6,243,597 99	\$6,373,321 98	\$36,068 60
Total cost construction, equipment, etc.....		\$514,338 05	\$6,243,597 99	\$6,757,936 04	\$38,245 25

INCOME ACCOUNT.

Gross earnings from operation.....	\$462,063 67	
Less operating expenses.....	478,572 54	
Deficit.....		\$16,508 87
Deductions from income:		
Interest on funded debt accrued	\$66,065 00	
Rents paid for lease of road.....	1,680 00	
Taxes	3,027 44	
Total deductions from income.....		70,772 44
Deficit		\$87,281 31
Deficit from operations of year ending June 30, 1898, paid by lessees C. P. Railway.....		\$87,281 31
Deficit on June 30, 1897.		189,963 58
Deficit on June 30, 1898.		\$277,244 89

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$86,467 36
Mail			29,155 82
Express			11,453 48
Other items.....			11,729 58
Total passenger earnings			\$138,806 24
Total freight revenue.....			\$322,314 03
Total freight earnings.....			\$322,314 03
Total passenger and freight earnings.....			\$461,120 27
Other earnings from operation:			
Rents not otherwise provided for			\$488 00
Other sources			455 40
Total other earnings.....			\$943 40
Total gross earnings from operation			\$462,063 67

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$75,513 53
Renewals of rails.....	1,823 58
Renewals of ties.....	16,680 92
Repairs and renewals of bridges and culverts.....	9,672 19
Repairs and renewals of fences, road crossings, signs and cattle guards.....	992 56
Repairs and renewals of buildings and fixtures.....	5,426 53
Repairs and renewals of telegraph.....	33 62
Total.....	\$110,142 93
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$21,264 41
Repairs and renewals of passenger cars.....	18,966 16
Repairs and renewals of freight cars.....	18,298 01
Repairs and renewals of shop machinery and tools.....	2,828 36
Other expenses.....	1,497 48
Total.....	\$62,854 42
Conducting transportation:	
Engine and roundhouse men.....	\$43,927 32
Fuel for locomotives.....	56,278 25
Water supply for locomotives.....	10,071 34
Oil, tallow and waste for locomotives.....	1,688 21
Train service.....	36,967 78
Train supplies and expenses.....	12,516 45
Telegraph expenses.....	8,787 92
Station service.....	19,436 01
Station supplies.....	4,839 18
Car mileage—balance.....	12,292 39
Loss and damage.....	5,068 33
Injuries to persons.....	2,718 17
Clearing wrecks.....	1,858 14
Advertising.....	5,004 39
Outside agencies.....	5,727 45
Stock yards and elevators.....	3,404 71
Rents for tracks, yards and terminals.....	23,800 00
Rents of buildings and other property.....	912 68
Other expenses.....	2,626 19
Total.....	\$257,924 91
General expenses:	
Salaries of general officers.....	\$17,595 18
Salaries of clerks and attendants.....	15,775 42
General office expenses and supplies.....	8,622 45
Insurance.....	1,153 50
Stationery and printing (general offices).....	1,985 56
Other expenses.....	2,508 17
Total.....	\$47,650 28
Recapitulation of expenses:	
Maintenance of way and structures.....	\$110,142 93
Maintenance of equipment.....	62,854 42
Conducting transportation.....	257,924 91
General expenses.....	47,650 28
Grand total.....	\$478,572 54

Percentage of expenses to earnings—entire line, 103.57.

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	Mattawankeag to Vanceboro...	Maine Central R. R....	\$23,800 00	\$23,800 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		Assets.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$6,243,597 99	Cost of road.....	.....	\$6,373,321 98	\$129,723 99	
		Cost of equipment .....	.....	384,614 06	384,614 06	
		Rolling sto'k lease ... ..	... ..	173,385 94	173,385 94	
	\$6,243,597 99	Grand total...	.....	\$6,931,321 98	\$687,723 99	
		LIABILITIES.				
	\$2,273,000 00	Capital stock ....	....	\$2,273,000 00		
	3,514,000 00	Funded debt.....	.....	3,514,000 00		
		Equipment trust obligations.....	.....	173,385 94	173,385 94	
	456,597 99	Am't included by Can. Pac. R'y in cost of road C.P. R'y.....	.....	970,985 14	514,387 15	
	\$6,243,597 99	Grand total ...	.....	\$6,931,321 98	\$687,723 99	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
International R'y of Maine: A. & N. W. R'y first mort. bonds lien on this road ... Aroostook River Railroad of Maine: N. B. R'y first mort. bonds proportion.....	Boundary	Mattawamkeag ..	144.5	\$20,000 00
Houlton Br. R. E. of Maine: first mortgage bonds	Boundary	Presque Isle	29.2	20,548 00
	Boundary	Houlton	3	8,000 00

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	8	2,504	\$11,920 00	\$4 76
General office clerks.....	12	3,756	9,817 50	2 61
Station agents	13	4,588	8,488 33	1 85
Other station men.....	8	2,520	3,039 83	1 21
Enginemen.....	28	8,075	26,888 97	3 33
Firemen	31	8,075	15,826 22	1 96
Conductors.....	27	6,065	14,904 02	2 46
Other trainmen.....	62	12,900	18,984 10	1 47
Machinists	4	1,128	2,216 22	1 96
Carpenters	2	444	885 60	1 99
Other shopmen	33	9,355	12,629 64	1 35
Section foremen.....	30	9,491	16,137 08	1 70
Other trackmen	124	25,519	32,488 96	1 27
Telegraph operators and dispatchers	10	3,376	6,137 02	1 82
All other employees and laborers	47	9,865	18,129 82	1 84
Total (including "general officers")	439	107,661	\$198,493 31	\$1 85
Less "general officers".....	8	2,504	11,920 00	4 76
Total (excluding "general officers")	431	105,157	\$186,573 31	\$1 78
Distribution of above:				
General administration	22	6,711	\$22,613 50	\$3 37
Maintenance of way and structures	175	40,428	59,629 69	1 48
Maintenance of equipment.....	40	11,292	16,691 46	1 48
Conducting transportation	202	49,230	99,558 66	2 02

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	76,048			
Number of passengers carried one mile.	4,963,429			
Number of passengers carried one mile per mile of road	21,321			
Average distance carried.....	65.27			
Total passenger revenue		86,467	36	
Average amount received from each passenger.....		1	13	701
Average receipts per passenger per mile.....			01	742
Total passenger earnings		138,806	24	
Passenger earnings per mile of road		596	25	
Passenger earnings per train mile.....		83	930	
Freight traffic:				
Number of tons carried of freight earning revenue	364,663			
Number of tons carried one mile.....	61,087,755			
Number of tons carried one mile per mile of road.....	262,404			
Average distance haul of one ton.....	167.52			
Total freight revenue.....		322,314	03	
Average amount received for each ton of freight			88	386
Average receipts per ton per mile			00	527
Total freight earnings.....		322,314	03	
Freight earnings per mile of road		1,384	51	
Freight earnings per train mile.....		84	210	
Passenger and freight:				
Passenger and freight revenue.....		408,781	39	
Passenger and freight revenue per mile of road.....		1,755	90	
Passenger and freight earnings.....		461,120	27	
Passenger and freight earnings per mile of road.....		1,980	76	
Gross earnings from operation.....		462,063	67	
Gross earnings from operation per mile of road.....		1,984	81	
Gross earnings from operation per train mile.....		84	280	
Operating expenses.....		478,572	54	
Operating expenses per mile of road		2,055	72	
Operating expenses per train mile.....			87	309
Income from operation.....		16,508	87	
Income from operation per mile of road		70	91	
Train mileage:				
Miles run by passenger trains.....	150,728			
Miles run by freight trains	338,785			
Miles run by mixed trains.....	58,629			
Total mileage trains earning revenue.....	548,133			
Miles run by construction and other trains... ..	62,932			
Grand total train mileage.....	611,065			

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	Westinghouse ...	10	Trojan.
Total locomotives owned.....	.....	10	10	Westinghouse ...	10	Trojan.
Cars owned and leased:						
Box cars	500	1,000	1000	Westinghouse ...	1000	Trojan.
Other road cars .....	.....	6	.....	Westinghouse ...	6	Trojan.
Total cars in service.....	500	1,006	1000		1006	
Cars leased	385	385	385	Westinghouse ...	385	Trojan.

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	176.70	.....	56.10	232.80	.....	176.70
Miles of yard track and sidings.....	27.00	.....	.....	27.00	4.90	22.10
Total mileage operated (all tracks).....	203.70	.....	56.10	259.80	4.90	198.80

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	Cedar	12,249	20c.
Steel	Hemlock	71,156	20c.
			Total.....	83,405	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	4,244	11	.....	4,251.33	143,448	59.34
Freight	14,147	36.75	.....	14,171.50	478,160	59.28
Switching	3,066	8	.....	3,072.00	103,601	59.30
Construction	2,122	5.50	.....	2,125.06	71,724	59.26
Total	23,579	61.25	.....	23,619.89	796,933	59.28
Average cost at distributing point.....	\$2.45	\$1.04	.....		

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	.....	.....	.....	.....	.....	4
Deraillments .....	.....	.....	.....	.....	1	.....	1	.....
Other train accidents . . . .	.....	.....	.....	.....	.....	1	.....	1
Other causes.....	.....	1	.....	.....	.....	4	.....	5
Jumping on train in motion	1	.....	.....	.....	.....	1	.....	1
Walking on track .....	.....	1	.....	.....	1	1	.....	2
Total	1	6	.....	.....	2	7	3	13

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At stations.....	1	.....	1
Walking on track	1	.....	.....	.....	1	.....
Total	1	.....	.....	1	1	1

BRIDGES, TRESTLES, TUNNELS, Etc.

Items.	Number.	Aggregate length.		Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.				Ft.	In.	Ft.	In.
Bridges:					Overhead highway crossings:			
Iron.....	9	1,098	70	200				
Wooden,	5	342	16	235				
Combination,	7	4,080	152	1,466	Overhead railway crossings:			
Total .	21	5,520			Bridges—plate girder.....	1		
					Conduits.....			
					Trestles.....			
Trestles...	41	3,333	25	331	Total.....			

Gauge of track, 4 feet, 8½ inches—232.8 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.		Name of Operating Company.
		Miles of line.	Miles of wire.	
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 Railway Company for the Year Ending June 30, 1898.

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railway Company.

Date of organization. June 3, 1897.

Under laws of what government, state or territory organized. State of Maine.

Formed by bondholders of the Franklin and Megantic Railroad Company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Franklin and Megantic R. R. Co. Formation of new corporation by bondholders authorized by Revised Statutes of Maine, Ch. 51, as amended by Laws of 1883, Ch. 166. This railroad is operated by the new corporation, pending foreclosure.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Josiah S. Maxcy	Gardiner, Me	July 13, 1898.
Philip H. Winslow	Gardiner, Me	July 13, 1898.
Horace F. Horton	Providence, R. I.	July 13, 1898.

Total number of stockholders at date of last election, 4.

Date of last meeting of stockholders for election of directors, June 3, 1897.

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.....	Josiah S. Maxcy.....	Gardiner, Me.
President	Josiah S. Maxcy.....	Gardiner, Me.
Secretary	L. C. Cornish.....	Augusta, Me.
Treasurer	P. H. Winslow.....	Gardiner, Me.
General Solicitor.....	L. C. Cornish.....	Augusta, Me.
Attorney, or General Counsel...	L. C. Cornish.....	Augusta, Me.
Auditor	P. H. Winslow	Gardiner, Me.
General Manager	Josiah S. Maxcy.....	Gardiner, Me.
General Superintendent.....	George M. Vose.....	Kingfield, Me.
General Freight Agent	G. M. Vose.....	Kingfield, 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.	Miles of line for each class of roads named.
	From—	To—		
Franklin and Megantic Railway.	Strong	Kingfield.....	15.00	
Franklin and Megantic Railway.	Mt. Abram Junct.	Gilberts	1.70	
Kingfield and Dead Kiver Railway.....	Kingfield.....	Carrabasset	10.00	
Total.....	.....	.....	26.70	

PROPERTY LEASED.

Name.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Kingfield & Dead River Railway	Kingfield..	Carrabasset.	Franklin and Megantic Railway Co.	Agreement ..	10

The Kingfield and Dead River Railway Company having no rolling stock, the Franklin and Megantic Railway Company operate it under a short time agreement.

CAPITAL STOCK.

The Franklin and Megantic Railway Company was formed by the bondholders of the Franklin and Megantic Railroad Company, after default. The bonds, under the statute, represent the stock until the foreclosure is completed. The whole amount of the bonds is \$50,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash.....	\$675 51	Loans and bills payable.....	\$3,500 00
Due from agents	180 57	Audited vouchers and accounts	552 41
Due from solvent companies and individuals....	561 79	Wages and salaries	678 84
Net traffic balances due from other companies	65 89	Net traffic balances due to other companies.....	1,270 15
Total—cash and current assets	\$1,483 76		
Balance—current liabilities..	4,526 64		
Total	\$6,010 40	Total—current liabilities..	\$6,010 40

Materials and supplies on hand, \$1,721.00.

INCOME ACCOUNT.

Gross earnings from operation	\$15,843 02	
Less operating expenses.....	18,442 10	
Deficit.....		\$2,599 08
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for	\$204 66	
Taxes	1 90	
Total deductions from income		206 56
Deficit on June 30, 1898.....		\$2,805 64

The Franklin and Megantic Railway Company, formed by the bondholders of the Franklin and Megantic Railroad Company, took possession of the railroad on August 16, 1897.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$4,043 43		
Less repayments—			
Tickets redeemed		\$1 09	
Total passenger revenue ..			\$4,042 34
Mail			931 04
Express			542 22
Extra baggage and storage.....			14 29
Total passenger earnings.....			\$5,529 89
Freight:			
Freight revenue.....	\$10,191 15		
Less repayments—			
Overcharge to shippers.....		\$3 00	
Total freight earnings			10,188 13
Total passenger and freight earnings.....			\$15,718 02
Total other earnings			125 00
Total gross earnings from operation....			\$15,843 02

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$4,719 92
Renewals of ties	826 60
Repairs and renewals of bridges and culverts.....	967 87
Repairs and renewals of fences, road crossings, signs and cattle guards	440 87
Repairs and renewals of buildings and fixtures	514 52
Total	\$7,469 78
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$406 55
Repairs and renewals of passenger cars.....	960 86
Repairs and renewals of freight cars	}
Total	\$1,367 41
Conducting transportation:	
Engine and roundhouse men	\$2,012 61
Fuel for locomotives	1,302 97
Other supplies for locomotives.....	147 66
Train service.....	1,290 13
Train supplies and expenses.....	101 83
Station service.....	968 10
Station supplies	121 40
Car mileage—balance.....	107 07
Advertising	303 39
Snow bills	853 23
Stationery and printing	536 66
Other expenses.....	36 41
Total	\$7,781 51
General expenses:	
Salaries of general officers	\$1,150 00
Salaries of clerks and attendants	240 00
Insurance.....	58 00
Stationery and printing (general offices).....	75 00
Other expenses	300 40
Total	\$1,823 40
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,469 78
Maintenance of equipment.....	1,367 41
Conducting transportation	7,781 51
General expenses.....	1,823 40
Grand total.....	\$18,442 10

Percentage of expenses to earnings, 1.16.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cash and current assets.....	\$1,483 76			
		Other assets:				
		Materials and supplies	1,721 00			
		Profit and loss....	2,805 64			
		Grand total ...		\$6,010 40		
		LIABILITIES.				
		Current liabilities		\$6,010 40		
		Grand total ...		\$6,010 40		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	600	\$1,200 00	\$2 00
General office clerks	1	240	240 00	1 00
Station agents	3	486	506 25	1 03
Enginemen.....	2	582½	937 61	1 61
Firemen	2	580	754 00	1 30
Conductors	2	560	908 26	1 63
Other trainmen.....	1	306	381 87	1 25
Carpenters	1	236	330 23	1 40
Other shopmen	2	401	437 55	1 09
Section foremen	4	1,107	1,494 78	1 35
Other trackmen.....	6	1,648	2,060 14	1 25
Switchmen, flagmen, and watchmen.....	1	321	321 00	1 00
All other employees and laborers	10	1,127	1,404 66	1 25
Total (including "general officers")	37	8,194	\$10,970 35	\$1 34
Less "general officers"	2	600	1,200 00	
Total (excluding "general officers").....	35	7,594	\$9,770 35	\$1 29
Distribution of above:				
General administration.....	2	600	\$1,200 00	\$2 00
Maintenance of way and structures	11	1,363	1,734 89	1 28
Maintenance of equipment.....	2	401	437 55	1 09
Conducting transportation	22	5,830	7,597 91	1 30

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	7,851			
Number of passengers carried one mile.....	122,919			
Number of passengers carried one mile per mile of road.....	4,916			
Average distance carried.....	15.65			
Total passenger revenue.....		4,042	34	
Average amount received from each passenger.....			51	488
Average receipts per passenger per mile.....			03	29
Total passenger earnings.....		5,529	89	
Passenger earnings per mile of road.....		221	19	5
Passenger earnings per train mile.....			23	587
Freight traffic:				
Number of tons carried of freight earning revenue....	12,542			
Number of tons carried one mile.....	192,649			
Number of tons carried one mile per mile of road.....	7,706			
Average distance haul of one ton.....	15			
Total freight revenue.....		10,188	13	
Average amount received for each ton of freight.....			81	232
Average receipts per ton per mile.....			05	415
Total freight earnings.....		10,188	13	
Freight earnings per mile of road.....		407	52	52
Freight earnings per train mile.....			95	708
Passenger and freight:				
Passenger and freight revenue.....		14,230	47	
Passenger and freight revenue per mile of road.....			569	22
Passenger and freight earnings.....		15,718	02	
Passenger and freight earnings per mile of road.....			628	72
Gross earnings from operation.....		15,843	02	
Gross earnings from operation per mile of road.....			633	72
Gross earnings from operation per train mile.....			46	475
Operating expenses.....		18,442	10	
Operating expenses per mile of road.....			737	68
Operating expenses per train mile.....			54	1
Train mileage:				
Miles run by passenger trains.....	23,444			
Miles run by freight trains.....	10,645			
Total mileage trains earning revenue.....	34,089			
Miles run by construction and other trains.....	5,845			
Grand total train mileage.....	39,934			

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	Eames Vacuum	1	Miller.
Freight.....	1	1	1	.....	1	Miller.
Total locomotives in service..	2	2	2	.....	2	
Cars—owned and leased:						
In passenger service—						
Combination cars.....	1	1	1	.....	1	Miller.
Baggage, express and potsal cars.....	1	1	1	.....	1	Miller.
Total	2	2				
In freight service—						
Box cars	7	7				
Flat cars	21	21				
Total	28	28				
Total cars in service.	30	30				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	15	1.7	10	.....	26.7	1.7	25

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
			Cedar	8,266	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.			
Total			521			39,934	
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:			
Stone ...								Trestles	2		17
Iron ...								Overhead railway crossings:			
Wooden.											
Total..											
Trestles ..	6	823	36	327							

Gauge of track, 2 feet—16.70 miles. Gauge of track, 2 feet—10 miles.

Report of the Georges Valley Railroad Company for the Year Ending June 30, 1898.

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 11, 1898.
William T. Cobb	Rockland, Me.....	October 11, 1898.
W. W. Case	Rockland, Me	October 11, 1898.
S. M. Bird.....	Rockland, Me.....	October 11, 1898.
A. F. Crockett	Rockland, Me.....	October 11, 1898.
J. M. Robbins.....	Union, Me.....	October 11, 1898.
I. C. Thurston ..	South Union, Me.....	October 11, 1898.

Total number of stockholders at date of last election, 104.

Date of last meeting of stockholders for election of directors, December 23, 1897.

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	W. S. 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	8.00	8.00
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 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 ..	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, 1898.	
Cash.....	\$1,120 77	Loans and bills payable, 3,948.62 at 6% semi.....	\$4,067 08
Total—cash and current assets	\$1,120 77		
Balance—current liabilities..	2,946 31	Total—current liabilities.....	\$4,067 08
Total	\$4,067 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	.....	.....	8.50	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, 1897.	Total cost to June 30, 1898.	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:						
Engineering.....				\$1,056 40	\$1,056 40	
Right of way and station grounds.....				1,660 51	1,660 51	
Grading.....				41,102 85	41,102 85	
Ties.....				6,854 34	6,854 34	
Rails.....				30,126 87	30,126 87	
Interest and discount.....				191 03	191 03	
Total construction.....				\$80,992 00	80,992 00	
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	
Floating equipment.....				4,172 36	4,172 36	
Total cost construction, equipment, etc.....				\$85,164 36	\$85,164 36	\$9,528 47

INCOME ACCOUNT.

Gross earnings from operation.....	\$11,014 55	
Less operating expenses.....	7,182 49	
Income from operation.....		\$3,832 06
Deductions from income:		
Interest on funded debt accrued.....	\$3,000 00	
Interest on interest bearing current liabilities accrued, not otherwise provided for.....	236 91	
Taxes.....	59 04	
Total deductions from income.....		\$3,295 95
Net income.....		\$536 11
Surplus from operations of year ending June 30, 1898.....	\$536 11	
Deficit on June 30, 1897.....	70,054 00	
Deficit on June 30, 1898.....	\$69,517 89	

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earning.
Passenger:			
Passenger revenue.....	\$1,862 45		
Less repayments.....		\$13 80	
			\$1,848 65
Mail.....	362 83	44 50	318 33
Express.....			312 10
Other items.....			263 63
Total passenger earnings.....			\$2,742 71
Freight:			
Freight revenue.....	9,071 09		
Less repayments.....		799 25	
			8,271 84
Total gross earnings from operation— entire line.....			\$11,014 55

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$975 41
Renewals of ties.....	133 65
Repairs and renewals of bridges and culverts.....	11 95
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	13 31
Repairs and renewals of buildings and fixtures.....	22 08
Total.....	\$1,156 40
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$412 44
Repairs and renewals of freight cars.....	124 85
Total.....	\$537 29
Conducting transportation:	
Engine and roundhouse men.....	\$1,416 95
Fuel for locomotives.....	1,573 11
Other supplies for locomotives.....	120 30
Train service.....	600 00
Train supplies and expenses.....	6 65
Station service.....	\$40 00
Station supplies.....	30 31
Car mileage—balance.....	41 89
Loss and damage.....	79 59
Total.....	\$4,708 80
General expenses:	
Salaries of general officers.....	\$600 00
General office expenses and supplies.....	124 35
Stationery and printing (general offices).....	55 65
Total.....	\$780 00
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,156 40
Maintenance of equipment.....	537 29
Conducting transportation.....	4,708 80
General expenses.....	780 00
Grand total.....	\$7,182 49

Percentage of expenses to earnings, 60.5.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road.....	.....	\$80,992 00		
		Cost of equipment .....	.....	4,172 36		
		Cash and current assets.....	.....	1,120 77		
		Profit and loss.....	.....	67,781 95		
		Grand total.....	.....	\$154,067 08		
		LIABILITIES.				
		Capital stock .....	.....	\$100,000 00		
		Funded debt.....	.....	50,000 00		
		Current liabilities .....	.....	4,067 08		
		Grand total .....	.....	\$154,067 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	6,303			
Number of passengers carried one mile.....	53,575			
Average distance carried	7.14			
Total passenger revenue		1,862	45	
Average amount received from each passenger.....			29	549
Average receipts per passenger per mile ..			01	928
Total passenger earnings		1,848	65	
Passenger earnings per mile of road		217	49	
Passenger earnings per train mile			12	060
Freight traffic:				
Number of tons carried of freight earning revenue.....	18,886			
Number of tons carried one mile.....	160,531			
Average distance haul of one ton	4.79			
Total freight revenue.....		9,071	09	
Average amount received for each ton of freight.....			49	089
Average receipts per ton per mile ..			03	200
Total freight earnings.....		8,271	84	
Freight earnings per mile of road.....		973	16	
Freight earnings per train mile			53	934
Passenger and freight:				
Passenger and freight revenue.....		10,933	54	
Passenger and freight revenue per mile of road.....		1,286	29	
Passenger and freight earnings		10,120	49	
Passenger and freight earnings per mile of road.....		1,190	65	
Gross earnings from operation.....		11,014	55	
Gross earnings from operation per mile of road.....		1,295	83	
Gross earnings from operation per train mile			71	817
Operating expenses.....		7,182	49	
Operating expenses per mile of road		844	99	87
Operating expenses per train mile.....			46	831
Income from operation.....		3,832	06	
Income from operation per mile of road ..		450	82	
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.
Locomotives—owned and leased:						
Passenger	1	1				
Total locomotives in service	1	1				
Total locomotives owned	1	1				
Cars—owned and leased:						
In passenger service—						
Combination cars	1	1				
Total	1	1				
In freight service—						
Box cars	2	2				
Flat cars	3	3				
Total	5	5				
Total cars in service	6	6				
Total cars owned	6	6				

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	8	.50	.....	8.50	.....	.....	8.50
Total mileage operated (all tracks)	8	.50	.....	8.50	.....	.....	8.50

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
Derailments
Other train accidents
Other causes
Jumping on train in motion
Walking on track
Total	1	.....	1

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 .....	.....	397	.....	.....	.....	.....	.....
Total ..	.....	397	.....	.....	397	15,337	.....
Average cost at distributing point	3.46½	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:		
Stone	1	50				Bridges		
Iron	1	144						
Wooden.								
Total .	2	194				Overhead Railway Crossings:		
Trestles...								

Gauge of track, 4 feet, 8½ inches—8.50 miles.

Report of the Grand Trunk Railway Company for the Year Ending June 30, 1898.

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, 1898, or until successors are elected.
G. P. Wescott.....	Portland, Me	
Franklin R. Barrett.....	Portland, Me	
W. W. Duffett.....	Portland, Me	
S. R. Small.....	Portland, Me	
Philip 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, 1,605.

Date of last meeting of stockholders for election of directors, August 2, 1898.

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.
Clerk	W. W. Duffett... ..	Portland, Me.
Treasurer.....	W. W. Duffett.....	Portland, Me.
General Solicitor.....	C. A. Hight.....	Portland, Me.

PROPERTY OPERATED.

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.	Portland, Me	Boundary line New Hampshire	82.60	
Leased Lines.				
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.	Portland, Me	Island Pond, Vt ..	149.58	
Extension.....	Island Pond, Vt ..	Boundary line Canada	15.64	165.22
Leased Lines.				
Norway Branch Railroad.....	South Paris	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, MISCELLANEGUS 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.								
2d mort. bonds...	May 1 1871.	May 1 1891.	\$1,500,000	\$1,499,916	All		6			
3d mort. bonds...	July 1 1889.	July 1 1909.	713,000	712,932	All		6			
Island Bond debentures	Dec. 1 1852.	Dec. 1 1882.	787,000	786,984	All		6			
Bal. on exchange of bonds	.....	.....	438,000	438,000	All		6			
				168						
Total..	.....	.....	\$3,438,000	\$3,438,000						

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$3,438,000 00	\$3,438,000 00		

CURRENT ASSETS AND LIABILITIES.

The line is leased to and operated by the Grand Trunk Railway, and 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 00	\$5,484,000 00	.....	165.22	\$33,192 11
Bonds	3,438,000 00	3,438,000 00	.....	165.22	20,808 62
Total	\$8,922,000 00	\$8,922,000 00	.....	.....	\$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 00	\$3,000,000 00	\$8,922,000 00	165.22	\$54,000 73
Extension to boundary line, Canada .....	.....	438,000 00			
Norway Branch Railroad	8,750 00	.....	8,750 00	1.36	6,433 82
Lewiston and Auburn Branch Railroad	300,000 00	.....	300,000 00	5.41	55,452 86
Total	\$5,792,750 00	\$3,438,000 00	\$9,230,750 00	171.99	

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. 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.	\$1,274,505 67	
Less operating expenses.....	1,007,528 98	
Income from operation.....		\$266,976 69
Income from other sources		3,695 48
Total income.....		\$270,672 17
Deductions from income:		
Interest on funded debt accrued and capital stock.....	\$553,320 00	
Taxes	96,725 32	
Total deductions from income.....		650,045 32
Deficit (paid by lessees) June 30, 1898.....		\$379,373 15
Deficit from operations of year ending June 30, 1897.....		380,615 59
Deficit on June 30, 1898.....		\$759,988 74

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			\$265,057 15
Mail			26,791 63
Express			23,219 91
Total passenger earnings.....			\$315,068 69
Total freight earnings			\$859,436 98
Total gross earnings from operation....			\$1,274,505 67

OPERATING EXPENSES—WHOLE LINE.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$96,251 35
Renewals of rails	15,204 54
Renewals of ties	23,046 03
Repairs and renewals of bridges and culverts.....	24,958 33
Repairs and renewals of fences, road crossings, signs, and cattle guards	4,891 89
Repairs and renewals of buildings and fixtures.....	15,591 18
Repairs and renewals of docks and wharves.....	22,267 00
Repairs and renewals of telegraph	132 21
Stationery and printing	132 21
Total	\$205,474 74
Maintenance of equipment:	
Superintendence.....	\$10,328 54
Repairs and renewals of locomotives	61,214 80
Repairs and renewals of passenger cars	19,882 16
Repairs and renewals of freight cars	50,487 62
Repairs and renewals of work cars.....	577 51
Repairs and renewals of shop machinery and tools.....	7,742 42
Stationery and printing.....	456 93
Other expenses	5,759 22
Total	\$156,449 20
Conducting transportation:	
Superintendence	\$14,940 12
Engine and roundhouse men	94,400 37
Fuel for locomotives	142,381 21
Water supply for locomotives	6,081 82
Oil, tallow, and waste for locomotives	4,230 82
Other supplies for locomotives	661 09
Train service.....	79,111 51
Train supplies and expenses	13,617 98
Switchmen, flagmen, and watchmen	37,442 75
Telegraph expenses	20,170 00
Station service.....	97,363 03
Station supplies.....	9,122 72
Switching charges—balance	661 09
Car mileage—balance	29,589 56
Hire of equipment—balance.....	2,725 06
Loss and damage	2,644 26
Injuries to persons	4,495 25
Clearing wrecks.....	793 28
Advertising	5,024 15
Outside agencies	25,252 75
Commissions	3,173 12
Stock yards and elevators	132 21
Rents for tracks, yards, and terminals	2,512 05
Rents of buildings and other property	5,949 60
Stationery and printing.....	6,081 81
Other expenses.....	264 42
Total	\$608,822 03
General expenses:	
Salaries of general officers.....	\$ 9,266 06
Salaries of clerks and attendants	10,201 26
General office expenses and supplies.....	3,069 98
Insurance.....	5,335 92
Law expenses.....	4,585 87
Stationery and printing (general offices).....	1,136 78
Other expenses	3,187 14
Total	\$36,783 01
Recapitulation of expenses:	
Maintenance of way and structures.....	\$205,474 74
Maintenance of equipment	156,449 20
Conducting transportation.....	608,822 03
General expenses.....	36,783 01
Grand total.	\$1,007,528 98

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 & Auburn Branch Railroad	\$18,000 per annum.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		Assets.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road .....	.....	\$8,922,000 00		
		Grand total....	.....	\$8,922,000 00		
		LIABILITIES.				
		Capital stock .....	.....	\$4,484,000 00		
		Funded debt.....	.....	3,438,000 00		
		Grand total ...	... ..	\$8,922,000 00		

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount of mortgage per mile of line.
	From—	To—			
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—STATE OF MAINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	4	1,005	\$4,824 79	\$4 80
Other officers.....	8	2,534	7,311 34	2 88
General office clerks.....	11	3,219	5,311 74	1 65
Station agents.....	22	8,030	13,544 40	1 68
Other station men.....	170	53,990	63,863 83	1 27
Enginemen.....	36	9,282	26,735 78	2 88
Firemen.....	25	12,110	22,525 59	1 86
Conductors.....	22	5,582	16,384 08	3 02
Other trainmen.....	45	11,164	24,334 95	2 13
Machinists.....	16	5,206	10,021 60	1 93
Carpenters.....	45	13,482	24,362 93	1 81
Other shopmen.....	27	8,435	15,372 97	1 88
Section foremen.....	18	5,732	9,433 72	1 65
Other trackmen.....	62	19,983	24,208 90	1 21
Switchmen, flagmen and watchmen.....	51	18,615	23,141 68	1 24
Telegraph operators and dispatchers.....	16	5,840	7,512 17	1 29
All other employees and laborers.....	119	34,819	57,005 59	1 64
Total (including "general officers")—Maine..	697	219,028	\$356,896 06	\$1 63
Less "general officers".....	4	1,005	4,824 79	4 80
Total (excluding "general officers")—Maine..	693	218,023	\$352,071 27	\$1 62
Distribution of above:				
General administration.....	15	4,224	\$10,136 53	\$2 40
Maintenance of way and structures.....	170	51,174	77,589 05	1 52
Maintenance of equipment.....	184	59,783	117,769 27	1 99
Conducting transportation.....	328	103,847	151,401 21	1 46
Total (including "general officers")—entire line.	1,099	350,681	589,351 07	1 68

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	309,603			
Number of passengers carried one mile.....	8,554,030			
Number of passengers carried one mile per mile of road	95,715			
Average distance carried	27.63			
Total passenger revenue.....		174,000	04	
Average amount received from each passenger.....			56	201
Average receipts per passenger per mile			02	034
Total passenger earnings		199,619	60	
Passenger earnings per mile of road		2,233	51	
Passenger earnings per train mile.....			76	737
Freight traffic:				
Number of tons carried of freight earning revenue	1,010,522			
Number of tons carried one mile.....	67,401,346			
Number of tons carried one mile per mile of road.....	754,183			
Average distance haul of one ton.....	66.70			
Total freight revenue		512,560	70	
Average amount received for each ton of freight			50	722
Average receipts per ton per mile			00	760
Total freight earnings.....		512,560	70	
Freight earnings per mile of road.....		5,735	27	
Freight earnings per train mile.....			17	424
Passenger and freight:				
Passenger and freight revenue.....		686,560	74	
Passenger and freight revenue per mile of road.....			7,682	23
Passenger and freight earnings		712,180	30	
Passenger and freight earnings per mile of road			7,968	90
Gross earnings from operation		712,180	30	
Gross earnings from operation per mile of road.....			7,968	90
Gross earnings from operation per train mile			1	02 231
Operating expenses		526,836	90	
Operating expenses per mile of road			5,895	01
Operating expenses per train mile.....			75	626
Income from operation		185,343	40	
Income from operation per mile of road			2,073	89
Train mileage:				
Miles run by passenger trains.....	259,651			
Miles run by freight trains.	435,051			
Miles run by mixed trains	1,937			
Total mileage trains earning revenue	696,639			
Miles run by switching trains	163,212			
Miles run by construction and other trains	24,855			
Grand total train mileage.....	884,706			

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	387,342			
Number of passengers carried one mile.	13,264,884			
Number of passengers carried one mile per mile of road	77,126			
Average distance carried	34.25			
Total passenger revenue		265,057	15	
Average amount received from each passenger			68	430
Average receipts per passenger per mile			01	998
Total passenger earnings		315,068	69	
Passenger earnings per mile of road		1,831	90	
Passenger earnings per train mile.....			73	419
Freight traffic:				
Number of tons carried of freight earning revenue	1,402,938			
Number of tons carried one mile...	137,246,784			
Number of tons carried one mile per mile of road.....	797,993			
Average distance haul of one ton.....	97.83			
Total freight revenue.....		959,436	98	
Average amount received for each ton of freight			68	388
Average receipts per ton per mile			00	699
Total freight earnings.....		959,436	98	
Freight earnings per mile of road		5,578	45	
Freight earnings per train mile.....			1	06 251
Passenger and freight:				
Passenger and freight revenue.....		1,224,494	13	
Passenger and freight revenue per mile of road.....			7,119	57
Passenger and freight earnings.....		1,274,505	67	
Passenger and freight earnings per mile of road.....			7,410	35
Gross earnings from operation.....		1,274,505	67	
Gross earnings from operation per mile of road.....			7,410	35
Gross earnings from operation per train mile.....			95	674
Operating expenses.....		1,007,528	98	
Operating expenses per mile of road			5,858	06
Operating expenses per train mile.....			75	633
Income from operation.....		266,976	69	
Income from operation per mile of road			1,552	28
Train mileage:				
Miles run by passenger trains.....	428,655			
Miles run by freight trains	901,542			
Miles run by mixed trains.....	1,937			
Total mileage trains earning revenue.....	1,332,134			
Miles run by switching trains	277,531			
Miles run by construction and other trains...	33,077			
Grand total train mileage.....	1,642,742			

DESCRIPTION OF EQUIPMENT.

Equipment furnished by lessees.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	165.22	.....	6.77	171.90	.....	All.

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Main	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.
Main	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.
Iron			Tamarack	522	32c.
Steel	3,097.87 80	\$25.00	Hemlock	14,895	25c.
			Cedar	6,346	30c.
			Hard pine	30,149	45c.
			Soft pine	3,030	35c.
			Total	54,942	38c.

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		7,998.67	.....	46.65	8,022	260,135	61.67
Freight		18,058	.....	73.50	18,094.75	436,504	82.91
Switching		2,323	.....	27	2,336.50	163,212	28.63
Construction		496	.....	4	498	24,855	40.07
Total		28,875.67	.....	151.15	28,951.25	884,706	63.45
Average cost at distributing point		\$2.55	.....	\$1 35	\$2.55		

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		6				3		9
Falling from trains and engines	1	5		1			1	6
Overhead obstructions		1						1
Other train accidents.....	1	1					1	1
At highway crossings								
At stations		2						2
Other causes.....		1		1		1		3
Total	2	16		2		4	2	22
Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents.....		4						
At highway crossings			1	1		1	1	2
At stations		1						
Other causes.			1				1	
Total		5	2	1		1	2	2

One brakeman killed, shunting. One brakeman injured, shunting. Four passengers injured, rough shunting.

BRIDGES, TRESTLES, TUNNELS, Etc.

Items.	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	177.6		19.10		177.6		Bridges	6	15.4	
Iron	33	3,175.11		18		422		Total	6		
Wooden,	16	332.3		12		29					
Combi- nation,	1	1,544.9						Overhead railway crossings:			
Total .	51	5,229.5						Bridges	3	16.6	
Trestles...								Total	3		

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 Owner.	Name of Operating Company.
89.37	89.37	The Great Northwestern Tel. Co.	The Great Northwestern Tel. Co.

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1898.

(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 19, 1898.
A. C. Stilphen	Gardiner, Me.....	September 19, 1898.
J. S. Maxcy	Gardiner, Me.....	September 19, 1898.

Total number of stockholders at date of last election, 74.

Date of last meeting of stockholders for election of directors, September 20, 1897.

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.
Attorney....	A. C. Stilphen.....	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.	Miles of line for each class of roads 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 00	8%	\$2,400
Payments on stock not issued				1,250		
Total	500	\$100	\$50,000	\$41,250		\$2,400

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.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds..	Nov. 15, 1890.	Nov. 15, 1910.	\$40,000	\$40,000	\$30,000	\$30,000 00	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, 1898.	
Cash.....	\$2,610 60	Loans and bills payable.....	\$4,000 00
Due from agents	216 81	Audited vouchers and accounts	327 56
Due from solvent companies and individuals... ..	681 61	Wages and salaries	372 80
Net traffic balances due from other companies	64 05		
Total—cash and current assets	\$3,573 07		
Balance—current liabilities..	1,127 29		
Total	\$4,700 36	Total—current liabilities..	\$4,700 36

Materials and supplies on hand, \$301.62.

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 00	.....	5	\$8,250 00
Bonds	30,000 00	30,000 00	.....	5	6,000 00
Total	\$71,250 00	\$71,250 00	.....	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, 1897.	Total cost to June 30, 1898.	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:						
Engineering.....				\$4,639 57	\$4,639 57	\$927 91
Right of way and station grounds.....				5,564 99	5,564 99	1,112 99
Real estate.....				2,200 00	2,200 00	440 00
Grading.....				17,609 05	17,609 05	3,521 81
Bridges, trestles, and culverts.....				338 32	338 32	67 66
Ties and superstructure..				11,455 68	11,458 68	2,291 13
Rails.....				10,241 05	10,241 05	2,048 21
Fencing right of way....				275 48	275 48	55 09
Station buildings and fixtures.....				5,943 18	5,943 18	1,188 63
Shops, roundhouses, and turntables.....				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 63
Total equipment.....				\$20,061 33	\$20,061 33	\$4,012 26
Total construction.....				61,517 32	61,517 32	12,303 46
Total cost construction, equipment, etc.....				\$81,578 65	\$81,578 65	\$16,315 72

INCOME ACCOUNT.

Gross earnings from operation	\$16,275 39	
Less operating expenses.....	10,177 34	
Income from operation.....		\$6,098 05
Deductions from income:		
Interest on funded debt accrued	\$1,500 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	263 41	
Taxes	224 49	
Total deductions from income		\$1,987 90
Net income		\$4,110 15
Dividends, 6 per cent, common stock.....	\$2,400 00	
Surplus from operations of year ending June 30, 1898.....		\$1,710 15
Surplus on June 30, 1897.....		7,645 33
Surplus on June 30, 1898....		\$9,355 48

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$7,518 53
Mail		310 80	
Express		336 28	
Other items.....		36 01	
			\$683 09
Total passenger earnings.....			\$8,201 62
Freight:			
Freight revenue.....		\$7,887 94	
Less repayments—			
Overcharge to shippers.....		4 17	
Total freight earnings			7,883 77
Total passenger and freight earnings.....			\$16,085 39
Other earnings from operation:			
Rents not otherwise provided for			\$190 00
Total gross earnings from operation....			\$16,275 39

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,749 35
Renewals of ties.....	498 13
Repairs and renewals of bridges and culverts.....	132 54
Repairs and renewals of fences, road crossings, signs and cattle guards.....	7 71
Repairs and renewals of buildings and fixtures.....	284 45
Total.....	\$2,672 18
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$212 32
Repairs and renewals of passenger cars.....	246 22
Repairs and renewals of freight cars.....	123 10
Total.....	\$581 64
Conducting transportation:	
Superintendence.....	\$ 550 00
Engine and roundhouse men.....	1,818 47
Fuel for locomotives.....	650 86
Water supply for locomotives.....	125 00
Other supplies for locomotives.....	89 71
Train service.....	1,220 40
Train supplies and expenses.....	120 67
Station service.....	960 00
Station supplies.....	195 52
Advertising.....	199 49
Stationery and printing.....	41 90
Total.....	\$5,973 02
General expenses:	
Salaries of general officers.....	\$500 00
Insurance.....	96 50
Other expenses.....	354 00
Total.....	\$950 50
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,672 18
Maintenance of equipment.....	581 64
Conducting transportation.....	5,973 02
General expenses.....	950 50
Grand total.....	\$10,177 34

Percentage of expenses to earnings, .62.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$61,517 32	Cost of road.....		\$61,517 32		
	20,061 33	Cost of equipment.....		20,061 33		
	2,525 03	Cash and current assets.....		3,573 07	\$1,048 04	
		Other assets:				
	276 62	Materials and supplies.....		301 62	25 00	
	\$84,380 30	Grand total.....		\$85,453 34	\$1,073 04	
		LIABILITIES.				
	\$41,250 00	Capital stock.....		\$40,000 00 1,250 00		
	30,000 00	Funded debt.....		30,000 00		
	5,337 47	Current liabilities.....		4,700 36		
	147 50	Accrued interest on funded debt not yet payable.....		147 50		\$637 11
	7,645 33	Profit and loss.....		9,355 48	\$1,710 15	
	\$84,380 30	Grand total.....		\$85,453 34		\$637 11

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.....	Randolph.....	Togus.....	5	\$8,000 00

Equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	312	\$500 00	\$1 60
Other officers	1	333	550 00	1 65
Station agents	2	628	960 00	1 53
Enginemen.....	2	410	819 56	2 00
Firemen	2	382	571 86	1 50
Conductors	1	325	650 00	2 00
Other trainmen.....	1	357	570 40	1 60
Section foremen	1	298	596 00	2 00
Other trackmen.....	4	731	913 90	1 25
Switchmen, flagmen, and watchmen.....	1	365	427 05	1 17
Total (including "general officers")	16	4,141	\$6,558 77	\$1 58
Less "general officers"	2	645	1,050 00	1 63
Total (excluding "general officers").....	14	3,496	\$5,508 77	\$1 58
Distribution of above:				
General administration.....	2	645	\$1,050 00	1 63
Maintenance of way and structures	5	1,029	1,509 99	1 47
Maintenance of equipment.....	1	365	427 05	1 17
Conducting transportation.....	8	2,102	3,571 80	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.....	49,727			
Number of passengers carried one mile.....	246,203			
Number of passengers carried one mile per mile of road.....	49,240			
Average distance carried.....	4.95			
Total passenger revenue.....		7,518	53	
Average amount received from each passenger.....			15	119
Average receipts per passenger per mile.....			03	054
Total passenger earnings.....		8,201	62	
Passenger earnings per mile of road.....		1,640	32	4
Passenger earnings per train mile.....			51	624
Freight traffic:				
Number of tons carried of freight earning revenue....	5,406			
Number of tons carried one mile.....	27,030			
Number of tons carried one mile per mile of road.....	5,406			
Average distance haul of one ton.....	5			
Total freight revenue.....		7,883	77	
Average amount received for each ton of freight.....			1	45 834
Average receipts per ton per mile.....			29	166
Total freight earnings.....		7,883	77	
Freight earnings per mile of road.....		1,576	75	4
Freight earnings per train mile.....			3	72 887
Passenger and freight:				
Passenger and freight revenue.....		15,402	30	
Passenger and freight revenue per mile of road.....		3,080	46	
Passenger and freight earnings.....		16,085	39	
Passenger and freight earnings per mile of road.....		3,217	07	8
Gross earnings from operation.....		16,275	39	
Gross earnings from operation per mile of road.....		3,255	07	8
Gross earnings from operation per train mile.....			97	514
Operating expenses.....		10,177	34	
Operating expenses per mile of road.....		2,035	46	8
Operating expenses per train mile.....			61	019
Income from operation.....		6,098	65	
Income from operation per mile of road.....		1,219	61	
Train mileage:				
Miles run by passenger trains.....	13,860			
Miles run by mixed trains.....	2,819			
Total mileage trains earning revenue.....	16,679			
Miles run by construction and other trains.....	3,511			
Grand total train mileage.....	20,190			

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	Eames.		
Total locomotives in service..	2	2	2	Eames.		
Total locomotives owned	2	2	2	Eames.		
Cars—owned and leased:						
In passenger service—						
First-class cars	2	2	2	Eames.		
Excursion cars	2	2	2	Eames.		
Combination cars	1	1	1	Eames.		
Total	5	5	5	Eames.		
In freight service—						
Box cars	2	2				
Flat cars	6	6				
Total	8	8				
Total cars in service.	13	13	5	Eames.		
Total cars owned	13	13	5	Eames.		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	5	.....	.....	.....	5	.....	5

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
			Cedar	4,981	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	172.51	.....	.....	172.51	16,679	20.67
Freight	36.32	.....	.....	36.32	3,511	20.68
Construction
Total	208.83	.....	.....	208.83	20,190	20.68
Average cost at distributing point	\$3.12	.....	.....	.....	.....	.....

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 ...								Trestles			
Iron ...								Overhead railway crossings:			
Wooden.											
Total..											
Trestles ..	1	45									
	1	42									

Gauge of track, 2 feet—5 miles.

Report of the Lime Rock Railroad Company for the Year Ending June 30, 1898.

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, 1899
A. F. Crockett	Rockland, Me.	Last Tuesday in January, 1899
John T. Berry	Rockland, Me.	Last Tuesday in January, 1899
E. R. Spear	Rockland, Me.	Last Tuesday in January, 1899
G. L. Farrand	Rockland, Me.	Last Tuesday in January, 1899
S. M. Bird	Rockland, Me.	Last Tuesday in January, 1899
N. F. Cobb	Rockland, Me.	Last Tuesday in January, 1899

Total number of stockholders at date of last election, 46.
 Date of last meeting of stockholders for election of directors, January 25, 1898.
 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.

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—		
.....	11.30
.....	1.27
Total	12.57

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	2½%	\$11,250 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, MISCELLANEGUS 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...	1888	1908	\$250,000 00	\$237,000 00	\$237,000	\$224,250	5	Apr. & Oct..	\$ 11,766 05	\$ 11,766 05
2d mort. . .	1891	1901	150,000 00	150,000 00	150,000	149,905	6	Jan. & July.	9,022 50	9,022 50
Total.....			\$400,000 00	\$387,000 00	\$387,000	\$374,155			20,788 55	20,788 55

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$387,000 00	\$387,000 00	\$20,788 55	\$20,788 55

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Due from solvent companies and individuals	\$10,263 55	Loans and bills payable.....	\$41,000 00
Total—cash and current assets	\$10,263 55	Audited vouchers and acc'ts. Dividends not called for	4,224 89 22 50
Balance—current liabilities..	37,659 93	Matured interest coupons unpaid (including coupons due July 1)	2,437 50
Total	\$47,923 48	Other unpaid interest	238 59
		Total—current liabilities.....	\$47,923 48

Materials and supplies on hand, \$2,674.19.

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 00			11.30	\$39,823 00
Bonds	387,000 00				34,248 00
Total	\$837,000 00			11.30	\$74,071 00

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Engineering		\$15 00	\$ 5,328 33	\$ 5,343 33	
Right of way and station grounds.....			86,483 40	86,483 40	
Grading, road built by contract			19,000 00	19,000 00	
Bridges, trestles and culverts			150,452 06	150,452 06	
Ties		90 10	6,607 05	6,697 15	
Rails		15 10	41,325 29	41,340 39	
Fencing right of way			1,115 43	1,115 43	
Shops, roundhouses, etc.			10,852 13	10,852 13	
Tools			664 48	664 48	
Other superstructure.....		220 46	20,318 25	20,538 71	
Interest and discount			13,190 73	13,190 73	
General expenses		115 00	22,955 51	23,070 51	
Total construction.....		\$455 66	\$378,292 66	\$378,748 32	\$33,517 55
Equipment:					
Locomotives			18,811 53	18,811 53	
Other cars of all classes..		1 86	96,182 83	96,184 69	
Total equipment.....		\$1 86	\$114,994 36	\$114,996 22	\$10,176 66
Total construction.....		455 66	378,292 66	378,748 32	33,517 55
Grand total cost construction, equipment, etc.....		\$457 52	\$493,287 02	\$493,744 54	\$43,694 21

INCOME ACCOUNT.

Gross earnings from operation.....	\$59,805 64	
Less operating expenses.....	27,387 42	
Income from operation.....		\$32,418 22
Miscellaneous income less expenses		3,907 52
Total income.....		\$36,325 74
Deductions from income:		
Interest on funded debt accrued	\$20,788 55	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	2,456 84	
Taxes	1,514 30	
Total deductions from income.....		24,759 69
Net income		\$11,566 05
Dividends, 2½ per cent, common stock.		11,250 00
Surplus from operations of year ending June 30, 1898.....		\$316 05
Surplus on June 30, 1897		21,320 31
Total.....		\$21,636 36
Deductions for year, credited surplus fund.....	\$6,000 00	
Loss by failure.....	616 41	
Surplus on June 30, 1898.....		\$15,019 95

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total freight revenue.....			\$58,819 64
Other earnings from operation: Car mileage—balance.....			986 00
Total gross earnings from operation			\$59,805 64

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
Rents			\$1,915 85
Income from sinking fund			1,991 67
Total.....			\$3,907 52

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$5,690 75
Renewals of rails	23 04
Renewals of ties	256 47
Repairs and renewals of culverts	51 17
Repairs and renewals of fences, road crossings, signs and cattle guards	25 01
Repairs and renewals of buildings and fixtures	5 87
Repairs and renewals of trestles.....	863 29
Land rent	293 33
Total	\$7,208 93
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$ 553 15
Repairs and renewals of freight cars	3,057 90
Total	\$3,611 05
Conducting transportation:	
Engine and roundhouse men	\$3,429 75
Fuel for locomotives	1,672 19
Water supply for locomotives.....	226 71
Oil, tallow, and waste for locomotives	255 75
Train service.....	3,890 30
Train supplies and expenses.....	90 85
Flagmen	630 00
Loss and damage	38 55
Total	\$10,234 10
General expenses:	
Salaries of general officers	\$4,000 00
General office expenses and supplies.....	148 88
Insurance.....	1,738 59
Stationery and printing (general offices).....	445 87
Total	\$6,333 34
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,208 93
Maintenance of equipment.....	3,611 05
Conducting transportation	10,234 10
General expenses.....	6,333 34
Grand total.....	\$27,387 42

Percentage of expenses to earnings, 45.79.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		Assets.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$378,292 66	.....	Cost of road.....	\$378,748 32	.....	\$455 66	
114,994 36	\$493,287 02	Cost of equipment	114,996 22	\$493,744 54	1 86	
	87,500 00	Real estate.....		35,250 00		\$2,250 00
	13,963 63	Cash and current assets.....		10,263 55		3,700 08
		Other assets:				
3,581 20	.....	Materials and supplies	2,674 19	.....		907 01
36,000 00	.....	Sinking fund ...	42,000 00	.....	6,000 00	
62 02	39,643 22	Sundries.....	316 93	44,991 12	254 91	
	\$584,393 87	Grand total....		\$584,249 21		\$144 66
		LIABILITIES.				
	\$48,000 00	Capital stock	*\$450,000	\$48,000 00		
	381,000 00	Funded debt.....		387,600 00	6,000 00	
	53,728 39	Current liabilities		47,923 48		\$5,804 91
\$33,069 51	.....	Depreciation acc't	33,030 12	.....		39 39
11,275 66	.....	Contingent fund..	11,275 66	.....	
36,000 00	80,345 07	Surplus fund	42,000 00	86,305 78	6,000 00	
	21,320 31	Profit and loss....		15,019 95		6,300 36
	\$584,393 87	Grand total ...		\$584,249 21		\$144 66

* 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 .....	.....	11.30	\$34,248

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
Other station men, roundhouse man	1	330	493 94	1 50
Enginemen.....	2	665	1,795 66	2 70
Firemen	2	651	1,140 15	1 75
Conductors.....	2	573	1,289 26	2 25
Other trainmen.....	6	1,689	2,601 04	1 54
Section foremen.....	1	263	461 12	1 75
Other trackmen	4	884	1,326 00	1 50
Flagmen.....	2	626	630 60	1 01
Total (including "general officers").....	23	6,620	\$13,437 17	\$2 03
Less "general officers".....	3	939	3,700 00	
Total (excluding "general officers").....	20	5,681	\$9,737 17	\$1 71
Distribution of above:				
General administration	3	939	3,700 00	3 94
Maintenance of way and structures	5	1,147	1,787 12	1 56
Conducting transportation	15	4,534	7,950 05	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	197,879			
Total freight revenue		58,819 64		
Average amount received for each ton of freight			29	725
Total freight earnings.....		58,819 64		
Freight earnings per mile of road.....		4,679 37		
Passenger and freight:				
Gross earnings from operation		59,805 64		
Gross earnings from operation per mile of road.....		4,757 81		
Operating expenses		27,387 42		
Operating expenses per mile of road		2,178 79		
Income from operation		32,418 22		
Income from operation per mile of road		2,579 02		

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				
Total locomotives in service		3				
Total locomotives owned		3				
Cars owned and leased:						
Flat cars		12				
Dump cars.....		401				
Total		413				
In company's service—						
Caboose cars		1				
Total cars in service.....		414				
Total cars owned		414				

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.....	11.30	.....	1.27	12.57	.21	3.18	8.12
Total mileage operated (all tracks)	11.30	.. .	1.27	12.57	.21	3.18	8.12

Report of the Maine Central Railroad Company for the Year Ending June 30, 1898.

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, charter August 13, 1849.

Date and authority for each consolidation:

Androscoggin and Kennebec and Penobscot and Kennebec Railroad Companies consolidated with Maine Central Railroad Company, October 25, 1862.

Portland and Kennebec, Somerset and Kennebec, and Leeds and Farmington Companies 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 1,000 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.

* Rental paid in advance.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
William G. Davis	Portland, Me	October 19, 1898.
Lucius Tuttle.....	Boston, Mass	October 19, 1898.
Samuel C. Lawrence.....	Medford, Mass.....	October 19, 1898.
William P. Frye.....	Lewiston, Me	October 19, 1898.
Richard Olney.....	Boston, Mass	October 19, 1898.
Joseph S. Ricker.....	Portland, Me	October 19, 1898.
Lewis C. Ledyard.....	New York, N. Y.....	October 19, 1898.
Henry M. Whitney.....	Boston, Mass	October 19, 1898.
Henry R. Reed.....	Boston, Mass	October 19, 1898.
Thomas W. Hyde.....	Bath, Me	October 19, 1898.
John Ware	Waterville, Me.....	October 19, 1898.
Franklin A. Wilson.....	Bangor, Me	October 19, 1898.
Joseph H. Manley.....	Augusta, Me	October 19, 1898.

Total number of stockholders at date of last election, 861.

Date of last meeting of stockholders for election of directors, October 20, 1897.

Post office address of general office, Portland, Me.

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President and General Counsel,	Franklin A. Wilson	Portland, Me.
Clerk of Corporation	Josiah H. Drummond.....	Portland, Me.
Treasurer	George W. York	Portland, Me.
Paymaster	Thomas P. Shaw	Portland, Me.
General Auditor	Geo. S. Hobbs.....	Portland, Me.
General Manager and Vice Pres	George F. Evans.....	Portland, Me.
Chief Engineer.....	Theo. L. Dunn	Portland, Me.
General Superintendent.	Morris McDonald	Portland, Me.
Division Superintendent	Elton A. Hall	Portland, Me.
Division Superintendent.....	A. A. White	Bangor, Me.
Division Superintendent.....	George F. Black.....	Portland, Me.
Train Master	Samuel C. Manley.....	Portland, Me.
General Freight Agent.....	D. C. Prescott.....	Portland, Me.
Asst. General Freight Agent.....	W. K. Sanderson	Portland, Me.
General Pass. and Ticket Agent	F. E. Boothby.....	Portland, Me.
General Baggage Agent.	H. H. Towle.....	Portland, Me.
Supt. of Motive Power	Amos Pillsbury.....	Portland, Me.
Master Car Builder	Charles H. Kennison.....	Portland, Me.
Purchasing Agent	Charles D. Barrows.....	Portland, Me.
Claim Agent.....	John S. Heald.....	Portland, Me.
Car Accountant.....	W. B. Drew	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 Railroad.....	Portland.....	Bangor.....	136.60	
	Brunswick.....	Bath.....	8.90	
	Cumberland Junc.	Skowhegan.....	91.20	
	Brunswick.....	Farmington.....	62.60	
	Crowley's Junc.	Lewiston.....	4.80	
	Brewer Junction.	Mt. Desert Ferry.	41.13	345.23
Leased Lines.				
Knox & Lincoln Railway.....	Woolwich.....	Rockland.....	47.03	48.39
	Rockland.....	Wharf.....	1.36	
Belfast & Moosehead Lake R. R.	Burnham Junc.	Belfast.....		33.13
Dexter and Newport Railroad...	Newport.....	Dexter.....		14.23
Dexter and Piscataquis Railroad	Dexter Junc.	Foxcroft.....		16.54
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 Railway.....	Bangor Junc.	Bucksport.....		18.80
Portland & Ogdensburg Railway	Portland.....	Lunenburg, Vt.....	109.10	
	Union Station...	Thompson's Pt. son's Pt. ....	.74	109.84
Upper Coos Railroad.....	Quebec Jct., N. H.	Canada Line near Beecher's Falls, Vt.....		55.33
Herford Railway.....	Beecher's Falls, Vt.....	Lime Rock, Can..	52.85	469.45
Total.....				814.68

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 20-100 miles, and leases and operates a steam ferry between Bath and Woolwich, 60-100 of a mile. Both ferries are used for the transportation of passengers, freight, mail and express.

Separate accounts of the earnings and expenses of these ferries are not kept but enter into the general accounts of the company, the same as the earnings, and expenses of its rail lines.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

Controlled by Boston & Maine Railroad through ownership of a majority of capital 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: Maine Central, common ..	100,000	\$100	\$10,000,000	\$4,975,500	6%	\$298,527 00
Maine Central, scrip				1,200		
Androscoggin & Kennebec and Penobscot & Kennebec stock—old stock...				8,100		
Androscoggin & Kennebec stock, bonds..				11,000		
Total	\$100,000	\$100	\$10,000,000	4,995,800	.....	\$298,527 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			13,745	\$1,374,500 00
Stock, scrip			12	1,200 00
Issued for reorganization			36,010	
Androscoggin & Kennebec and Penobscot & Kennebec stock ..			81	
Androscoggin & Kennebec stock, bonds			110	
Total			49,958	\$1,375,700 00

Dividend No. 41, July 1, 1897, 1½% on \$4,975,400	\$74,631 00
Dividend No. 42, October 1, 1897, 1½% on \$4,975,400	74,631 00
Dividend No. 43, January 1, 1898, 1½% on \$4,975,500	74,632 50
Dividend No. 44, April 1, 1898, 1½% on \$4,975,500	74,632 50
Total	\$298,527 00

The Maine Central scrip, the Androscoggin and Kennebec and Penobscot and Kennebec stock, and the Androscoggin and Kennebec stock bonds, amounting in all to \$20,300 are exchangeable for Maine Central stock on presentation.

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 Sep. 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	700 00	No record..	6	April and Oct.		\$ 42 00
Leeds & Farmington bonds....	Feb. 1, 1871,	July 1, 1896,	633,000 00	633,000 00	400 00	No record..	6	Jan. and July..		135 00
Maine Central 7% bonds.....	Sept. 1, 1868,	July 1, 1898,	1,100,000 00	756,800 00	615,300 00	\$732,450 00	7	Jan. and July..	\$52,976 00	59,769 50
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	28,065 00
Maine Central consols.....	Apr. 1, 1872,	Apr. 1, 1912,	9,000,000 00	3,924,000 00	3,924,000 00	3,767,119 00	7	April and Oct..	274,680 00	275,299 50
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	13,570 00
Maine Central consols.....	Apr. 1, 1872,	Apr. 1, 1912,		2,153,500 00	2,153,500 00	2,156,738 00	4	April and Oct..	68,625 00	67,578 75
Maine Central consols.....	Apr. 1, 1872,	Apr. 1, 1912,	700,000 00	700,000 00	669,000 00	706,500 00	5	June and Dec..	80,310 57	79,590 00
Maine Central col.trust bonds	June 1, 1883,	June 1, 1923,	750,000 00	81,000 00	81,000 00	95,137 80	6	June and Dec..	33,450 00	33,450 00
Maine Shore Line.....	June 1, 1883,	June 1, 1923,	386,892 00	386,892 00	8,192 00	.....	.....	June and Dec..	*4,560 00	4,410 00
Maine Central interest scrip,	June 23, 1870	.....							
			\$16,094,892 00	\$13,617,892 00	\$9,745,092 00	\$9,796,373 65	.....		\$557,866 57	\$561,909 75
MISCELLANEOUS OBLIGATIONS										
Me. Cent. sinking fund.....	Feb. 1, 1885,	Feb. 1, 1905,	\$600,000 00	\$600,006 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..	9,000 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..	11,250 00	20,227 50
Total:			\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,059,000 00	.....		\$47,250 00	\$47,227 50
Mortgage bonds.....			\$16,094,892 00	\$13,617,892 00	\$9,745,092 00	\$9,796,373 65	.....		\$557,866 57	\$561,909 75
Miscellaneous obligations..			1,050,000 00	1,050,000 00	1,050,000 00	1,059,000 00	.....		47,250 00	47,227 50
Grand total.....			\$17,144,892 00	\$14,667,892 00	\$10,795,092 00	\$10,855,373 65	.....		\$605,116 57	\$609,137 25

*The amount of interest (\$4,560.00) shown as accrued during the year on the Maine Shore Line Railroad bonds is on \$76,000. The Maine Central R. R. Co. owns \$5,000, from which the coupons are cut off and cancelled as they become due.
 †Maine Central interest scrip, \$8,192.00 is exchangeable for Maine Central consols.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$13,617,892 00	\$9,745,092 00	\$557,866 57	\$561,909 75
Miscellaneous obligations.....	1,050,000 00	1,105,000 00	47,250 00	47,227 50
Total	\$14,667,892 00	\$10,795,092 00	\$605,116 57	\$609,137 25

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash.....	\$286,466 63	Loans and bills payable.....	\$763,000 00
Bills receivable	120,000 00	Audited vouchers and accounts	235,106 67
Due from agents	121,527 23	Wages and salaries	67,629 90
Due from solvent companies and individuals... ..	162,463 99	Dividends not called for	8,881 54
Net traffic balances due from other companies	101,533 29	Matured interest coupons unpaid (including coupons due July 1).....	56,670 29
Total—cash and current assets	\$791,991 14	Rents due July 1	50,675 00
Balance—current liabilities..	406,411 27	Miscellaneous	16,439 01
Total	\$1,198,402 41	Total—current liabilities..	\$1,198,402 41

Materials and supplies on hand, \$450,866.56.

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	\$4,995,800 00	\$4,995,800 00	.....	345.23	\$14,471 00
Bonds	10,795,092 00	10,795,092 00	.....	345.23	31,269 00
Total	\$15,790,892 00	\$15,790,892 00	.....	345.23	\$45,740 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.....	\$4,975,800	\$10,795,200	\$15,790,892	345.23	\$45,740
Belfast and Moosehead Lake Railroad	648,100	130,500	778,600	33.13	23,501
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	10,639
Knox and Lincoln Railway.	200,000	1,700,000	1,900,000	48.39	39,264
Portland and Ogdensburg Railway	4,390,968	2,119,000	6,509,968	109.84	59,450
Upper Coos Railroad.....	350,000	1,043,000	1,393,000	55.33	25,176
Herford Railway	800,000	800,000	1,600,000	52.85	30,274
Total	\$14,320,168	\$17,937,592	\$32,257,760	814.68	\$39,596

The Androscoggin Railroad being mortgaged as security for the Maine Central Railroad consolidated bonds the mileage of that road, viz: 31 miles, is included as 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, 1897.	Total cost to June 30, 1898.	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 :					
Androscoggin R. R		\$768,333 33			
Total construction		\$768,333 33	\$12,264,191 53	\$13,032,524 86	\$37,750 27
Equipment :					
Locomotives		\$54,000 00			
Passenger cars		27,000 00			
Baggage, express and postal cars		10,800 00			
Freight cars		74,500 00			
Total equipment		*\$166,300 00	\$ 2,268,339 47	\$ 2,434,639 47	\$7,052 22
Total construction		768,333 33	12,264,191 53	13,032,524 86	37,750
Total cost construction, equipment, etc		\$934,633 33	14,532,531 00	15,467,164 33	\$44,802 49

* Expended for equipment in 1893, paid for by the M. C. R. R. Co., and charged to various lease accounts; now transferred and charged against "Equipment" where it belongs.

INCOME ACCOUNT.

Gross earnings from operation.	\$4,784,101 23	
Less operating expenses.....	2,997,244 04	
Income from operation.....		\$1,786,857 19
Dividends on stocks owned.....	\$15,445 60	
Interest on bonds owned... ..	35 00	
Miscellaneous income—less expenses	22,259 82	
Income from other sources		37,740 42
Total income.....		\$1,824,597 61
Deductions from income:		
Interest on funded debt accrued.	\$605,116 57	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	28,790 85	
Rents paid for lease of road	648,120 81	
Taxes	114,121 18	
Total deductions from income.....		\$1,396,149 41
Net income		\$428,448 20
Dividends, 6 per cent, common stock.....	\$298,527 00	
Paid trustee sinking fund.....	29,440 00	
Total		327,967 00
Surplus from operations of year ending June 30, 1898.		\$100,481 20
Surplus on June 30, 1897.....		736,956 16
Total		\$837,437 36
Additions for year.....	*\$22,999 52	
Deductions for year	†\$18,098 05	
		795,098 53
Surplus on June 30, 1898.....		\$42,338 83
*Premiums on bonds sold		\$4,729 50
Sundry small accounts		18,270 02
		\$22,999 52
†Expenditures for improvements of leased lines, in excess of amount which can be collected, heretofore standing in account of leased lines		\$316,344 99
Material and supplies received from leased lines now placed to the credit of respective leased roads, as same must be accounted for at termination of leases.....		111,139 31
Sinking fund for redemption of bonds heretofore carried in profit and loss as a credit, now placed to credit of new account "Sinking funds" for the redemption of bonds.....		390,613 75
		\$818,098 05

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$1,867,534 57		
Less repayments—			
Tickets redeemed.....	1,251 84		
Excess fares refunded	5,948 54		
Total deductions		\$7,200 38	
Total passenger revenue			\$1,860,334 19
Mail	\$176,943 24		
Express	74,200 00		
Extra baggage and storage	31,909 88		283,053 12
Total passenger earnings.....			\$2,143,387 31
Freight:			
Freight revenue.....	\$2,664,283 43		
Less repayments—			
Overcharge to shippers.....	44,552 21		
Other repayments.....	4,317 30		
Total deductions		\$48,869 51	
Total freight earnings			\$2,615,413 92
Total passenger and freight earnings.....			\$4,758,801 23
Rents from tracks, yards, and terminals.....			25,300 00
Total gross earnings from operation— entire line.....			\$4,784,101 23

STOCKS OWNED.

RAILWAY STOCK.

Name.	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	262,463 28	
Knox and Lincoln Railroad Company...	8,800 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	4	200 00	5,000 00	
Total	\$484,180 00		\$14,445 60	\$421,439 25	

OTHER STOCKS.

St. John Bridge and Railway Extension Company.....	\$20,000 00	5	\$1,000 00	\$20,000 00
Portland, Mt. Desert and Machias Steamboat Company.....	110,000 00	..	.....	121,000 00
Portland Union Railway Station Company	25,000 00	..	.....	25,000 00
Total	\$155,000 00	..	\$1,000 00	\$166,000 00
Grand total	\$639,180 00	..	\$15,445 60	\$587,439 25

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Maine Central Railroad Company consols	\$ 500 00	7	\$35 00	\$ 500 00
* Upper Coos Railroad	118,000 00	4½	.....	118,000 00
* Knox & Lincoln Railway.....	31,000 00	5	.....	31,000 00
* Maine Shore Line Railroad Co.....	5,000 00	6	.....	5,000 00
	\$154,500 00	.....	.....	\$154,500 00

*The coupons on the bonds of the Upper Coos Railroad, Knox and Lincoln Railway and the Maine Shore Line Railroad are cut off and cancelled as they become due.

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:				
Mattawankeag to	Vanceboro	Canadian Pacific Ry.	\$23,800	\$25,300
Lewiston to	Rumford Junc...	Portland & Rumford Falls Railway.....	1,500	

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents and wharfage.	\$22,259 82	.....	\$22,259 82

OPERATING EXPENSES—WHOLE LINE.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$436,025 82
Renewals of rails	54,181 24
Renewals of ties	88,178 91
Repairs and renewals of bridges and culverts.....	47,372 80
Repairs and renewals of fences, road crossings, signs, and cattle guards	19,288 62
Repairs and renewals of buildings and fixtures.....	44,767 13
Repairs and renewals of docks and wharves.....	17,536 70
Superstructure and general expenses	12,150 01
Total	\$719,501 23
Maintenance of equipment:	
Superintendence.....	\$ 9,451 05
Repairs and renewals of locomotives	147,950 09
Repairs and renewals of passenger cars	90,864 07
Repairs and renewals of freight cars	119,421 24
Repairs and renewals of work cars.....	4,889 41
Repairs and renewals of marine equipment.....	32,359 52
Repairs and renewals of shop machinery and tools.....	9,923 23
Stationery and printing.....	606 26
Other expenses	146 82
Total	\$415,611 69
Conducting transportation:	
Superintendence	\$ 42,420 11
Engine and roundhouse men	278,140 95
Fuel for locomotives	321,164 29
Water supply for locomotives	22,570 78
Oil, tallow, and waste for locomotives	8,239 83
Other supplies for locomotives.....	1,898 60
Train service.....	192,354 15
Train supplies and expenses	48,493 17
Switchmen, flagmen, and watchmen	136,066 95
Telegraph expenses	57,777 83
Station service.....	223,682 32
Station supplies.....	58,486 61
Car mileage—balance	80,772 91
Loss and damage	72,075 65
Injuries to persons	95,242 77
Clearing wrecks.....	3,635 85
Operating marine equipment	32,359 52
Advertising	15,372 03
Outside agencies	2,650 20
Rents for tracks, yards, and terminals	7,500 00
Stationery and printing.....	19,335 87
Total	\$1,720,240 39
General expenses:	
Salaries of general officers.....	\$35,553 50
Salaries of clerks and attendants	30,154 35
General office expenses and supplies.....	23,184 69
Insurance.....	32,761 22
Law expenses.....	14,316 35
Stationery and printing (general offices).....	5,355 19
Other expenses	565 43
Total	\$141,890 73
Recapitulation of expenses:	
Maintenance of way and structures.....	\$719,501 23
Maintenance of equipment	415,611 69
Conducting transportation	1,720,240 39
General expenses.....	141,890 73
Grand total.	\$2,997,244 04

Percentage of expenses to earnings—entire line, 62.65 per cent.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
European and North American Ry..	\$40,000 00	.....	\$125,500 00	\$165,500 00
Belfast & Moosehead Lake Railroad .....	.....	.....	36,000 00	36,000 00
Dexter and Newport Railroad. ....	.....	.....	15,083 34	15,083 34
Eastern Maine Railroad.....	.....	.....	9,500 00	9,500 00
Portland and Ogdensburg Railway .	113,950 00	\$87,850 79	500 00	202,300 79
Dexter and Piscataquis Railroad ...	7,000 00	.....	6,350 00	13,350 00
Upper Coos Railroad	39,875 00	21,000 00	500 00	61,375 00
Herford Railway.....	32,000 00	32,000 00	500 00	64,500 00
Knox and Lincoln Railway... ..	70,311 68	10,000 00	200 00	80,511 68
Total rents	\$303,136 68	\$150,850 79	\$194,133 34	\$648,120 81

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Terminals: Union Station...	Portland, Me.....	Portland Union Railway Station Co .....	.....	\$7,500 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$		\$			
	12,264,191 53	Cost of road	13,032,524 86	\$768,333 33		
	2,268,339 47	Cost of equipment	2,434,639 47	166,300 00		
	524,975 97	Stocks owned.....	587,439 25	62,463 28		
	500 00	Bonds owned ..	154,500 00	154,000 00		
\$768,333 33		Other permanent investments:				
		Androscoggin Railroad lease ..				\$768,333 33
1,112,983 45		European & North American Railway lease				1,112,983 45
1,008,709 58		Portland & Ogdensburg Ry. lease ..				1,008,709 58
678,150 94		Portland & Ogdensburg Railway improvement...				678,150 94
501,257 60		Portland & Ogdensburg Railway extension				501,257 60
229,704 35		Dexter & Piscataquis R. R. lease ..				229,704 35
442,029 96		Upper Coos Railroad lease ..				442,029 96
737,892 39		Upper Coos Railroad extension ..				737,892 39
898,946 13		Herford R.R. lease ..				898,946 13
1,818,433 87		Knox & Lincoln Railway lease...				1,818,433 87
	\$8,191,441 60					
	935,299 68	Cash and current assets.....	791,991 14			143,308 64
485,737 24		Other assets:				
		Materials and supplies	450,866 56			34,870 68
390,613 75		Sinking funds.....	468,411 95	77,798 20		
74,989 75		New rolling stock				74,989 75
1,179 00		Boston Safe Dep. & Trust Co. fund to pay Portland & Kennebec R.R. bond				1,179 00
1,642 00		Boston Safe Dep. & Trust Co. fund to pay Leeds & Farmington R.R. bond				1,642 00
	954,161 74					
	25,138,910 09		17,920,373 23			7,218,536 86
		Grand total ...				

The amount stated against "other permanent investments" June 30, 1897 \$8,191,441.60, has been reduced as follows:

By transfer to "cost of road"	\$768,333 33
By transfer to "cost of equipment" ..	166,300 00
By transfer to "stock owned"	62,463 28
By transfer to "profit and loss"	316,344 44
By transfer to "bonds owned"	162,000 00
By transfer to "bonds of leased roads" ..	6,676,000 00
By transfer to "cash and current assets" ..	40,000 00

\$8,191,441 60

The transfer to "cost of road," \$768,333.33, represents account of Androscoggin Railroad heretofore carried as a separate account as explained in foregoing tables. Stockholders thirty-seventh annual report explains other items.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		LIABILITIES.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$4,975,400 00	Capital stock		\$4,995,800 00	\$20,400 00	
	8,100 00	Capital stock un-				\$8,100 00
	10,778,200 00	issued				
	1,645,756 92	Funded debt		10,795,092 00	16,392 00	
\$131,129 99		Current liabilities		1,198,402 41		447,354 51
		Accrued interest				
		on funded debt				
		not yet payable.		142,948 09	11,818 10	
116,875 02		Accrued rent not				895 78
		yet payable		115,979 24		
1,300 00		M. C. R. R. stock				1,300 00
		scrip				
8,192 00		M. C. R. R. interest				8,192 00
		scrip				
11,000 00		And. & Ken. R. R.				11,000 00
		stock bonds				
1,000 00		City of Bangor				1,000 00
		loan to E. & N.				
		A. Ry.				1,000 00
800,000 00		Port. & Ogden. R. R.				800,000 00
		6 per cent bonds				
1,319,000 00		Port. & Ogden. R. R.				1,319,000 00
		5 per cent bonds				
175,000 00		Dexter & Piscata-				175,000 00
		quis R. R. bonds				
800,000 00		Herford Ry. bonds				800,000 00
350,000 00		Upper Coos R. R.				350,000 00
		4 per cent bonds				
575,000 00		Upper Coos R. R.				575,000 00
		4½ per cent bonds				
1,300,000 00		Penobscot Shore				1,300,000 00
		Line Ry. bonds..				
356,000 00		Knox & Lincoln				356,000 00
		Ry. bonds				
1,000,000 00		M. C. R. R. & E. &				1,000,000 00
		N. A. Ry. bonds.				
50,000 00	6,994,497 01	Injury fund		50,261 40	261 40	
		Sundry lease ac-				
		counts		111,139 31	111,139 31	
		Sinking funds for				
		redemption of				
		bonds.		468,411 95	468,411 95	
	736,956 16	Profit and loss.		42,338 83		694,617 33
		Grand total ...		\$17,920,373 23		\$7,218,536 86
	\$25,138,910 09					

The amounts stated as "stock scrip" and "stock bonds" on balance sheet June 30, 1897, have been included in "capital stock" and the amount stated as "interest scrip" has been included in "funded debt." The amounts representing bonds of leased roads have been transferred to the respective "leased accounts" and these accounts closed. These bonds are all stated in former tables but are no longer carried on the general balance sheet.

IMPORTANT CHANGES DURING THE YEAR.

\$141,500 00 Maine Central R. R. Co. 7 per cent bonds paid.
 146,500 00 Maine Central R. R. Co. consols 4 per cent bonds issued.
 5,000 00 Maine Shore Line R. R. Co. 6 per cent bonds issued.
 118,000 00 Upper Coos R. R. 4½ per cent bonds guaranteed by Me. Central R. R. Co.
 44,000 00 Knox & Lincoln R'y 5 per cent bonds guaranteed by Me. Cent. R. R. Co.
 Of the three last named issues of bonds, \$154,000 remain in the treasury of the
 Maine Central R. R. Co.

Betterments of leased roads amounting to \$316,344.99, heretofore carried as an
 asset, now charged off to profit and loss. Sundry lease accounts have been credited
 and profit and loss charged with \$111,139.31, representing value of material
 and supplies received with sundry leased roads, and for which this company is
 accountable. Profit and loss has been debited with \$390,613.75, representing
 amounts standing to the debit of trustees of sinking funds, June 30, 1897, and
 now transferred to credit of, as separate accounts, "Sinking Funds for Redemption
 of Bonds," it having been determined by the directors to make all payments to
 sinking funds a charge against income.

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 June	Waterville	54.6	\$27
Bath loan to Androscoggin Railroad	Brunswick.....	Leeds Junct.....	31.0	16
Portland and Kennebec Railroad consols.....	Crowley.....	Lewiston	72.0	10
Leeds and Farmington Railroad bonds.....	Brunswick.....	Bath	36.4	11
Maine Central Railroad 7% bonds.....	Leeds Junct.....	Farmington	109.5	5,619
Maine Central Railroad cons. bonds.....	{ Danville Junct ...	{ Bangor	304.1	* 25,913
	{ Portland	{ Bangor		
	{ Brunswick	{ Bath		
	{ Cumberland	{ Skowhegan		
Maine Central col. trust bonds	Cumberland	Leeds Junct.....	41.13	18,213
Maine Central Railroad extension bonds	Leeds Junct ...	Farmington.....	18.3	27,131

* 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.....	16	4,596	\$51,584 93	\$11 22
Other officers	17	5,838	19,808 61	3 39
General office clerks.....	90	28,174	69,500 75	2 47
Station agents.....	214	67,569	121,042 08	1 79
Other station men.....	317	105,270	160,033 23	1 52
Enginemen.....	131	45,637	144,110 01	3 16
Firemen.....	135	46,840	91,956 04	1 96
Conductors.....	85	27,473	75,096 55	2 73
Other trainmen.....	217	64,912	112,772 20	1 74
Machinists.....	73	22,854	45,916 25	2 01
Carpenters.....	148	41,265	74,444 23	1 80
Other shopmen.....	104	28,885	49,158 08	1 70
Section foremen.....	165	53,139	92,357 38	1 74
Other trackmen.....	662	175,106	235,375 25	1 34
Switchmen, flagmen, and watchmen.....	294	93,818	131,464 15	1 40
Telegraph operators and dispatchers.....	62	19,467	34,001 43	1 76
Employees—account floating equipment.....	32	9,210 $\frac{1}{2}$	18,668 96	2 03
All other employes and laborers.....	466	142,601 $\frac{1}{2}$	218,204 20	1 53
Total (including "general officers")	3,228	982,655	\$1,745,494 33	\$ 1 78
Less "general officers"	16	4,596	51,584 93	11 22
Total (excluding "general officers").....	3,212	978,059	\$1,693,909 40	\$1 73
Distribution of above:				
General administration.....	87	27,408	\$ 91,124 59	\$3 32
Maintenance of way and structures.....	1,158	317,076	489,186 27	1 54
Maintenance of equipment.....	355	106,047	199,436 94	1 88
Conducting transportation.....	1,628	532,124	965,746 53	1 81

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	2,071,431			
Number of passengers carried one mile.	83,335,917			
Number of passengers carried one mile per mile of road	102,293			
Average distance carried.....	40.23			
Total passenger revenue		1,860,334	19	
Average amount received from each passenger.....			89	809
Average receipts per passenger per mile.....			02	232
Total passenger earnings		2,143,387	31	
Passenger earnings per mile of road			2,630	96
Passenger earnings per train mile.....			1	26 08
Freight traffic:				
Number of tons carried of freight earning revenue	2,747,021			
Number of tons carried one mile.....	203,684,841			
Number of tons carried one mile per mile of road.....	250,018			
Average distance haul of one ton.....	74.15			
Total freight revenue.....		2,615,413	92	
Average amount received for each ton of freight			95	245
Average receipts per ton per mile			01	284
Total freight earnings.....		2,615,413	92	
Freight earnings per mile of road			3,210	36
Freight earnings per train mile.....			1	86 778
Passenger and freight:				
Passenger and freight revenue.....		4,475,748	11	
Passenger and freight revenue per mile of road.....			5,493	87
Passenger and freight earnings.....		4,758,801	23	
Passenger and freight earnings per mile of road.....			5,841	32
Gross earnings from operation.....		4,784,101	23	
Gross earnings from operation per mile of road.....			5,872	36
Gross earnings from operation per train mile.....			1	54 312
Operating expenses.....		2,997,244	04	
Operating expenses per mile of road			3,679	04
Operating expenses per train mile.....				96 673
Income from operation.....		1,786,857	19	
Income from operation per mile of road			2,193	32
Train mileage:				
Miles run by passenger trains.....	1,699,999			
Miles run by freight trains	1,400,279			
Total mileage trains earning revenue.....	3,100,278			
Miles run by switching engines	1,068,568			
Miles run by construction and other trains... ..	201,427			
Grand total engine mileage.....	4,370,273			

“Train mileage” includes mileage of Bangor & Aroostook engines running between Old Town and Bangor.

“Miles run by switching trains.” Engineers report the number of hours worked and six (6) miles an hour is allowed for switching trains.

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	60	{ 60	58 Westinghouse ... 2 New York	3	Trojan.
Freight.....		66	{ 64	62 Westinghouse ... 2 New York	20	Trojan.
Switching.....	‡1	31	6	Westinghouse.		
Total locomotives in service..	‡3	157	130	.....	23	Trojan.
Total locomotives owned . . .	‡3	157	130	.....	23	Trojan.
Cars—owned and leased:						
In passenger service—						
First-class cars	1	139	139	Westinghouse ...	4 26	National. Janney- Buhoup.
Second-class cars.....	‡1	9	.....	Westinghouse ...	109 6 3	Miller. National. Miller.
Combination cars.....		19	16	Westinghouse.....	4 12 9	Janney- Buhoup. Miller. Janney- Buhoup.
Baggage, express & postal cars	‡4	59	59	Westinghouse ...	4 46	National. Miller.
Total	‡4	226	223	.....	223	
In freight service—						
Box cars	‡2	853	296	Westinghouse....	249 58 6 663	Trojan. Gould. Standard. Trojan.
Flat cars.....	‡34	2069	887	Westinghouse ...	216 25 8	Gould. Standard. Tower.
Stock cars	‡1	66	3	Westinghouse.....	3	Trojan.
Coal cars.....	‡1	249	11	Westinghouse.....	4 6 1	Trojan. Norton. Gould.
Refrigerator cars		13				
Total	‡38	3250	1197	.....	1239	
In company's service—						
Officers' and pay cars.....		1	1	Westinghouse.	1	National.
Gravel cars		58				
Derrick cars.....	6	21	3	Westinghouse.....	1	Trojan.
Caboose cars	‡1	69	1	Westinghouse.....	1 1 2	Gould. Standard. Trojan.
Other road cars.....	‡35	337	11	Westinghouse.....	1	Gould.
Total	‡30	486	16	.....	7	
Total cars in service.	‡72	3962	1436	.....	1469	
Total cars owned	‡72	3962	1436	.....	1469	
Cars contributed to fast freight line service		48	20	Westinghouse....	19 2	Trojan. Gould.

Floating equipment—ferry boats, etc. 5.

‡ See following page for explanation.

The equipment of all leased roads operated by the Maine Central Railroad Company is included in this report.

MEMORANDUM.

LOCOMOTIVES.			
Passenger—June 30, 1897	62		
Sold	2		
Total June 30, 1898.....	60		
Freight—June 30, 1897.....	66		
Total June 30, 1898.....	66		
Switching—June 30, 1897.	32		
Destroyed	1		
Total June 30, 1898.....	31		
CARS.			
In Passenger Service.			
First-class cars—June 30, 1897		138	
Transferred from second-class cars.....		1	
Total June 30, 1898.....		139	
Second-class cars—June 30, 1897.....		10	
Transferred to first-class cars		1	
Total June 30, 1898.....		9	
Baggage, express and postal cars—June 30, 1897		63	
New car added		1	
Transferred to freight service—box cars.....	4	64	
Destroyed	1	5	
Total June 30, 1898.....		50	
Combination cars—June 30, 1897		19	
Total June 30, 1898.....		19	
In Freight Service.			
Box cars—June 30, 1897		855	
Transferred from baggage, express and postal cars.....	4	14	
Transferred from other road cars.....	10		
Destroyed		869	
Total June 30, 1898.....		16	
Total June 30, 1898.....		853	
Flat cars—June 30, 1897		2,103	
Transferred from other road cars.. .		17	
Transferred to other road cars	8	2,120	
Transferred to derrick cars	1		
Destroyed	42	51	
Total June 30, 1898.....		2,069	
Stock cars—June 30, 1897.....		67	
Destroyed		1	
Total June 30, 1898.....		66	
Coal cars—June 30, 1897.		250	
Destroyed		1	
Total June 30, 1898.....		249	
Refrigerator cars—June 30, 1897.....		13	
Total June 30, 1898		13	

MEMORANDUM—CONCLUDED.

CARS IN COMPANY'S SERVICE.

Officers and pay cars—June 30, 1897.....		1
Total June 30, 1898.....		1
Gravel cars—June 30, 1897.....		58
Total June 30, 1898.....		58
Derrick cars—June 30, 1897.....		15
Transferred from flat cars.....	1	
Transferred from other road cars.....	5	6
Total June 30, 1898.....		21
Caboose cars—June 30, 1897.....		70
New car added.....		1
Destroyed.....		2
Total June 30, 1898.....		69
Other road cars—June 30, 1897.....		372
Transferred from flat cars.....		8
*Steam shovels on wheels.....		4
Transferred to box cars.....	10	
Transferred to flat cars.....	17	
Transferred to derrick cars.....	5	
Lost.....	1	
Destroyed.....	14	47
Total June 30, 1898.....		337
Total cars in service June 30, 1898.....		3,962
There are also operated five ferry boats, etc.		

* Not shown in previous reports.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	345.23	.....	469.45	814.68	2.27	812.41
Miles of second track	32.80	.....	7.70	40.50	.....	40.50
Miles of yard track and sidings.	133.20	.....	111.70	244.90	112.22	132.68
Total mileage operated (all tracks)	511.23	.....	588.85	1,100.08	114.49	985.59

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	345.23	.....	303.27	648.50	2.27	646.23
New Hampshire .....	.....	.....	100.15	100.15	.....	100.15
Vermont .....	.....	.....	13.85	13.85	.....	13.85
Dominion of Canada ....	.....	.....	52.18	52.18	.....	52.18
Total mileage operated (single track)	345.23	.....	469.45	814.68	2.27	812.41

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
Total mileage owned (single track)	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.....	3,186,143	75	\$22.28	Cedar	390,818	22c.	
				Hackmatack.....	2,863	20c.	
				Hemlock	131	18c.	
				Total.....	393,812	21.8c.	

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	44,956	.....	211	.....	45,062	1,674,595	53.82
Freight	55,496	.....	180	.....	55,586	1,383,788	80.34
Switching	25,626	.....	153	.....	25,704	1,062,297	48.39
Construction	4,918	.....	36	.....	4,935	201,427	49.01
Total.....	130,996	.....	580	.....	131,287	4,322,107	60.75
Average cost at distributing point.....	\$2.50	.....	\$4.00	.....	\$2.51		

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	1	24	.....	9	.....	2	1	35
Falling from trains and engines	1	4	.....	.....	.....	1	1	5
Overhead obstructions .....	.....	.....	.....	.....	.....	1	.....	1
Derailments ..	.....	3	.....	.....	.....	.....	.....	3
Other train accidents.....	.....	2	.....	.....	.....	.....	.....	2
At stations .....	.....	4	.....	2	1	2	1	8
Other causes.....	.....	.....	.....	.....	.....	2	.....	2
Total	2	37	.....	11	1	8	3	56

Kind of Accident.	PASSENGERS.		OTHERS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions . . . . .	.....	1	.....	.....	.....	.....	.....	.....
Derailments	5	82	.....	.....	.....	.....	.....	.....
Other train accidents.....	.....	6	.....	.....	.....	1	.....	1
At highway crossings .....	.....	.....	2	2	.....	4	2	6
At stations	1	4	9	11	.....	2	9	13
Other causes. . . . .	.....	.....	3	2	.....	3	3	5
Total	6	93	14	15	.....	10	14	25

EMPLOYEES.

Other train accidents.—Trainmen.—Injured 2. Two brakemen slightly, one thrown against deck in saloon car when train stopped suddenly, the other thrown against brake when train started suddenly.

Other causes.—Other employees.—Injured 2. Rope broke, let boom fall, breaking shoulder blade. Piece of steel flew from chisel, injuring eye so it had to be removed.

PASSENGERS.

Other train accidents.—Injured 6. Head cut by putting same through car window. Forehead bruised by falling alarm line. Thumb jammed in door. Two slightly, by parcel rack falling on heads. Slightly, by stone thrown through car window.

OTHERS.

Other causes.—Trespassing.—Killed 3, injured 2. Three while trespassing on track killed by train. Two while trespassing on track injured by train.

Other causes.—Not trespassing.—Injured 3. Two driving along private way near track, horse became frightened at shifter, overturned carriage slightly injuring them. One unloading freight from car, shifting train struck same and caused some lime to roll on him.

BRIDGES, TRESTLES, TUNNELS, ETC.

Items.	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..	161	26,250		22		973		Bridges	34	14.11	
Wooden,	20	3,541		27		859		Total	34		
Combination,	5	3,538		257		765		Overhead railway crossings:			
Total .	186	27,329						Bridges	1	15.06	
†Trestles:								Total	1		
Wood ...	26	5,678		21		1,630					
Steel	1	518		518		518					

Gauge of track, 4 feet, 8½ inches.

* Under trestles, have been stated only bridges composed solely of trestle work not included under "bridges."

† Bridges with trestle approaches, stated as bridges.

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.
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.

**Report of the Monson Railroad Company for the Year
Ending June 30, 1898.
(Narrow Gauge—Two Feet.)**

HISTORY.

Name of common carrier making this report. Monson Railroad Company.
Date of organization. October 9, 1882.
Under laws of what government, state or territory organized. 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, 1899.
J. F. Kimball	Wilton, N. H.....	June 30, 1899.
Geo. O. Whiting	Lexington, Mass.....	June 30, 1899.
J. F. Sprague	Monson, Me.....	June 30, 1899.
A. W. Chapin	Monson, Me.....	June 30, 1899.
W. L. Estabrooke	Monson, Me.....	June 30, 1899.
H. E. Morrill.....	Monson, Me.....	June 30, 1899.

Total number of stockholders at date of last election, 16.
Date of last meeting of stockholders for election of directors, June 8, 1898.
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.
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.	Rate—%.	INTEREST.		
	Date of issue.	When due.						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	\$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, 1898.	
Balance—current liabilities..	\$68,361 69	Loans and bills payable.....	\$10,669 78
		Matured interest coupons unpaid (including coupons due July 1).....	57,691 91
		Total—current liabilities.....	\$68,361 69

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 00	\$70,000 00	.....	8.16	\$8,578 00
Bonds	70,000 00	70,000 00	.....	8.16	8,578 00
Total	\$140,000 00	\$140,000 00	.....	8.16	\$17,156 00

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1897.	Total cost to June 30, 1898.	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
Equipment:					
Locomotives			\$17,261 95	\$17,261 95	\$2,115 43
Total equipment.....			\$17,261 95	\$17,261 95	\$2,115 43
Total construction.....			60,886 68	60,886 68	7,461 60
Grand total cost construction, equipment, etc.....			\$78,148 63	\$78,148 66	\$9,577 03

INCOME ACCOUNT.

Gross earnings from operation.....	\$5,433 63	
Less operating expenses.....	5,684 84	
Deficit	\$251 31	
Miscellaneous income—less expenses	19 32	
Deficit		\$231 99
Deductions from income:		
Interest on funded debt accrued	\$4,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	285 56	
Taxes	54 94	
Other deductions	3,000 00	
Total deductions from income.....		7,540 50
Deficit from operations of year ending June 30, 1898	\$ 7,772 49	
Deficit on June 30, 1897		122,440 57
Deficit on June 30, 1898.....		\$130,213 06

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue	\$1,015 40
Mail	154 48
Express	105 94
Extra baggage and storage	87 14
Total passenger earnings.....	\$1,362 96
Total freight earnings	\$4,070 67
Total gross earnings from operation....	\$5,433 63

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
Wood sold.....	\$ 3 15	.....	\$ 3 15
Oil sold.....	10 17	.....	10 17
Rent of land adjoining station.....	6 00	.....	6 00
Total	\$19 32	.....	\$19 32

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,490 50
Renewals of ties.....	228 20
Repairs and renewals of buildings and fixtures.....	97 15
Total.....	\$1,815 85
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$189 38
Repairs and renewals of passenger cars.....	92 55
Repairs and renewals of freight cars.....	2 15
Total.....	\$284 08
Conducting transportation:	
Superintendence.....	\$ 900 00
Engine and roundhouse men.....	1,117 50
Fuel for locomotives.....	721 32
Oil, tallow and waste for locomotives.....	27 50
Advertising.....	34 50
Rents of buildings and other property.....	2 00
Total.....	\$2,802 82
General expenses:	
Salaries of general officers.....	\$300 00
Salaries of clerks and attendants.....	150 00
General office expenses and supplies.....	113 35
Insurance.....	120 00
Law expenses.....	25 00
Stationery and printing (general offices).....	59 55
Other expenses.....	14 29
Total.....	\$782 19
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,818 85
Maintenance of equipment.....	284 08
Conducting transportation.....	2,802 82
General expenses.....	782 19
Grand total.....	\$5,684 94

Percentage of expenses to earnings, 1.05.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		Assets.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$60,886 68	Cost of road.....		\$60,886 68		
	17,261 95	Cost of equipment.....		17,261 95		
	122,440 57	Profit and loss....		130,213 06	\$7,772 49	
	\$200,589 20	Grand total....		\$208,361 69	\$7,772 49	
		LIABILITIES.				
	\$70,000 00	Capital stock		\$70,000 00		
	70,000 00	Funded debt.....		70,000 00		
	60,612 91	Current liabilities		68,361 69	7,748 78	
	122,440 67	Profit and loss....			7,772 49	
	\$323,053 48	Grand total ...		\$208,361 69	\$15,521 27	

SECURITY FOR FUNDED DEBT. *

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage	Monson June..	Monson	8.16	\$8,578

Total equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$300 00	\$ 95
Other officers.....	2	626		
Station agents.....	1	313	150 00	47
Enginemen.....	1	316	632 00	2 00
Firemen.....	1	326½	485 50	1 48
Conductors.....	1	313	900 00	2 87
Section foremen.....	1	312	468 00	1 50
Other trackmen.....	3	632½	790 59	1 25
All other employees and laborers.....	2	146½	182 98	1 25
Total (including "general officers").....	13	3,298	3,909 07	\$1 79
Less "general officers".....	3	939	300 00	
Total (excluding "general officers").....	10	2,359	\$3,609 07	
Distribution of above:				
General administration.....	3	939	300 00	
Maintenance of way and structures.....	6	1,091	1,441 57	
Conducting transportation.....	4	1,268	2,167 50	

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	3,486			
Number of passengers carried one mile.....	21,473			
Number of passengers carried one mile per mile of road	2,631			
Average distance carried	6.16			
Total passenger revenue		1,015	40	
Average amount received from each passenger.....			29	156
Average receipts per passenger per mile			04	733
Total passenger earnings		1,362	96	
Passenger earnings per mile of road		167	02	941
Passenger earnings per train mile			39	563
Freight traffic:				
Number of tons carried of freight earning revenue.....	6,969			
Number of tons carried one mile.....	42,923			
Number of tons carried one mile per mile of road.....	5,260			
Average distance haul of one ton	6.16			
Total freight revenue		4,070	67	
Average amount received for each ton of freight.....			58	411
Average receipts per ton per mile			09	482
Total freight earnings.....		4,070	67	
Freight earnings per mile of road.....		498	85	661
Freight earnings per train mile.....			39	387
Passenger and freight:				
Passenger and freight revenue.....		5,086	07	
Passenger and freight revenue per mile of road.....		623	29	289
Passenger and freight earnings per mile of road.....		5,433	63	
Passenger and freight earnings per mile of road.....		665	88	604
Gross earnings from operation.....		5,433	63	
Gross earnings from operation per mile of road.....		665	88	
Gross earnings from operation per train mile			39	430
Operating expenses.....		5,684	94	
Operating expenses per mile of road		696	68	382
Operating expenses per train mile.....			41	255
Train mileage:				
Miles run by mixed trains	13,780			
Miles run by switching trains	800			
Grand total train mileage.....	14,580			

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		Hand brake.		
Total locomotives in service..		2				
Cars—owned and leased:						
In passenger service—						
Combination cars.....		1		Hand brake.		
In freight service—						
Box cars		2		Hand brake.		
Flat cars		2		Hand brake.		
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 lease.	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

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
			Cedar	1,000	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	}	63.30	92.30	.....	124.83	14,580	17.13
Freight							
Construction							
Switching							
Total	63.30	92.30	.....	124.83	14,580		
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	Northern Telegraph Company.	Northern Telegraph Company.

Report of the Patten and Sherman Railroad Company for the Year Ending June 30, 1898.

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, 1898.
Parker P. Burleigh	Houlton, Me	October 15, 1898.
Preston N. Burleigh	Houlton, Me	October 15, 1898.
Everett E. Burleigh.....	Houlton, Me	October 15, 1898.
Harry R. Burleigh.....	Houlton, Me	October 15, 1898.

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, October 15, 1897.

Post office address of general office, Patten, 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
Attorney or General Counsel ...	Parker P. Burleigh	Houlton, Me
General Manager	Parker C. Newbegin	Patten, Me
Superintendent of Telegraph ...	Parker C. Newbegin	Patten, Me
Traffic Manager	Parker C. Newbegin	Patten, Me
General Freight Agent	Harry R. Burleigh.....	Patten, Me

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Patten and Sherman Railroad ...	Patten	Patten Jnction..	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 00	\$36,000 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			360	\$36,000 00	350	\$36,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash.....	\$53 43	Loans and bills payable.....	\$1,658 86
Bills receivable	50 75	Wages and salaries	352 67
Due from agents	52 73	Net traffic balances due to other companies	659 43
Due from solvent companies and individuals	270 52	Miscellaneous	8 33
Total — Cash and current assets	\$427 45	Due A. A. Burleigh for advances on construction and interest	42,448 00
Balance—Current liabilities,	\$44,694 86		
Total	\$45,122 29	Total—Current liabilities,	\$45,122 29

Materials and supplies on hand, \$170.

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	\$36,000 00	.....	.....	5.84	\$6,164 38

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
Construction:					
Engineering.....			\$1,875 00	\$1,875 00	\$321 06
Right of way and station grounds.....			1,225 00	1,225 00	209 76
Real estate.....			1,050 00	1,050 00	179 79
Grading.....			27,137 24	27,137 24	4,646 79
Ties.....			3,420 00	3,420 00	585 62
Track fastenings.....			18,965 76	18,965 76	3,247 56
Ballast.....		\$200 00	5,162 00	5,362 00	918 15
Fencing right of way.....			575 00	575 00	98 46
Telegraph lines.....			600 00	600 00	102 74
Station buildings and fixtures.....			6,350 00	6,350 00	1,007 33
Shop machinery and tools.....			1,250 00	1,250 00	214 04
Interest and discount.....		2,448 00	3,375 00	3,375 00	997 00
Total construction.....		\$2,648 00	\$70,985 00	\$73,533 00	\$12,608 42
Equipment:					
Locomotives.....		\$584 00	\$3,265 00	\$3,849 00	\$659 07
Combination cars.....			1,750 00	1,750 00	299 66
Total equipment.....		\$ 584 00	\$ 5,015 00	\$ 5,599 00	\$ 958 73
Total construction.....		2,648 00	70,985 00	73,633 00	12,608 39
Total cost construction, equipment, etc.....		\$3,232 00	\$76,000 00	\$79,232 00	\$13,567 12

INCOME ACCOUNT.

Gross earnings from operation.....	\$4,806 42	
Less operating expenses.....	6,095 63	
Deficit.....		\$1,289 21
Deductions from income:		
Taxes.....	\$26 44	
Total deductions from income.....		26 44
Deficit from operations of year ending June 30, 1898.....		\$1,315 65
Deficit on June 30, 1897.....		22 79
Deficit on June 30, 1898.....		\$1,292 86

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$2,247 39		
Less repayments—			
Excess fares refunded		\$ 25	
Total passenger revenue			\$2,247 14
Mail			\$263 50
Express			152 75
Extra baggage and storage			50 30
Total passenger earnings			\$2,713 69
Freight:			
Freight revenue	\$2,036 04		
Less repayments—			
Overcharge to shippers		\$ 75	
Other repayments		42	
Total deductions		\$1 17	
Total freight revenue			\$2,034 87
Total passenger and freight earnings			\$4,748 56
Other earnings from operation:			
Other sources			57 86
Total gross earnings from operation			\$4,806 42

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,001 27
Repairs and renewals of buildings and fixtures.....	17 65
Other expenses.....	224 83
Total.....	\$1,243 75
Maintenance of equipment:	
Superintendence.....	\$88 15
Repairs and renewals of locomotives.....	85 55
Repairs and renewals of passenger cars.....	5 86
Repairs and renewals of marine equipment.....	22 56
Total.....	\$202 12
Conducting transportation:	
Superintendence.....	\$ 600 00
Engine and roundhouse men.....	1,490 66
Fuel for locomotives.....	984 63
Water supply for locomotives.....	15 86
Oil, tallow and waste for locomotives.....	38 92
Other supplies for locomotives.....	12 38
Train service.....	504 83
Train supplies and expenses.....	13 79
Station service.....	640 75
Station supplies.....	103 46
Car mileage—balance.....	37 66
Hire of equipment—balance.....	72 00
Loss and damage.....	1 25
Stationery and printing.....	26 67
Other expenses.....	106 90
Total.....	\$4,649 76
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,243 75
Maintenance of equipment.....	202 12
Conducting transportation.....	4,649 76
Grand total.....	\$6,095 63

Percentage of expenses to earnings, 1.27.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$70,985 00	.....	Cost of road.....	\$73,633 00	.....	\$2,648 00	
5,015 00	.....	Cost of equipment	5,599 00	.....	584 00	
545 75	.....	Cash and current assets.....	427 45	.....		\$118 32
		Other assets:				
275 00	.....	Materials and supplies.....	170 00	.....		105 00
22 79	.....	Profit and loss..	1,301 94	.....	
	\$76,843 54	Grand total..	.....	\$81,122 29		
		LIABILITIES.				
\$36,000 00	.....	Capital stock	\$36,000 00	.....	
40,820 75	.....	Current liabilities	45,122 39	.....	\$4,301 64	
	\$76,820 75	Grand total .	.....	\$81,122 29	\$4,301 64	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	300	\$600 00	\$2 00
Station agents	2	626	640 75	1 02
Enginemen.....	1	344½	689 00	2 00
Firemen	1	340	504 17	1 45
Conductors	1	336	516 03	1 54
Section foremen	1	310½	465 75	1 50
Other trackmen.....	1	584½	732 12	1 25
All other employes and laborers	1	291	297 49	1 02
Total (including "general officers") ..	13	3,131	4,445 31	\$1 42
Less "general officers"	5	300	600 00	2 00
Total (excluding "general officers").....	8	2,831½	3,845 31	\$1 34
Distribution of above:				
General administration.....		5		
Maintenance of way and structures		2		
Conducting transportation		6		

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.....	7,289			
Number of passengers carried one mile.....	40,315			
Number of passengers carried one mile per mile of road.....	6,908			
Average distance carried.....	5.53			
Total passenger revenue.....		2,247	14	
Average amount received from each passenger.....			30	829
Average receipts per passenger per mile.....			05	279
Total passenger earnings.....		2,713	69	
Passenger earnings per mile of road.....		464	76	
Passenger earnings per train mile.....			37	209
Freight traffic:				
Number of tons carried of freight earning revenue....	3,351			
Number of tons carried one mile.....	574			
Number of tons carried one mile per mile of road.....	98			
Average distance haul of one ton.....	5.84			
Total freight revenue.....		2,034	87	
Average amount received for each ton of freight.....			60	724
Average receipts per ton per mile.....			10	399
Total freight earnings.....		2,034	87	
Freight earnings per mile of road.....			348	44
Freight earnings per train mile.....			57	689
Passenger and freight:				
Passenger and freight revenue.....		4,282	01	
Passenger and freight revenue per mile of road.....			732	89
Passenger and freight earnings.....		4,748	56	
Passenger and freight earnings per mile of road.....			813	11
Gross earnings from operation.....		4,806	42	
Gross earnings from operation per mile of road.....			822	94
Gross earnings from operation per train mile.....			44	421
Operating expenses.....		6,095	63	
Operating expenses per mile of road.....		1,043	77	
Operating expenses per train mile.....			56	336
Train mileage:				
Miles run by passenger trains.....	7,293			
Miles run by mixed trains.....	3,527			
Total mileage trains earning revenue.....	10,820			

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	Westinghouse.		
Cars owned and leased:						
In passenger service—						
Combination cars		1	1	Westinghouse.	1	Janney.
Total cars in service.....		1	1	.....	1	
Total cars owned		1	1	.....	1	

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.....	5.84	.....	.....	5.84			
Miles of yard track and sidings	1.61	.....	.....	1.61			
Total mileage operated (all tracks)	7.45	.....	.....	7.45			

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	}	170	80	30	238.33	10,820	44.05
Freight							
Switching							
Average cost at distributing point	\$4.50	\$2.50	\$1.60			

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1898.

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.....	Redington Mills, Me	
A. B. Gilman	Bradford, Mass.....	
George M. Goodwin.....	Haverhill, Mass	
Joel Wilbur.....	Phillips, Me.....	
H. H. Field.....	Phillips, Me.....	
Elmer E. Field	Hartland, Me	
J. H. Byron	Phillips, Me.....	
S. G. Haley.....	Phillips, Me.....	

Total number of stockholders at date of last election, 34.

Date of last meeting of stockholders for election of directors, April 27, 1898.

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, Me.
Treasurer	H. H. Field	Phillips, Me.
General Manager	Fletcher Pope	Redington Mills, Me.
General Superintendent.....	A. L. Matthews....	Phillips, Me.
General Passenger Agent	H. H. Field	Phillips, Me.
General Freight Agent	H. H. Field	Phillips, Me.
General Pass. and Ticket Agent	H. H. Field	Phillips, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Phillips & Rangeley	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, MISCELLANEGUS 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.	Wh en due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort...	Aug. 1, 1890	Aug. 1, 1910	\$150,000	\$150,000	\$150,000	\$141,000	5	Feb. & Aug. 1	\$7,500	\$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 accrued 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, 1898.	
Cash.....	\$647 64	Loans and bills payable.....	\$54,524 81
Bills receivable	295 00	Audited vouchers and ac- counts	6,458 06
Due from agents	328 61	Wages and salaries	1,622 35
Net traffic balances due from other companies	9,848 46		
Kennebago Railroad	975 99		
Total—cash and current assets	\$12,095 70		
Balance—current liabilities..	50,509 52		
Total	\$62,605 22	Total—current liabilities..	\$62,605 22

Materials and supplies on hand, \$685.43.

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 00	\$99,400 00	.....	28.60	\$3,475 52
Bonds	200,000 00	200,000 00	.....	28.60	6,993 01
Total	\$299,400 00	\$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 and Rangeley R. R.	\$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, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Buildings and fixtures.....		\$610 45			
Total construction.....		\$610 45	\$238,284 03	\$238,894 48	\$8,352 93
Total equipment.....			57,588 28	57,588 28	2,013 58
Grand total cost construction, equipment, etc.....		\$610 45	\$295,872 31	\$296,482 76	\$10,366 51

INCOME ACCOUNT.

Gross earnings from operation.....	\$35,166 83	
Less operating expenses.....	29,866 30	
Income from operation.....	\$5,300 53	
Miscellaneous income—less expenses	20 01	
Total income.....		\$5,320 54
Deductions from income:		
Interest on funded debt accrued.....	\$10,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	3,123 32	
Taxes	316 10	
Total deductions from income,.....		\$13,439 42
Deficit from operations of year ending June 30, 1898		\$ 8,118 88
Deficit on June 30, 1897.....		52,916 07
Deficit on June 30, 1898.....		\$61,034 95

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue ..			\$9,076 29
Mall			1,661 96
Express			1,125 86
Total passenger earnings.....			\$11,864 11
Total freight earnings			23,223 23
Total passenger and freight earnings.....			\$35,087 34
Other earnings from operation:			
Car mileage—balance.....			79 49
Total gross earnings from operation....			\$35,166 83

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rents—tenement and land	\$20 01		\$20 01

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$8,112 67
Renewals of rails	50 49
Renewals of ties	1,128 42
Repairs and renewals of bridges and culverts	142 01
Repairs and renewals of fences, road crossings, signs and cattle guards	2 07
Repairs and renewals of buildings and fixtures	447 20
Stationery and printing	9 13
Total	\$9,891 99
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,616 74
Repairs and renewals of passenger cars	669 95
Repairs and renewals of freight cars	940 42
Repairs and renewals of work cars	100 57
Repairs and renewals of shop machinery and tools	156 96
Other expenses	77 90
Total	\$3,562 54
Conducting transportation:	
Superintendence	\$ 446 64
Engine and roundhouse men	4,186 09
Fuel for locomotives	4,409 00
Water supply for locomotives	1 55
Oil, tallow, and waste for locomotives	214 35
Train service	2,775 71
Train supplies and expenses	229 37
Station service	1,359 29
Station supplies	101 67
Car mileage—balance	74 16
Loss and damage	35 70
Clearing wrecks	44 60
Advertising	641 06
Stationery and printing	134 60
Total	\$14,653 79
General expenses:	
Salaries of general officers	\$1,242 00
General office expenses and supplies	12 35
Insurance	90 50
Law expenses	223 43
Stationery and printing (general offices)	152 20
Other expenses	37 50
Total	\$1,757 98
Recapitulation of expenses:	
Maintenance of way and structures	\$9,891 99
Maintenance of equipment	3,562 54
Conducting transportation	14,653 79
General expenses	1,757 98
Grand total	\$29,866 30

Percentage of expenses to earnings—entire line, 84.92

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$238,284 03	Cost of road.....		\$238,894 48	\$610 45	
	57,588 28	Cost of equipment		57,588 28		
	7,661 04	Cash and current assets.....		12,095 70	4,434 66	
		Other assets:				
		Materials and supplies		685 43		
	52,916 07	Profit and loss		61,034 95	8,802 33	
	\$356,449 42	Grand total		\$370,298 84	\$13,847 44	
		LIABILITIES.				
	\$99,400 00	Capital stock		\$99,400 00		
	200,000 00	Funded debt		200,000 00		
	51,442 56	Current liabilities		62,605 22	\$11,162 66	
	3,958 32	Accrued interest on funded debt not yet payable.....		3,958 32		
	1,648 54	Accrued interest on floating debt not yet paid.....		4,335 30	2,686 76	
	\$356,449 42	Grand total		\$370,298 84	\$13,849 42	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount of mortgage per mile of line.
	From—	To—			
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	350	\$1,242 00	\$3 55
Station agents	4	1,253	1,607 00	1 28
Other station men	1	156	156 00	1 00
Enginemen.....	4	1,639	2,000 11	1 93
Firemen	4	943	1,178 51	1 25
Conductors.....	3	841	1,471 75	1 75
Other trainmen	6	1,025	1,284 83	1 25
Machinists	1	335	754 86	2 25
Carpenters	1	313	447 99	1 43
Other shopmen	5	268	379 26	1 41
Section foremen	6	1,645	2,385 57	1 45
Other trackmen	4	940	1,033 72	1 10
All other employees and laborers	14	951	1,217 37	1 28
Total (including "general officers")	57	10,059	\$15,158 97	\$1 51
Less "general officers"	4	350	1,242 00	3 55
Total (excluding "general officers")	53	9,709	\$13,916 97	\$1 43
Distribution of above:				
General administration.....	4	350	\$1,242 00	\$3 55
Maintenance of way and structures	24	3,536	4,636 66	1 31
Maintenance of equipment.....	7	916	1,582 11	1 73
Conducting transportation	22	5,257	7,698 20	1 46

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	10,198			
Number of passengers carried one mile	249,102			
Number of passengers carried one mile per mile of road	8,710			
Average distance carried	24.43			
Total passenger revenue		9,076	29	
Average amount received from each passenger			89	001
Average receipts per passenger per mile			03	643
Total passenger earnings		11,864	11	
Passenger earnings per mile of road		414	83	
Passenger earnings per train mile			37	594
Freight traffic:				
Number of tons carried of freight earning revenue	19,006			
Number of tons carried one mile	314,929			
Number of tons carried one mile per mile of road	11,012			
Average distance haul of one ton	16.57			
Total freight revenue		23,223	23	
Average amount received for each ton of freight			1	22
Average receipts per ton per mile			07	374
Total freight earnings		23,223	23	
Freight earnings per mile of road		812	00	
Freight earnings per train mile			1	07
Passenger and freight:				
Passenger and freight revenue		32,299	52	
Passenger and freight revenue per mile of road		1,129	35	
Passenger and freight earnings		35,087	34	
Passenger and freight earnings per mile of road		1,226	83	
Gross earnings from operation		35,166	83	
Gross earnings from operation per mile of road		1,229	61	
Gross earnings from operation per train mile			66	269
Operating expenses		29,866	30	
Operating expenses per mile of road		1,044	28	
Operating expenses per train mile			56	280
Income from operation		5,300	53	
Income from operation per mile of road		185	33	
Train mileage:				
Miles run by passenger trains	27,185			
Miles run by freight trains	8,387			
Miles run by mixed trains	17,495			
Total mileage trains earning revenue	53,067			
Miles run by switching trains	406			
Miles run by construction and other trains	4,936			
Grand total train mileage	58,409			

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	4	Eames Vacuum		
Total locomotives in service..	4	4	4	Eames Vacuum		
Total locomotives owned	4	4	4	Eames Vacuum		
Cars—owned and leased:						
In passenger service—						
First-class cars	3	3	3	Eames Vacuum	3	Miller.
Combination cars.....	1	1	1	Eames Vacuum	1	Miller.
Baggage, express & postal cars ...	1	1	1	Eames Vacuum	1	Miller.
Total	5	5	5	Eames Vacuum	5	Miller.
In freight service—						
Box cars	16	16				
Flat cars	70	70				
Other cars in freight service ...	14	14				
Total	100	100				
In company's service—						
Caboose cars	1	1				
Other road cars.....	2	2				
Total	3	3				
Total cars in service.	108	108				
Total cars owned	108	108				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

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	28.60	.....	.....	28.60	.....	28.60

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	3,100	10c.
			Spruce.....	1,800	12c.
			Hackmatack.....	1,000	9c.
			Miscellaneous.....	1,100	12c.
			Total.....	7,000	

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.....					882	31,459	30.20
Freight.....		882				21,608	
Switching.....						406	
Construction.....						4,936	
Total.....		882			882	58,409	
Average cost at distributing point.....		\$5.00					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone ...								Bridges			
Iron.....											
Wooden.	22	794.3		43		200					
Total .	22	794.3		43		200		Overhead Railway Crossings :			
Trestles...	5	616		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 for the Year Ending June 30, 1898.

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, Me.....	October 5, 1898.
Nathan Webb.....	Portland, Me.	October 5, 1898.
Joseph S. Ricker	Portland, Me.....	October 5, 1898.
Charles McCarthy, Jr.....	Portland, Me.....	October 5, 1898.
William G. Davis	Portland, Me.....	October 5, 1898.
Lucius Tuttle.	Boston, Mass	October 5, 1898.
Franklin A. Wilson.....	Bangor, Me	October 5, 1898.
Frederick Robie.....	Gorham, Me	October 5, 1898.
Joseph H. Manley.....	Augusta, Me	October 5, 1898.
Samuel C. Lawrence.	Medford, Mass	October 5, 1898.

Total number of stockholders at date of last election, 94.

Date of last meeting of stockholders for election of directors, October 6, 1897.

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, Me.
President	George P. Wescott	Portland, Me.
Secretary	William H. Conant	Portland, Me.
Treasurer	William H. Conant	Portland, Me.
Attorney or General Counsel ...	N. & H. B. Cleaves	Portland, Me.
General Superintendent.....	Joseph W. Peters.....	Portland, Me.
General Freight Agent	T. F. Tolman	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 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
Script				70 45	6%	4 22
Total	5,920	\$100	\$600,000	*\$592,070 45	.....	\$35,524 22

* This amount has been issued from time to time from bonds, stocks, debts, etc., of 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	Apr. 1 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

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash	\$20,933 99	Loans and bills payable.....	\$15,500 00
Bills receivable	305 82	Audited vouchers and accounts.	27,011 07
Due from solvent companies and individuals	6,429 06	Matured interest coupons unpaid (including coupons due July 1).....	280 00
Net traffic balances due from other companies	750 56	Miscellaneous	14,552 21
Other cash assets	113,469 62	Total—current liabilities.	\$57,343 28
Total—cash and current assets	\$141,889 07	Balance—cash assets.....	84,545 79
		Total	\$141,889 07

Materials and supplies on hand, \$15,574.86.

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, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction & equipment			\$708,638 69	\$708,638 69	
Real estate		\$72 00		\$72 00	
General expenses, Portland & Rochester R. R. Co. franchise		914 04		914 04	
Total construction.....				\$709,624 73	\$12,800 90
Lands sold to the [city of Portland				5,831 31	
				\$703,793 42	

INCOME ACCOUNT.

Gross earnings from operation	\$253,373 45	
Less operating expenses.....	207,003 95	
Income from operation		\$46,369 50
Miscellaneous income—less expenses		4,807 50
Total income.....		\$51,177 00
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$ 941 80	
Taxes	6,618 39	
Injury fund.....	\$5,000 00	
Improvement fund, maintenance of way and structure.....	3,000 00	
	8,000 00	15,560 19
Total deductions from income		\$35,616 81
Dividend, six per cent, common stock		\$35,524 22
Surplus from operations of year ending June 30, 1898.....		\$ 92 59
Surplus on June 30, 1897.....		118,420 12
Surplus on June 30, 1898.....		\$118,512 71

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$76,838 95		
Less repayments—			
Tickets redeemed.....		\$ 86 71	
Excess fares refunded		257 20	
Other repayments.....		174 20	
Total deductions		\$518 11	
Total passenger revenue			\$76,320 84
Mail			8,352 59
Express			8,784 34
Total passenger earnings.....			\$93,457 77
Freight:			
Freight revenue.....	\$162,129 12		
Less repayments—			
Overcharge to shippers.....		\$2,213 44	
Total freight earnings			\$159,915 68
Total passenger and freight earnings...			\$253,373 45
Total gross earnings from operation— entire line.....			\$253,373 45

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
Rent of buildings, land, etc	\$1,635 44	\$30 15	\$1,605 29
Profit on building Washington St. bridge for city of Portland			2,772 82
Sale of granite in ledge, etc			429 39
Total			\$4,807 50

OPERATING EXPENSES—WHOLE LINE.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$28,335 59
Renewals of rails	11,248 28
Renewals of ties	3,536 12
Repairs and renewals of bridges and culverts	9,593 95
Repairs and renewals of fences, road crossings, signs, and cattle guards	2,917 35
Repairs and renewals of buildings and fixtures	6,012 55
Repairs and renewals of docks and wharves	184 61
Other expenses	964 00
Total	\$62,792 45
Maintenance of equipment:	
Repairs and renewals of locomotives	\$13,816 21
Repairs and renewals of passenger cars	5,456 55
Repairs and renewals of freight cars	16,129 83
Repairs and renewals of work cars	792 10
Repairs and renewals of shop machinery and tools	425 54
Total	\$36,620 23
Conducting transportation:	
Engine and roundhouse men	\$16,959 22
Fuel for locomotives	19,482 43
Water supply for locomotives	1,426 90
Oil, tallow, and waste for locomotives	946 03
Other supplies for locomotives	83 99
Train service	11,741 21
Train supplies and expenses	610 05
Switchmen, flagmen, and watchmen	8,597 62
Telegraph expenses	1,651 95
Station service	16,301 58
Station supplies	1,665 29
Car mileage—balance	4,369 79
Hire of equipment—balance	303 90
Loss and damage	1,879 56
Injuries to persons	777 75
Clearing wrecks	394 90
Advertising	549 93
Stationery and printing	1,835 57
Other expenses	232 38
Total	\$89,810 05
General expenses:	
Salaries of general officers	\$7,900 60
Salaries of clerks and attendants	5,300 15
General office expenses and supplies	113 57
Insurance	1,715 77
Law expenses	852 12
Stationery and printing (general offices)	396 85
Other expenses	1,502 76
Total	\$17,781 22
Recapitulation of expenses:	
Maintenance of way and structures	\$62,792 45
Maintenance of equipment	36,620 23
Conducting transportation	89,810 05
General expenses	17,781 22
Grand total	\$207,003 95

Percentage of expenses to earnings, 81.70.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		Assets.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$708,638 69	{ Cost of road... Cost of equip- ment..... }	.....	\$708,793 42	.....	\$4,845 27
	914 04	Port. & Rochester R. R. Co. fran- chise. ....	.....	.....	.....	914 04
	16,319 93	Lands owned .....	.....	21,304 09	4,984 16	
	126,827 14	Cash and current assets.....	.....	141,889 07	15,061 93	
	16,817 52	Other assets: Materials and supplies .....	.....	15,574 86	.....	1,242 66
	\$869,517 32	Grand total.....	.....	\$882,561 44	\$20,046 09	\$7,001 97
LIABILITIES.						
	\$592,070 45	Capital stock .....	.....	\$592,070 45		
	113,500 00	Funded debt.....	.....	113,500 00		
	44,391 75	Current liabilities .....	.....	57,343 28	\$12,951 53	
	1,135 00	Accrued interest on funded debt not yet payable. ....	.....	1,135 00		
	118,420 12	Profit and loss.....	.....	118,512 71	92 59	
	\$869,517 32	Grand total ...	.....	\$882,561 44	\$13,044 12	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portland and Rochester Rail- road 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 with Maine Central and Boston and Maine Railroads and 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	1,256	\$7,900 00	\$6 29
Other officer.....	3	942	3,663 00	3 89
General office clerks.....	8	2,600	4,768 40	1 83
Station agents.....	17	5,318	8,779 74	1 65
Other station men.....	16	4,923	7,521 84	1 53
Enginemen.....	11	3,531	10,827 24	3 07
Firemen.....	11	3,799	6,131 98	1 61
Conductors.....	7	2,214	5,169 88	2 31
Other trainmen.....	20	3,778	6,631 33	1 76
Machinists.....	3	754	1,574 00	2 09
Carpenters.....	7	2,027	4,051 27	2 00
Other shopmen.....	12	3,762	6,362 02	1 69
Section foremen.....	12	3,766	5,882 75	1 56
Other trackmen.....	61	16,023	22,452 84	1 40
Switchmen, flagmen and watchmen.....	18	6,248	8,597 62	1 38
Telegraph operators and dispatchers.....	4	1,256	2,093 00	1 67
All other employees and laborers.....	30	7,935	10,355 73	1 11
Total (including "general officers").....	244	70,132	\$122,702 64	\$1 75
Less "general officers".....	4	1,256	7,900 00	6 29
Total (excluding "general officers").....	240	68,876	\$114,802 64	1 67
Distribution of above:				
General administration.....	15	4,798	\$16,331 40	\$3 41
Maintenance of way and structures.....	103	27,724	38,691 32	1 40
Maintenance of equipment.....	22	6,543	11,987 29	1 83
Conducting transportation.....	104	31,067	55,692 63	1 79

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	268,489			
Number of passengers carried one mile.	3,266,755			
Number of passengers carried one mile per mile of road	60,653			
Average distance carried	12.18			
Total passenger revenue		76,320	84	
Average amount received from each passenger			28	426
Average receipts per passenger per mile			02	336
Total passenger earnings		93,457	77	
Passenger earnings per mile of road		1,735	20	
Passenger earnings per train mile.....			69	911
Freight traffic:				
Number of tons carried of freight earning revenue	272,439			
Number of tons carried one mile.....	11,285,258			
Number of tons carried one mile per mile of road.....	209,529			
Average distance haul of one ton.....	41.04			
Total freight revenue.....		159,915	68	
Average amount received for each ton of freight			58	697
Average receipts per ton per mile			01	417
Total freight earnings.....		159,915	68	
Freight earnings per mile of road		2,969	09	915
Freight earnings per train mile.....			1	67 795
Passenger and freight:				
Passenger and freight revenue.....		236,236	52	
Passenger and freight revenue per mile of road.....		4,386	12	180
Passenger and freight earnings.....		253,373	45	
Passenger and freight earnings per mile of road.....		4,704	29	725
Gross earnings from operation.....		253,373	45	
Gross earnings from operation per mile of road.....		4,704	29	725
Gross earnings from operation per train mile.....			1	10 651
Operating expenses.....		207,003	95	
Operating expenses per mile of road		3,843	37	078
Operating expenses per train mile.....			90	401
Income from operation.....		46,369	50	
Income from operation per mile of road			860	92 648
Train mileage:				
Miles run by passenger trains.....	133,681			
Miles run by freight trains.....	95,304			
Total mileage trains earning revenue.....	228,985			
Miles run by switching engines	37,145			
Miles run by construction and other trains.....	27,225			
Grand total train mileage.....	293,355			

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		
Freight	4	4	4	Westinghouse Automatic		
Switching	1	1	1	Westinghouse Automatic		
Total locomotives in service.....	13	13				
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	3	Westinghouse Automatic	2	Miller Hook.
Total	20	20			19	
In freight service—						
Box cars	50	45	45	Westinghouse Automatic	45	Gould Coupler.
Flat cars	98	86	86	Westinghouse Automatic	86	Gould Coupler.
Coal cars.....	35	35	35	Westinghouse Automatic	35	Gould Coupler.
Total	183	166			166	
In company's service—						
Flange car	1	1	1		1	Gould Coupler.
Tool car	1					
Gravel cars	26					
Derrick cars	1					
Caboose cars	4	2	2		3	Gould Coupler.
Construction cars	12					
Ash car	1					
Wrecking car & steam shovel, ...	1					
Total cars in service.....	47	3			4	
Total cars owned	250					

MILEAGE OF ROAD OPERATED—STATE OF MAINE.

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.....	53.86	.....	.....	53.86	.....	.....	53.86
Miles of yard track and sidings.....	18.09	.....	.....	18.09	10	6.84	11.25
Total mileage operated (all tracks) ...	71.95	.....	.....	71.95	10	6.84	65.11

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	50.86	.....	.....	50.86	.....	50.86
New Hampshire	3.00	.....	.....	3.00	.....	3.00
Total mileage operated (single track)	53.86	.....	.....	53.86	.....	53.86

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

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	3.00	.....	3.00	.....	.....	3.00
Total mileage owned (single track)	53.86	1.12	54.98	.....	.....	54.89

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	517.24	75	\$21 75	Cedar & Hackmatack....	12,361	2861

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	331,522	.....	.....	331,522	133,681	49.60
Freight	334,237	.....	.....	334,237	95,304	70.14
Switching	83,848	.....	.....	83,848	37,620	43.42
Construction	65,484	.....	.....	65,484	25,750	50.86
Total	815,081	.....	..	815,091	293,355	55.57
Average cost at distributing point	\$2.39	.....	.....	\$2.39		

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains and engines		3						3
Other causes						4		4
Total		3				4		7

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.		1	1				1	1

October 17, 1897.—Patrick McNulty, laborer, while distributing rails near Gorham, was injured by rail falling on his feet.

December 2, 1897.—Archie Sterling, freight handler at Portland, while unloading freight, slipped and leg was broken.

February 2, 1898.—Stephen Mitre, laborer, Portland, was struck by a coal bucket in coal yard, and arm bruised.

May 7, 1898.—Fred Wakefield, laborer, while hoisting rocks in Portland, the chain dogs slipped and one foot was injured.

January 4, 1898.—Moses P. Ricker of Waterboro, while walking along side of track in Portland about 5.15 P. M., stepped in front of engine and was run over and killed.

June 9, 1898.—John McNair of Westbrook, jumped from train after leaving Westbrook station, and one foot was badly injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Items.	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	40				Bridges	7	16.8	
Iron. ...	4	857.4				Total	7		
Wooden,	5	259.3							
Total .	10	1,156.7				Overhead railway crossings:			
Trestles:	1	848				Bridges			
						Total			

Gauge of track, 4 feet, 8½ inches—54.98 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
		Western Union Telegraph Co.	Portland & Rochester R. R.

Report of the Portland and Rumford Falls Railway Company for the Year Ending June 30, 1898.

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway.

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. On September 1, 1897, a branch line from Canton to Chisholm's Mills was put in operation.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Hugh J. Chisholm.....	Portland, Me.....	September 13, 1898.
Waldo Pettingill.....	Rumford Falls, Me.....	September 13, 1898.
George D. Bisbee.....	Rumford Falls, Me.....	September 13, 1898.
Fred E. Richards.....	Portland, Me.....	September 13, 1898.
Galen C. Moses.....	Bath, Me.....	September 13, 1898.
George C. Wing.....	Auburn, Me.....	September 13, 1898.
George W. Russell.....	Lawrence, Mass.....	September 13, 1898.
Payson Tucker.....	Portland, Me.....	September 13, 1898.
George N. Fletcher.....	Detroit, Mich.....	September 13, 1898.
Charles D. Brown.....	Boston, Mass.....	September 13, 1898.
R. C. Bradford.....	Portland, Me.....	September 13, 1898.

Total number of stockholders at date of last election, 38.

Date of last meeting of stockholders for election of directors, September 14, 1897.

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.
Chief Engineer.....	E. B. Stratton.....	Rumford Falls, Me.
Superintendent.....	E. L. Lovejoy.....	Portland, Me.
Traffic Manager.....	R. C. Bradford.....	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—		
Portland & Rumford Falls R'y...	Rumford Junction Maine	Rumford Falls, Me Canton	52.86	
Otis Falls Branch	Rumford Junction	Chisholm's Mills	9.68	62.54
Maine Central Railroad	Rumford Junction	Lewiston, Me.....		4.20
Total				66.74

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.	Amount.
Capital stock: common	10,000	\$100	\$1,000,000 00	\$1,000,000 00	4%	\$40,000 00
Manner of Payment for Capital Stock.				Number of shares issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....				.....	3,500	\$350,000 00
Issued for construction: common.....				.....	6,500	
Total .....				.....	10,000	\$350,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEGUS 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 F's R'y mort	Feb. 1 1892	Feb. 1 1912	\$450,000	\$449,000	.....	5	Feb. & Aug. 1	\$2,728 61	\$2,278 61
Portland & Rumford F's R'y mort	Oct. 1 1892	Oct. 1 1912	200,000	200,000	.....	5	Apr. 1 & Oct. 1	2,500 00	5,000 00
Portland & Rumford F's Railway funding.	Jun. 1 1894	Jun. 1 1904	100,000	100,000	.....	5	June 1 & Dec. 1	1,099 44	1,324 44
Cons. first mort....	Nov. 2 1896	Nov. 1 1926	1,000,000	999,000	\$999,000	....	4 & Nov. 1	32,527 35	38,200 00
Funding 4 per cent.	Aug. 2 1897	Aug. 1 1927	350,000	350,000	350,000	....	4 Aug. 1	12,403 55	15,275 00
Mortgage bonds...	.....	.....	\$1,650,000	\$1,648,000	\$999,000	....	.....	37,305 96	45,478 61
Miscellaneous obligations	.....	.....	450,000	450,000	350,000	....	.....	13,502 99	16,599 44
Grand total	.....	.....	\$2,100,000	\$2,098,000	1,349,009	....	.....	50,808 95	62,078 05

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$1,648,000 00	\$999,000 00	\$37,305 96	\$45,478 61
Miscellaneous obligations	450,000 00	350,000 00	13,502 99	16,599 44
Total	\$2,098,000 00	\$1,349,000 00	\$50,808 95	\$62,078 05

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash.....	\$44,822 83	Loans and bills payable.....	\$359,433 06
Bills receivable	31,033 31	Audited vouchers and accounts, June pay roll.....	33,184 52
Due from agents	3,232 86	Net traffic balances due to other companies.....	1,412 28
Due from solvent companies and individuals	32,608 25	Miscellaneous, taxes accrued, not due	1,559 97
Total — Cash and current assets	\$111,697 25		
Balance—Current liabilities,	283,892 58		
Total	\$395,589 83	Total—Current liabilities,	\$395,589 83

Materials and supplies on hand, \$19,963.46.

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 00	\$1,000,000 00	.....	62.54	\$15,990 00
Bonds.....	1,349,000 00	1,349,000 00	.....	62.54	21,570 00
Total..	\$2,349,000 00	\$2,349,000 00	.....	62.54	\$37,560 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 R'y.....	\$1,000,00000	\$1,349,000 00	\$2,349,000 00	62.54	\$37,560 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1897.	Total cost to June 30, 1896.	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: *						
Engineering.....		\$4,887 22		\$66,643 69	\$71,530 91	
Right of way and station grounds.....		†3,573 90		72,386 47	68,812 57	
Real estate.....		†2,001 69		18,665 00	16,663 31	
Grading.....		28,803 74		552,154 53	580,958 27	
Bridges, trestles and culverts.....		17,398 34		240,754 51	258,152 85	
Ties.....		1,301 79		68,751 27	70,053 06	
Rails.....		2,242 69		287,772 19	290,014 88	
Track fastenings.....		2,396 70		31,875 18	34,271 88	
Frogs and switches.....		58 00		5,959 33	6,017 33	
Ballast.....		5,602 57		56,456 73	62,059 30	
Track laying and surfacing.....		9,227 83		56,490 35	65,718 18	
Fencing right of way.....		318 45		7,603 09	7,921 54	
Crossings, cattle guards and signs.....		310 72		9,106 89	9,417 61	
Telegraph lines.....		871 65		4,029 55	4,901 20	
Station buildings and fixtures.....		3,039 91		112,857 53	115,897 44	
Shops, roundhouses and turntables.....		2,114 67		7,699 42	9,814 09	
Shop machinery and tools.....		3 50		589 12	592 62	
Water stations.....		2,000 00		2,000 00	2,000 00	
Legal expenses.....				20,651 92	20,651 92	
Interest and discount.....		98,532 79		115,475 92	214,308 71	
General expenses.....		1,731 95		130,747 84	132,479 79	
Total construction.....		\$175,266 93		\$1,866,670 53	\$2,041,937 46	\$32,650 10
Equipment:						
Locomotives.....		\$9,840 00		{ *\$12,000 00 } { 60,880 00 }	{ } { \$82,700 00 }	
Passenger cars.....				{ *8,000 00 } { 15,037 75 }	{ } { 23,037 75 }	
Baggage, express and postal cars.....				2,025 00	2,025 00	
Combination cars.....				3,301 83	3,301 83	
Freight cars.....				{ *10,000 00 } { 18,775 00 }	{ } { 28,775 00 }	
Other cars of all classes.....		1,590 00		{ 2,368 61 } { 1,880 76 }	{ } { 3,958 61 } { 1,880 76 }	
Total equipment.....		\$11,430 00		\$134,248 95	\$145,678 95	\$2,329 34
Total construction.....		175,266 93		1,866,670 53	2,041,937 46	32,650 10
Grand total cost construction, equipment, etc.....		\$186,696 93		\$2,000,919 48	\$2,187,616 41	\$34,979 49

* In readjusting the distribution of "Construction" account to conform to the new analysis prescribed by the Commission, it has been impossible to give more than careful estimate in many cases. The item "Purchase of constructed road, \$895,500.00" (see report, 1897) has been apportioned to the several subdivisions of new analysis on a percentage basis, using the relative amount of each item under the "Total cost to June 30, 1897" to the total of such items, aside from the \$895,500, namely \$971,170.53. The later amount representing the cost of the property aside from the \$895,500, which represents the valuation of the R. F. & B. line as required by lease and purchase, as shown on the books of the company.

† Credit.

INCOME ACCOUNT.

Gross earnings from operation.....	\$289,936 49	
Less operating expenses.....	175,067 35	
Income from operation		\$114,869 14
Dividends on stocks owned.....	\$3,252 00	
Interest on bonds owned.....	1,725 00	
Miscellaneous income—less expenses	4,132 28	
Income from other sources		9,109 28
Total income		\$123,978 42
Deductions from income:		
Interest on funded debt accrued	\$50,808 95	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	11,353 51	
Taxes	4,119 41	
Total deductions from income.....		66,281 87
Net income		\$57,696 55
Dividends, 4 per cent, common stock		40,000 00
Surplus from operations of year ending June 30, 1898.....		\$ 17,696 55
Surplus on June 30, 1897		105,971 18
*Deductions for year		5,037 11
Surplus on June 30, 1898.....		\$118,630 62
*Taxes previous years, 1893 and 1894.....	\$1,191 17	
Expense, refunding bonds	3,532 62	
Sundry amounts charged off.....	313 32	
		\$5,037 11

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$64,617 50
Mail			6,012 37
Express			3,500 00
Extra baggage and storage.			493 19
Other items			300 00
Total passenger earnings.....			\$74,923 06
Total freight earnings			\$212,231 34
Total passenger and freight earnings...			\$287,154 40
Other earnings from operation:			
Hire of equipment—balance	\$832 50	\$20 56	\$ 811 94
Rents not otherwise provided for			1,200 00
Other sources.....			770 15
Total other earnings.....			\$2,782 09
Total gross earnings from operation ..			\$289,936 49

STOCKS OWNED.

RAILWAY STOCK.

Name.	Total par value.	Rate—%.	Income or dividend received.	Valuation.	Shares.
Rumford Falls and Rangeley Lakes Railroad Company.....	\$16,700 00	4	\$1,002 00	\$16,700 00	

OTHER STOCKS.

Rumford Falls Power Company	\$100,000 00			\$100,000	
Otis Falls Pulp Company.....	150,000 00	1½	\$2,250 00	400,000	
	250,000 00				
Rumford Falls Pulp Company	300 00			300,000	
Total	\$500,300 00		\$2,250 00	\$500,300	
Grand total	\$517,000 00		\$3,252 00	\$517,000	

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Rumford Falls Sulphate Company.....	\$25,000 00	6	\$1,725 00	\$25,000 00

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rent of buildings.....	\$566 81	\$120 79	\$446 02
Interest on notes and accounts	6,756 51	3,086 95	3,669 56
Other items.....	16 70		16 70
Total	\$7,340 02	\$3,207 74	\$4,132 28

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$35,902 40
Renewals of rails	1,957 13
Renewals of ties	4,821 76
Repairs and renewals of bridges and culverts	7,551 39
Repairs and renewals of fences, road crossings, signs and cattle guards	606 28
Repairs and renewals of buildings and fixtures	3,788 94
Repairs and renewals of telegraph	1,361 32
Stationery and printing	37 31
Other expenses	31 96
Total	\$56,058 49
Maintenance of equipment:	
Superintendence	\$1,000 00
Repairs and renewals of locomotives	10,132 82
Repairs and renewals of passenger cars	2,920 05
Repairs and renewals of freight cars	2,534 35
Repairs and renewals of work cars	2,431 98
Repairs and renewals of shop machinery and tools	242 72
Stationery and printing	38 08
Other expenses	544 47
Total	\$19,834 47
Conducting transportation:	
Superintendence	\$1,149 99
Engine and roundhouse men	12,363 84
Fuel for locomotives	20,204 85
Water supply for locomotives	1,550 70
Oil, tallow, and waste for locomotives	991 07
Other supplies for locomotives	291 20
Train service	8,603 45
Train supplies and expenses	1,750 29
Switchmen, flagmen and watchmen	3,317 61
Telegraph expenses	2,647 75
Station service	10,528 90
Station supplies	1,821 71
Car mileage—balance	5,438 59
Loss and damage	642 43
Injuries to persons	2,070 66
Clearing wrecks	604 82
Advertising	2,246 37
Outside agents	368 35
Rents for tracks, yards and terminals	1,500 00
Rents of buildings and other property	350 00
Stationery and printing	1,297 92
Other expenses	139 80
Total	\$79,960 00
General expenses:	
Salaries of general officers	\$3,866 66
Salaries of clerks and attendants	4,822 83
General office expenses and supplies	1,523 76
Insurance	792 57
Law expenses	6,330 30
Stationery and printing (general offices)	1,612 47
Other expenses	865 80
Total	\$19,214 39
Operating expenses:	
Maintenance of way and structures	\$56,058 49
Maintenance of equipment	19,834 47
Conducting transportation	79,960 00
General expenses	19,214 39
Grand total	\$175,067 35

Percentage of expenses to earnings, 60.38.

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: Me. Central R. R.	Rumford Junct. and Lewiston, 4.2 miles	Maine Central Rail- road .....	.....	\$1,500 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,866,670 53	Cost of road.....		\$2,041,937 46	\$175,266 93	
	134,248 95	Cost of equipment.....		145,678 95	11,430 00	
	266,700 00	Stocks owned.....		517,000 00	250,300 00	
	32,500 00	Bonds owned.....		25,000 00		\$7,500 00
		*Lands owned.....		11,210 00	11,210 00	
	69,694 26	Cash and current assets.....		111,697 25	42,002 99	
		Other assets:				
	15,646 09	Materials and supplies.....		19,963 46	4,317 37	
		Sinking fund.....		2,766 67	2,766 67	
	\$2,385,459 83	Grand total.....		\$2,875,253 79	\$489,793 96	
		LIABILITIES.				
	\$1,000,000 00	Capital stock.....		\$1,000,000 00		
	999,000 00	Funded debt.....		1,349,000 00	\$350,000 00	
	266,761 98	Current liabilities.....		395,589 83	128,827 85	
	13,726 67	Accrued interest on funded debt not yet payable.....		12,033 34		\$1,693 33
	105,971 18	Profit and loss.....		118,630 62	12,659 44	
	\$2,385,459 83	Grand total.....		\$2,875,253 79	\$489,793 96	

* The amount shown (lands owned) \$11,210, represents the value of lands, buildings owned, a portion of which has been acquired during the year, the balance being transferred from construction account, as it is property not directly connected with the operation of the road.

IMPORTANT CHANGES DURING THE YEAR.

This company has constructed a branch line from Canton to Chisholm's Mills, a distance of 9.68 miles. This branch was opened for traffic on September 1, 1897.

The balance of the bonds outstanding of February 1, 1892, and October 1, 1892, and the debentures of June, 1894, have all been retired during the year, and the bonds of the consolidated mortgage of November 2, 1896, \$1,000,000, and the debentures of August 2, 1897, \$350,000, represent the total bonded indebtedness of the company.

The mortgages of February, 1892, and October, 1892, will be cancelled by the trustee of the mortgages as soon as preliminaries can be arranged.

This company has acquired 2,500 additional shares of stock of the Otis Falls Pulp Company, also thirty (30) shares of stock of the Rumford Falls Publishing Company, the value of both these stocks appearing to the assets of the company.

This company has sold \$7,500 par value of the bonds of the Rumford Falls Sulphite Company, leaving a balance of \$25,000 as shown in assets of the company.

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 consolidated 30 years mort. gold sinking fund bonds, dated Nov. 2, 1896...	Rumford Junct'n also Canton	Rumford Falls.. } Chisholm's Mills }	62.54	\$15,990 00

All equipment owned mortgaged.

*The consolidated mortgage bonds of November 2, 1896, amounting to \$1,000,000, were issued for the purpose of refunding former issues of bonds and other purposes, as explained in report of 1897. All of the outstanding bonds of 1892 and 1894 have been retired during the year, and the mortgages securing these bonds will be cancelled to the trustee as soon as preliminaries can be arranged. The \$1,000,000 therefore will represent the total amount of mortgage on line.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	626	\$3,866 66	\$6 18
Other officers	3	939	3,333 32	3 55
General office clerks	10	2,961	4,805 51	1 62
Station agents	20	5,829	7,809 17	1 84
Other station men	16	5,377	4,093 80	1 21
Enginemen	9	2,764	6,600 75	2 39
Firemen	9	2,677	4,006 95	1 50
Conductors	7	2,187	4,839 44	2 21
Other trainmen	16	4,062	5,888 46	1 45
Machinists	1	315	786 25	2 50
Carpenters	1	222	407 17	1 83
Other shopmen	12	2,209	4,237 23	1 92
Section foremen	14	4,377	6,773 00	1 55
Other trackmen	50	12,011	15,035 25	1 25
Switchmen, flagmen, and watchmen	1	3,398	4,786 58	1 41
Telegraph operators and dispatchers	1	313	590 00	1 88
All other employees and laborers	53	10,431	14,495 07	1 39
Total (including "general officers")	237	58,698	\$92,354 61	\$1 57
Less "general officers"	3	626	3,866 66	6 18
Total (excluding "general officers")	234	58,072	\$88,487 95	\$1 52
Distribution of above:				
General administration	13	3,587	\$ 8,672 17	\$2 42
Maintenance of way and structures	112	25,211	35,041 15	1 39
Maintenance of equipment	17	3,764	7,318 98	1 94
Conducting transportation	95	26,136	41,322 31	1 57

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	98,427			
Number of passengers carried one mile	2,346,917			
Number of passengers carried one mile per mile of road	35,165			
Average distance carried	23.84			
Total passenger revenue		64,617	50	
Average amount received from each passenger			65	650
Average receipts per passenger per mile			02	753
Total passenger earnings		74,923	06	
Passenger earnings per mile of road		1,122	61	
Passenger earnings per train mile			83	021
Freight traffic:				
Number of tons carried of freight earning revenue	278,881			
Number of tons carried one mile	9,961,821			
Number of tons carried one mile per mile of road	149,263			
Average distance haul of one ton	35.72			
Total freight revenue		212,231	34	
Average amount received for each ton of freight			76	101
Average receipts per ton per mile			02	130
Total freight earnings		212,231	34	
Freight earnings per mile of road		3,179	97	
Passenger and freight:				
Passenger and freight revenue		276,848	84	
Passenger and freight revenue per mile of road		4,148	17	
Passenger and freight earnings		287,154	40	
Passenger and freight earnings per mile of road		4,302	58	
Gross earnings from operation		289,936	49	
Gross earnings from operation per mile of road		4,344	27	
Gross earnings from operation per train mile		1	56	656
Operating expenses		175,067	35	
Operating expenses per mile of road		2,623	12	
Operating expenses per train mile			94	591
Income from operation		114,869	14	
Income from operation per mile of road		1,721	14	
Train mileage:				
Miles run by passenger trains	92,246			
Miles run by freight trains	94,832			
Total mileage trains earning revenue	185,078			
Miles run by switching trains	45,852			
Miles run by construction and other trains	32,699			
Grand total train mileage	263,629			

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	Westinghouse		
Freight	1	7	7	Westinghouse	2	Janney.
Switching.....		1				
Total locomotives in service..	1	11	10			
Total locomotives owned		11	10		2	Janney.
Cars—owned and leased:						
In passenger service--						
First-class cars		5	5	Westinghouse.	5	Miller.
Combination cars.....		3	3	Westinghouse.....	3	Miller.
Baggage,express & postal cars		1	1	Westinghouse.....	1	Miller.
Total		9	9	Westinghouse.....	9	
In freight service--						
Box cars		35	25	Westinghouse.....	25	Janney.
Flat cars		34				
Tank cars		1				
Total		70	25	Westinghouse.....	25	Janney.
In company's service--						
Gravel cars		30				
Derricks cars.....		1				
Caboose cars	2	3	1	Westinghouse.....	2	Janney.
Other road cars.....		8				
Total		42				
Total cars in service.		121				
Total cars owned		121				

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	9.68	4.20	66.74	9.68	.. .. .	62.54
Miles of yard track and sidings	12.50	2.11	.....	16.61	4.00	3.20	11.41
Total mileage operated (all tracks)	65.36	11.79	4.20	83.35	13.68	3.20	73.95

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES.

Maine	52.86	9.68	4.20	66.74	9.68	62.54
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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.				
Steel.....	110	70	\$22.59	Cedar Hackmatack..... Ash Oak Hemlock.....	18,668	.2550

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	1,774	.....	.....	.....	1,774	90,246	39.31
Freight	2,620	.....	.....	.....	2,620	94,832	55.26
Switching	746	.....	.....	.....	746	45,852	32.55
Construction	640.50	.....	.....	.....	640.50	32,699	39.18
Total.....	5,780.50	.....	.....	.....	5,780.50	263,629	43.85
Average cost at distributing point.....	\$3.37	.....	.....	.....	.....	.....	.....

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	.....	.....	.....	2
Falling from trains and engines	1	.....	.....	.....	.....	.....	1	1
Collisions.....	.....	1	.....	.....	.....	.....	.....	1
At stations.....	.....	.....	.....	.....	.....	1	.....	1
Total	1	3	.....	1	.....	1	1	5

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions	2	.....	.....	.....	.....	.....	2
At highway crossings	3	.....	3
At stations.....	1	.....	.....	.....	1
Total	2	.....	1	.....	3	.....	4

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 ...	3	18		6	6	Trestles	1	21	
Stone and iron, rail covers,	5	39		6	10	Overhead Railway Crossings:			
Iron and steel ..	19	1,609.2		13	609				
Wooden.	8	294		10	113				
Total .	35	1960.2							
Trestles, pile	2	690		150	540				

Gauge of track, 4 feet, 8½ inches—62.54 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.
62.54	62.54	.....	.....	Western Union Telegraph Company.

Report of the Rockport Railroad Company for the Year Ending June 30, 1898.*

(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, Me.....	July 5, 1899.
S. E. Shepherd.....	Rockport, Me.....	July 5, 1899.
H. L. Shepherd.....	Rockport, Me.....	July 5, 1899.
O. P. Shepherd.....	Rockport, Me.....	July 5, 1899.
R. W. Carleton.....	Rockport, Me.....	July 5, 1899.
Wm. D. Carleton.....	Rockport, Me.....	July 5, 1899.

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, Me.
President	P. J. Carleton.....	Rockport, Me.
Secretary	L. H. Lovejoy.....	Rockport, Me.
Treasurer.....	H. L. Shepherd.....	Rockport, Me.
General Solicitor.....	H. B. Cleaves.....	Portland, Me.
Attorney or General Counsel ..	H. B. Cleaves.....	Portland, Me.
Chief Engineer ..	M. M. Rollins.....	Rockport, Me.
General Superintendent.....	P. J. Carleton.....	Rockport, Me.

* Not operated.

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 00	\$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 .....			.....	.....	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	\$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, 1897.	Total cost to June 30, 1898.	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

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		Assets.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
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.				
	\$30,000 00	Capital stock		\$30,000 00		
	\$30,000 00	Grand total ...		\$30,000 00		

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				
Cars owned and leased:						
In freight service—						
Flat cars		3				
Dump cars.....		30				
Total cars in service.....		33				
Total cars owned		33				

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.....		3	.....	.....	3

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:			
Stone ...						Trestles			
Iron ...	7	130		10	45	Overhead railway crossings:			
Wooden.									
Total..									
Trestles ..	4	639		74	332				

Gauge of track, 3 feet—3 miles.

Report of the Rumford Falls and Rangeley Lakes Railroad Company for the Year Ending June 30, 1898.

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.	
Edward Plummer.....	Lisbon Falls, Me.	
Frank Gutmann.....	Lewiston, Me.	
W. H. Newell	Lewiston, Me.	
Hugh J. Chisholm.....	Portland, Me.	
William W. Brown.	Portland, Me.	

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

Date of last meeting of stockholders for election of directors, September 21, 1897.

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.
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 & Rangeley Lakes Railroad—main line.....	Rumford Falls...	Bemis.....	27	
Rumford Falls & 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	2%	\$3,000 00
Total	1,500	\$100	\$150,000	\$150,000	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

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEGUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—per cent.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Five per ct. 30 yr. gold bond dated	Oct. 1 1897	1937	\$400,000	\$400,000	\$400,000	.....	5	Apr. & Oct.		

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
Car Trust Notes.....	Oct. 1, 1896	22 to 60 mos.	39	30 Pullman flat cars.
	Sept. 25, 1897*.....	12 to 36 mos.	9	1 locomotive.
	Feb. 21, 1898*.....	6 to 60 mos.	19	20 Pullman flat cars.

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.	
.....	\$915	\$9,079 20	\$5,901 48					
.....	901	8,903 64	6,677 73					
.....	1,224	5,811 40	5,520 83					
Total	\$3,040	\$23,794 24	\$18,100 04					

* Every third month.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$400,000 00	\$400,000 00	\$15,000 00	
Equipment trust obligations.....	23,794 24	18,100 04		
Total.....	\$423,794 24	\$418,100 04	\$15,000 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash	\$4,630 60	Audited vouchers and ac- counts.	} \$3,851 98
Due from agents	4,799 86	Wages and salaries.....	
Due from solvent companies and individuals	20,771 26	Net traffic balances due to other companies.....	85 62
Net traffic balances due from other companies	2,208 59	Miscellaneous	2,109 76
		Total—current liabilities.	\$6,047 36
Total—cash and current assets	\$32,410 31	Balance—cash assets.....	26,362 95
		Total	\$32,410 31

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.....	400,000 00	.....	.....	31	12,903 22
Equipment trust obligations	18,100 04	.....	.....	31	583 87
Total.....	\$568,100 04	.....	.....	31	\$18,325 80

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.				Total cost to June 30, 1887.	Total cost to June 30, 1888.	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	\$58,372 73	.....	\$416,331 05	\$474,703 78	\$15,313 00	
Equipment	15,130 00	.....	79,894 96	95,024 96	3,065 00	
Grand total cost construction, equipment, etc.....	\$73,502 73	.....	\$496,226 01	\$569,728 74	\$18,378 00	

INCOME ACCOUNT.

Gross earnings from operation.	\$81,500 82	
Less operating expenses.....	49,545 37	
Income from operation.....		\$31,955 45
Total income.....		\$31,955 45
Deductions from income:		
Interest on funded debt accrued.	\$5,000 00	
Taxes	788 31	
Other deductions, interest and coupons.....	14,370 86	
Total deductions from income.....		\$20,109 17
Net income		\$11,846 28
Dividends, 4 per cent, common stock		6,000 00
Surplus from operations of year ending June 30, 1898.....		\$5,846 28
Surplus on June 30, 1897.....		24,020 19
Surplus on June 30, 1898.		\$29,866 47

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue ..			\$10,950 91
Mail			1,202 88
Express			325 73
Total passenger earnings.....			\$12,479 62
Total freight earnings			\$68,190 62
Total passenger and freight earnings.....			\$80,670 24
Other earnings from operation:			
Car mileage—balance.....			\$ 24 05
Other sources—telephone.....			246 94
Boarding house			559 59
Total gross earnings from operation....			\$81,500 82

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$13,404 10
Renewals of ties	1,285 40
Repairs and renewals of bridges and culverts	709 10
Repairs and renewals of fences, road crossings, signs and cattle guards	93 26
Repairs and renewals of buildings and fixtures	454 92
Repairs and renewals of telegraph	164 92
Other expenses	67 52
Total	\$16,179 30
Maintenance of equipment:	
Superintendence	\$ 780 00
Repairs and renewals of locomotives	2,273 81
Repairs and renewals of passenger cars	1,173 66
Repairs and renewals of freight cars	3,894 61
Repairs and renewals of work cars	381 63
Repairs and renewals of shop machinery and tools	120 81
Other expenses	26 20
Total	\$8,650 72
Conducting transportation:	
Engine and roundhouse men	\$4,326 58
Fuel for locomotives	8,841 17
Water supply for locomotives	103 37
Oil, tallow, and waste for locomotives	335 45
Other supplies for locomotives	130 59
Train service	3,431 78
Train supplies and expenses	265 00
Telephone expenses	223 17
Station service	1,600 00
Station supplies	40 74
Loss and damage	83 30
Injuries to persons	49 75
Advertising	346 06
Rents for tracks, yards and terminals	600 00
Stationery and printing	204 78
Other expenses	237 03
Total	\$20,458 77
General expenses:	
Salaries of general officers	\$ 900 00
Salaries of clerks and attendants	1,835 15
General office expenses and supplies	755 74
Insurance	218 70
Law expenses	207 44
Stationery and printing (general offices)	61 89
Other expenses	277 66
Total	\$4,256 58
Operating expenses:	
Maintenance of way and structures	\$16,179 30
Maintenance of equipment	8,650 72
Conducting transportation	20,458 77
General expenses	4,256 58
Grand total	\$49,545 37

Percentage of expenses to earnings, 60.79.

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	Rumford Falls.....	Portland and Rumford Falls Railway.....	.....	\$600 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$416,331 05	Cost of road.....		\$474,703 78	\$58,372 73	
	79,894 96	Cost of equipment.....		95,024 96	15,130 00	
	1,548 27	Other permanent investments				
	39,569 69	Cash and current assets.....		32,410 31		\$7,159 38
		Other assets:				
	2,300 44	Materials and supplies.....		5,326 55	3,026 11	
	\$539,644 41	Grand total..		\$609,013 87	\$76,523 84	\$7,159 38
		LIABILITIES.				
	\$150,000 00	Capital stock		\$150,000 09		
	101,625 91	Funded debt		418,100 04	316,474 13	
	262,992 06	Current liabilities		6,047 36		\$256,944 70
	1,006 25	Accrued interest on funded debt not yet payable		5,000 00	3,993 75	
	24,020 19	Profit and loss.....		29,866 47	5,846 28	
	\$539,644 41	Grand total .		\$609,013 87		\$256,944 70

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	314	\$ 900 00	\$2 86
Other officers.....	2	628	1,560 00	2 48
General office clerks.....	2	683	1,493 50	2 18
Station agents.....	5	1,302	1,560 00	1 19
Enginemen.....	4	823	1,742 41	2 11
Firemen.....	3	818	1,234 01	1 50
Conductors.....	2	657	1,244 04	1 89
Other trainmen.....	2	1,169	1,748 38	1 47
Machinists.....	1	278	557 60	2 00
Carpenters.....	2	637	1,246 75	1 95
Other shopmen.....	10	2,215	3,248 12	1 46
Section foremen.....	7	2,546	3,807 70	1 50
Other trackmen.....	32	6,345	7,988 31	1 25
All other employees and laborers.....	.....	200	259 91	1 30
Total (including "general officers").....	73	18,615	\$28,590 13	\$1 53
Less "general officers".....	1	314	900 00	
Total (excluding "general officers").....	72	18,301	\$27,690 13	\$1 52
Distribution of above:				
General administration.....	3	997	\$2,393 50	\$2 40
Maintenance of way and structures.....	40	9,405	12,576 01	1 33
Maintenance of equipment.....	14	3,444	5,881 87	1 69
Conducting transportation.....	16	4,769	7,528 84	1 57

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	11,374			
Number of passengers carried one mile.	233,981			
Number of passengers carried one mile per mile of road	8,866			
Average distance carried	20.57			
Total passenger revenue		10,950	91	
Average amount received from each passenger			96	280
Average receipts per passenger per mile			03	567
Total passenger earnings		12,479	62	
Passenger earnings per mile of road		462	20	
Freight traffic:				
Number of tons carried of freight earning revenue	131,435			
Number of tons carried one mile	2,172,915			
Number of tons carried one mile per mile of road	70,094			
Average distance haul of one ton	16.53			
Total freight revenue		68,190	62	
Average amount received for each ton of freight			51	881
Average receipts per ton per mile			03	138
Total freight earnings		68,190	62	
Freight earnings per mile of road		2,199	69	
Passenger and freight:				
Passenger and freight revenue		79,141	53	
Passenger and freight revenue per mile of road		2,605	27	
Passenger and freight earnings		80,670	24	
Passenger and freight earnings per mile of road		2,661	90	
Gross earnings from operation		81,500	82	
Gross earnings from operation per mile of road		2,661	89	
Operating expenses per mile of road		49,545	37	
Operating expenses per train mile		1,598	23	
Income from operation		11,846	28	
Income from operation per mile of road		382	13	
Train mileage:				
Miles run by freight trains	28,638			
Miles run by mixed trains	26,983			
Total mileage trains earning revenue	55,621			
Miles run by switching trains	11,533			
Miles run by construction and other trains	10,780			
Grand total train mileage	77,934			

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				
Freight		4				
Total locomotives in service.....		6				
Cars—owned and leased:						
In passenger service—						
Combination cars.....		4				
In freight service—						
Box cars		6				
Flat cars		54				
Logging cars		106				
Caboose cars		1				
Total		167				
In company's service—						
Gravel cars		9				
Derrick cars.....		1				
Flange cars.....		1				
Total		11				
Total cars in service.		182				
Less cars leased.....		50				
Total cars owned		132				

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.....	27	4	31			
Miles of yard track and sidings.	5.45	.55	6	.64		
Total mileage operated (all tracks)	32.45	4.55	37	.64		

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						28,638	
Freight						26,983	
Switching						11,533	
Construction						10,780	
Total						77,934	49.50

BRIDGES, TRESTLES, TUNNELS, ETC.

Items.	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 ...	3	500		50	360	Bridges			
Iron. ...	3	160		40	60	Total			
Wooden,									
Total .	6	660				Overhead railway crossings:			
Trestles:	133	1,334		29	406	Bridges			
						Total			

Gauge of track, 4 feet, 8½ inches—31 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.		Name of Operating Company.
		Miles of line.	Miles of wire.	
27	54	27	*54	

* One-half is telephone. We use the wire as metallic telephone.

Report of the Sandy River Railroad Company for the Year Ending June 30, 1898.

(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, Me	November 16, 1898.
Josiah S. Maxcy.....	Gardiner, Me	November 16, 1898.
P. H. Winslow	Gardiner, Me	November 16, 1898.

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, November 17, 1897.

Post office address of 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.
First Vice-President	Josiah S. Maxcy	Gardiner, Me.
Treasurer	George A. Farrington...	Gardiner, Me.
Attorney or General Counsel ...	F. E. Timberlake	Phillips, Me.
Auditor	P. H. Winslow	Gardiner, Me.
General Manager	Josiah S. Maxcy	Gardiner, Me.
General Superintendent.....	F. N. Beal	Phillips, Me.
General Freight Agent	F. N. Beal	Phillips, Me.
General Pass. and Ticket Agent	George A. Farrington...	Gardiner, Me.

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 00	6	\$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.....					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	\$5,000
1st mortgage consolidated	1896	1921	200,000	200,000	200,000	200,000	5	Jan. & July	10,000	10,000
Total			\$300,000	\$300,000	\$300,000	\$300,000			15,000	15,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$300,000	\$300,000	\$15,000	\$15,000

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash	\$ 893 88	Loans and bills payable	\$5,500 00
Due from agents	1,247 30	Audited vouchers and accounts	5,598 05
Due from solvent companies and individuals	783 52	Wages and salaries	847 02
Net traffic balances due from other companies	2,596 75		
Total — cash and current assets	\$5,521 45		
Balance—Current liabilities,	6,423 62		
Total	\$11,945 07	Total—Current liabilities,	\$11,945 07

Materials and supplies on hand, \$3,277.00.

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	\$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, 1897.	Total cost to June 30, 1898.	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:						
Engineering				\$687 22	\$687 22	\$38 18
Right of way and station grounds			\$80 00	5,265 09	5,345 09	296 95
Real estate				1,925 83	1,925 83	106 99
Grading				122,821 62	122,821 62	6,823 42
Bridges, trestles and culverts				19,133 92	19,133 92	1,062 99
Ties				5,400 00	5,400 00	300 00
Rails				38,083 56	38,083 56	2,115 75
Fencing right of way				2,758 98	2,758 98	153 27
Station buildings and fixtures			1,432 41	4,997 79	6,430 20	357 23
Shop machinery and tools				1,038 21	1,038 21	57 68
Water stations				1,131 72	1,131 72	62 87
Interest during construction				2,514 95	2,514 95	139 72
General expenses				1,590 68	1,590 68	88 37
Total construction			\$1,512 41	\$207,349 57	\$208,861 98	\$11,603 44
Equipment:						
Locomotives				\$17,579 00	\$17,579 00	\$976 63
Passenger cars				7,500 00		
Baggage, express and postal cars				2,000 00	2,000 00	111 11
Freight cars			\$5,621 90	14,466 74	20,088 64	1,116 03
Total equipment			\$5,621 90	\$41,545 74	\$47,167 64	\$2,620 42
Total construction			1,512 41	207,349 57	208,861 98	11,603 44
Grand total cost construction, equipment, etc			\$7,134 31	\$248,895 31	\$256,029 62	\$14,223 86

INCOME ACCOUNT.

Gross earnings from operation.....	\$44,306 68	
Less operating expenses.....	22,151 35	
Income from operation		\$22,155 33
Interest on bonds owned.....		2,500 00
Total income		\$24,655 33
Deductions from income:		
Interest on funded debt accrued	\$15,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	206 50	
Taxes	506 19	
Total deductions from income.....		15,712 69
Net income		\$8,942 64
Dividends, 6 per cent, common stock		6,000 00
Surplus from operations of year ending June 30, 1898.....		\$ 2,942 64
Deficit on June 30, 1897.		105,708 86
Deficit on June 30, 1898.....		\$102,766 22

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$13,297 96		
Less repayments— Tickets redeemed.....	34 06		
Total passenger revenue			\$13,263 90
Mail	\$1,379 88		
Express	1,930 19		
Extra baggage and storage.....	85 71		
Total passenger earnings.....			3,395 78
Total passenger earnings.....			\$16,659 68
Freight:			
Freight revenue.....	\$27,307 63		
Less repayments— Overcharge to shippers.....	182 68		
Total freight earnings			27,124 95
Total passenger and freight earnings			\$43,784 63
Other earnings from operation:			
Car mileage—balance.....			164 30
Other sources.....			357 75
Total gross earnings from operation			\$44,306 68

STOCKS OWNED.

RAILWAY STOCK.

Name.	Total par value.	Rate—%.	Income or dividend received.	Valuation.	Shares.
Kingfield and Dead River Railroad.....	\$4,500 00	.	.....	\$4,500 00	

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Phillips and Rangeley Railroad 2d mortgage..	\$50,000 00	5	\$2,500 00	\$41,565 20

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$4,658 34
Renewals of ties	608 60
Repairs and renewals of bridges and culverts.....	247 83
Repairs and renewals of fences, road crossings, signs, and cattle guards	98 23
Repairs and renewals of buildings and fixtures.....	191 76
Other expenses.....	60 50
Total	\$5,865 26
Maintenance of equipment:	
Repairs and renewals of locomotives	\$908 77
Repairs and renewals of passenger cars	264 67
Repairs and renewals of freight cars	463 25
Other expenses.....	132 08
Total	\$1,768 77
Conducting transportation:	
Superintendence	\$1,000 00
Engine and roundhouse men	2,498 21
Fuel for locomotives	2,692 44
Water supply for locomotives	369 75
Other supplies for locomotives.....	156 89
Train service.....	822 80
Train supplies and expenses	219 46
Switchmen, flagmen, and watchmen	603 84
Station service.....	1,885 75
Station supplies.....	144 23
Loss and damage	86 28
Advertising	432 76
Stationery and printing.....	220 55
Other expenses	336 15
Total	\$11,469 11
General expenses:	
Salaries of general officers.....	\$1,600 00
Insurance.....	222 50
Other expenses	1,225 71
Total	\$3,048 21
Recapitulation of expenses:	
Maintenance of way and structures.....	\$5,865 26
Maintenance of equipment	1,768 77
Conducting transportation.....	11,469 11
General expenses.....	3,048 21
Grand total.	\$22,151 35

Percentage of expenses to earnings, .45.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$207,349 57	Cost of road.....		\$208,861 98	\$1,512 41	
	41,545 74	Cost of equipment		47,167 64	5,621 90	
	4,500 00	Stocks owned.....		4,500 00		
	41,565 20	Bonds owned		41,565 20		
	4,377 93	Cash and current assets.....		5,521 45	1,143 52	
		Other assets:				
	1,575 75	Materials and supplies		3,277 00	1,701 25	
	105,708 86	Profit and loss		102,766 22	.....	\$2,942 64
	\$406,623 05	Grand total		\$413,659 49	\$9,979 08	\$2,942 64
		LIABILITIES.				
	\$100,000 00	Capital stock		\$100,000 00		
	300,000 00	Funded debt		360,000 00		
	4,956 38	Current liabilities		11,945 07	6,988 69	
	1,666 67	Accrued interest on funded debt not yet payable.....		1,714 42	47 75	
	\$406,623 05	Grand total		\$413,659 49	\$7,036 44	

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	Farmington	Phillips.....	18	\$ 5,556
First 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	717	1,533 00	2 00
Firemen.....	3	742	965 21	1 30
Conductors.....	2	677	1,016 56	1 50
Other trainmen.....	2	641	806 24	1 25
Machinists.....	1	322	725 62	2 25
Carpenters.....	1	319	501 18	1 57
Other shopmen.....	2	540	696 19	1 29
Section foremen.....	3	982	1,472 25	1 50
Other trackmen.....	6	1,961	2,451 32	1 25
Switchmen, flagmen, and watchmen.....	2	556	603 84	1 08
All other employees and laborers.....	5	173	225 14	1 30
Total (including "general officers") ..	37	9,751	\$14,482 30	\$1 48
Less "general officers"	2	626	1,600 00	2 55
Total (excluding "general officers").....	35	9,125	\$12,882 30	\$1 41
Distribution of above:				
General administration.....	2	626	\$1,600 00	\$2 55
Maintenance of way and structures.....	15	3,434	4,649 89	1 35
Maintenance of equipment.....	5	1,419	2,025 65	1 43
Conducting transportation.....	15	4,272	6,206 76	1 45

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	25,859			
Number of passengers carried one mile.....	355,161			
Number of passengers carried one mile per mile of road.....	19,731			
Average distance carried.....	13.73			
Total passenger revenue.....		13,263	90	
Average amount received from each passenger.....			51	293
Average receipts per passenger per mile.....			03	736
Total passenger earnings.....		16,659	68	
Passenger earnings per mile of road.....		925	53	777
Passenger earnings per train mile.....			58	871
Freight traffic:				
Number of tons carried of freight earning revenue....	29,008			
Number of tons carried one mile.....	443,145			
Number of tons carried one mile per mile of road.....	24,619			
Average distance haul of one ton.....	15.28			
Total freight revenue.....		27,124	95	
Average amount received for each ton of freight.....			93	508
Average receipts per ton per mile.....			06	119
Total freight earnings.....		27,124	95	
Freight earnings per mile of road.....		1,506	94	111
Freight earnings per train mile.....			2	73
Passenger and freight:				
Passenger and freight revenue.....		40,388	85	
Passenger and freight revenue per mile of road.....		2,243	82	5
Passenger and freight earnings.....		43,784	63	
Passenger and freight earnings per mile of road.....		2,432	47	944
Gross earnings from operation.....		44,306	68	
Gross earnings from operation per mile of road....		2,461	48	222
Gross earnings from operation per train mile.....			1	15
Operating expenses.....		22,151	35	
Operating expenses per mile of road.....		1,230	63	055
Operating expenses per train mile.....			57	989
Income from operation.....		22,155	33	
Income from operation per mile of road.....		1,230	85	111
Train mileage:				
Miles run by passenger trains.....	24,998			
Miles run by mixed trains.....	13,201			
Total mileage trains earning revenue.....	38,199			
Miles run by construction and other trains..	4,115			
Grand total train mileage.....	42,314			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Name.
Locomotives—owned and leased:						
Passenger	3	3	3	Eames.		
Freight.....	1	1	1	Eames.		
Total locomotives in service.....	4	4	4	Eames.		
Total locomotives owned	4	4	4	Eames.		
Cars—owned and leased:						
In passenger service—						
First-class cars.....	3	3	3	Eames.		
Combination cars.....	1	1	1	Eames.		
Baggage, express, and postal cars	2	2	2	Eames.		
Total	6	6	6	Eames.		
In freight service—						
Box cars	10	30				
Flat cars	10	31				
Total	20	61				
Total cars owned	20	67	6	Eames.		

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES.

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	18	.....	.....	18	.....	18

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
			Cedar.....	6,086	\$ 0.10

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....	450.50	.....	.....	.....	450.50	24,998	36.04
Freight.....	237.40	.....	.....	.....	237.40	13,201	35.96
Construction.....	74	.....	.....	.....	74	4,115	35.96
Total.....	761.90	.....	.....	.....	761.90	42,314	36.01
Average cost at distributing point.....	\$3.53						

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.								
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Collisions		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.
Bridges:						Overhead highway crossings:			
Stone ...	2	260		105	155	Trestles	1	15	
Iron ...	1	85				Overhead railway crossings:			
Wooden.	1								
Total..	3	345							
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 Seabasticook and Moosehead Railroad Company for the Year Ending June 30, 1898.

HISTORY.

Name of common carrier making this report. Seabasticook and Moosehead Railroad Company.

Date of organization. July 24, 1886.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
S. D. Lake.....	Albion, Me.....	Tuesday following July 15, 1898.
Z. D. Lancaster.....	Pittsfield, Me.....	Tuesday following July 15, 1898.
W. L. Pushor.....	Pittsfield, Me.....	Tuesday following July 15, 1898.
H. C. Fuller.....	Hartland, Me.....	Tuesday following July 15, 1898.
A. B. Thompson.....	Pittsfield, Me.....	Tuesday following July 15, 1898.

Date of last meeting of stockholders for election of directors, July 20, 1897.

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.....	S. D. Lake.....	Pittsfield, Me.
President.....	S. D. Lake.....	Pittsfield, Me.
Secretary.....	J. W. Manson.....	Pittsfield, Me.
Treasurer.....	E. L. Van Etten.....	Pittsfield, Me.
General Manager.....	Z. D. Lancaster.....	Pittsfield, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sebasticook & Moosehead R. R..	Pittsfield.....	Hartland.....	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 00	\$180,000 00		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANECUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—per cent.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort	Oct. 1895.	Oct. 1925	\$250,000	\$100,000	\$100,000	\$70,000	5	Oct. 1 Apr. 1	\$5,000	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$100,000 00	\$100,000 00	\$5,000 00	

RECAPITULATION.

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Sebasticook and Moosehead Railroad	\$180,000 00	\$70,000 00	\$250,000 00		

INCOME ACCOUNT.

Gross earnings from operation	\$8,935 85	
Less operating expenses.....	6,411 85	
Income from operation	\$2,524 00	
Total income.....		\$2,524 00

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$3,403 30
Express			484 45
Total passenger earnings.....			\$3,887 75
Freight:			
Freight revenue	\$5,053 76		
Less repayments.....		\$5 66	
Total freight revenue			5,048 10
Total passenger and freight earnings...			\$8,935 85
Total gross earnings from operation....			\$8,935 85

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,264 78
Renewals of ties.....	137 60
Repairs and renewals of bridges and culverts.....	33 78
Other expenses.....	87 10
Total.....	\$1,523 26
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$27 35
Repairs and renewals of passenger cars.....	3 55
Repairs and renewals of freight cars.....	9 50
Total.....	\$39 40
Conducting transportation:	
Engine and roundhouse men.....	\$1,272 75
Fuel for locomotives.....	1,342 92
Water supply for locomotives.....	50 00
Oil, tallow and waste for locomotives.....	27 57
Other supplies for locomotives.....	6 05
Train service.....	480 00
Train supplies and expenses.....	9 50
Station service.....	720 00
Station supplies.....	24 69
Car mileage—balance.....	79 44
Total.....	\$4,012 92
General expenses:	
Salaries of general officers.....	\$600 00
General office expenses and supplies.....	94 90
Law expenses.....	141 37
Total.....	\$836 27
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,523 26
Maintenance of equipment.....	39 40
Conducting transportation.....	4,012 92
General expenses.....	836 27
Grand total.....	\$6,411 85

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	313	\$600 00	\$1 91
Station agents	2	626	660 00	1 05
Other station men	2	626	60 00	09½
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	628	784 78	1 25
Switchmen, flagmen, and watchmen	1	365	401 50	1 10
Total (including "general officers")	12	3,810	\$4,335 28	\$11 25
Less "general officers"	1	313	600 00	1 91
Total (excluding "general officers")	11	3,497	\$3,735 28	\$9 34

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	8,508			
Number of passengers carried one mile	68,064			
Number of passengers carried one mile per mile of road	1,064			
Average distance carried .....	.8			
Total passenger revenue		3,403	30	
Average amount received from each passenger			49	
Total passenger earnings		3,887	75	
Passenger earnings per mile of road		485	97	
Freight traffic:				
Number of tons carried of freight earning revenue	7,316			
Number of tons carried one mile	58,528			
Number of tons carried one mile per mile of road	914			
Average distance haul of one ton .....	.8			
Total freight revenue		5,048	10	
Total freight earnings		5,408	10	
Freight earnings per mile of road		631	01	
Passenger and freight:				
Passenger and freight revenue		8,451	40	
Passenger and freight revenue per mile of road		1,056	42 5	
Passenger and freight earnings		8,935	85	
Passenger and freight earnings per mile of road		1,116	98	
Gross earnings from operation		8,935	85	
Gross earnings from operation per mile of road		1,116	98	
Operating expenses		6,411	85	
Operating expenses per mile of road		801	48	
Income from operation		2,524	00	
Income from operation per mile of road		315	50	
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	....	Westinghouse.		
Cars owned and leased:						
In passenger service—						
First-class cars.....		1				
Combination cars.....		1				
Total		2				
In freight service—						
Flat cars		6				
Total cars owned		8				

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.....	8	.....	.....	8	.....	.....	8

Report of the Somerset Railway Company for the Year Ending June 30, 1898.

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 14, 1898.
A. J. Libby.....	Embsden, Maine.....	September 14, 1898.
B. P. J. Weston.....	Madison, Maine.....	September 14, 1898.
David K. Phillips.....	Swampscot, Mass.....	September 14, 1898.
R. W. Dunn.....	Waterville, Maine.....	September 14, 1898.
W. M. Dunn.....	Waterville, Maine.....	September 14, 1898.
E. F. Webb.....	Waterville, Maine.....	September 14, 1898.
Omar Clark.....	Carratunk, Maine.....	September 14, 1898.
A. R. Small.....	Oakland, Maine.....	September 14, 1898.
Thomas Flint.....	San Juan, California.....	September 14, 1898.
W. M. Ayer.....	Oakland, Maine.....	September 14, 1898.

Total number of stockholders at date of last election, 36.

Date of last meeting of stockholders for election of directors, September 8, 1897.

Post office address of general office, Oakland, Me.

Post office address of operating office, Oakland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President.....	R. W. Dunn.....	Oakland, Me.
First Vice-President.....	F. W. Hill.....	Exeter, 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	\$573,600 00		
Somerset Railroad bonds and coupon interest not converted				163,048 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.....			3		5,736	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bonds or obligations.	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, 1898.	
Cash	\$ 809 36	Loans and bills payable	\$69,220 64
Bills receivable	8,885 50	Audited vouchers and accounts.	3,526 06
Due from agents	7,458 89	Wages and salaries.....	2,369 89
Due from solvent companies and individuals	1,455 64	Net traffic balances due to other companies	1,659 37
Other cash assets (excluding "materials and supplies") *	901 33	Miscellaneous	3,411 73
Total—cash and current assets	\$19,510 72		
Balance—current liabilities..	60,676 97		
Total	\$80,187 69	Total—current liabilities.	\$80,187 69

* Materials and supplies on hand, \$12,299.20.

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	\$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, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Real estate	\$1,423 00			
Equipment:					
Locomotives	\$960 00			
Total equipment.....	\$960 00	\$ 29,298 05	\$ 30,258 05	\$ 719 00
Total construction.....	1,040,660 02	1,042,083 02	24,776 00
Grand total cost construction, equipment, etc.....	\$960 00	\$1,069,958 07	\$1,072,341 07	\$25,495 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$67,133 98	
Less operating expenses.....	53,941 31	
Income from operation		\$13,192 57
Deductions from income:		
Interest on funded debt accrued	\$11,250 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	5,008 27	
Taxes	591 24	
Other deductions	190 55	
Total deductions from income		\$17,040 06
Deficit from operations of year ending June 30, 1898.....		\$ 3,847 49
Surplus on June 30, 1897.....		66,162 03
Surplus on June 30, 1898.....		\$62,314 54

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$20,134 11
Mail			2,989 13
Express			1,674 42
Extra baggage and storage.			266 51
Total passenger earnings.....			\$25,064 17
Freight:			
Freight revenue.....	\$42,105 42		
Less repayments— Overcharge to shippers.....		\$156 54	
Total freight revenue			41,948 88
Total passenger and freight earnings...			\$67,013 05
Other earnings from operation:			
Telegraph companies.....			120 83
Total gross earnings from operation ..			\$67,133 88

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$16,160 14
Renewals of rails.....	4,415 64
Renewals of ties.....	1,557 79
Repairs and renewals of bridges and culverts.....	1,593 02
Repairs and renewals of buildings and fixtures.....	1,306 68
Total.....	\$25,033 27
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,664 36
Repairs and renewals of passenger cars.....	437 42
Repairs and renewals of freight cars.....	964 71
Repairs and renewals of work cars.....	65 91
Repairs and renewals of shop machinery and tools.....	896 77
Total.....	\$4,029 17
Conducting transportation:	
Engine and roundhouse men.....	\$3,207 86
Fuel for locomotives.....	5,593 18
Water supply for locomotives.....	272 06
Other supplies for locomotives.....	153 29
Train service.....	2,816 68
Train supplies and expenses.....	340 80
Switchmen, flagmen and watchmen.....	858 00
Station service.....	4,371 78
Station supplies.....	720 92
Car mileage—balance.....	379 22
Loss and damage.....	147 76
Advertising.....	45 45
Stationery and printing.....	150 00
Total.....	\$19,057 00
General expenses:	
Salaries of general officers.....	\$2,450 00
Salaries of clerks and attendants.....	1,309 00
General office expenses and supplies.....	340 79
Insurance.....	518 87
Law expenses.....	101 23
Stationery and printing (general offices).....	339 17
Other expenses.....	762 81
Total.....	\$5,821 87
Recapitulation of expenses:	
Maintenance of way and structures.....	\$25,033 27
Maintenance of equipment.....	4,029 17
Conducting transportation.....	19,057 00
General expenses.....	5,821 87
Grand total.....	\$53,941 31

Percentage of expenses to earnings, 84.13.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,040,660 02	Cost of road.....		\$1,042,083 02	\$1,423 00	
	29,298 05	Cost of equipment.....		30,258 05	960 00	
	21,149 15	Cash and current assets.....		19,510 72		\$1,638 43
		Other assets:				
	12,754 05	Materials and supplies.....		12,299 20		454 85
	\$1,103,861 27	Grand total		\$1,104,150 99	\$2,383 00	\$2,093 28
		LIABILITIES.				
	\$766,648 76	Capital stock		\$736,648 76		
	225,000 00	Funded debt		225,000 00		
	76,050 48	Current liabilities.....		80,187 69	\$4,137 21	
	66,162 03	Profit and loss....				3,847 49
	\$1,103,861 27	Grand total		\$1,104,150 99	\$4,137 21	\$3,847 49

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%	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	939	\$2,450 00	\$2 61
General office clerks	2	626	1,309 00	2 09
Station agents	8	2,504	3,742 00	1 49
Other station men.....	2	626	629 78	1 01
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	4	1,252	1,508 34	1 20
Machinists	2	626	1,157 40	1 85
Carpenters	2	453	890 70	1 90
Other shopmen	1	313	547 75	1 75
Section foremen	8	2,504	3,605 76	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
Total (including "general officers")	63	18,920	\$28,438 70	\$1 50
Less "general officers".....	5	626	2,450 00	2 44
Total (excluding "general officers").....	58	18,294	\$25,988 70	\$1 42
Distribution of above:				
General administration.....	7	1,565	\$ 3,759 00	\$2 40
Maintenance of way and structures	26	8,138	10,877 71	1 34
Maintenance of equipment.....	6	1,705	3,018 40	1 77
Conducting transportation	24	7,512	10,783 59	1 44

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	25,263			
Number of passengers carried one mile	567,667			
Number of passengers carried one mile per mile of road	13,497			
Average distance carried	22.47			
Total passenger revenue		20,134	11	
Average amount received from each passenger				79 698
Average receipts per passenger per mile				3 547
Total passenger earnings		25,064	17	
Passenger earnings per mile of road		595	91	464
Passenger earnings per train mile			52	184
Freight traffic:				
Number of tons carried of freight earning revenue	59,543			
Number of tons carried one mile	1,291,043			
Number of tons carried one mile per mile of road	30,695			
Average distance haul of one ton	21.68			
Total freight revenue		41,948	88	
Average amount received for each ton of freight				70 451
Average receipts per ton per mile				3 249
Total freight earnings		41,948	88	
Freight earnings per mile of road		997	35	806
Freight earnings per train mile			1	48 345
Passenger and freight:				
Passenger and freight revenue		62,082	99	
Passenger and freight revenue per mile of road		1,476	05	777
Passenger and freight earnings		67,013	05	
Passenger and freight earnings per mile of road		1,593	27	271
Gross earnings from operation		67,133	88	
Gross earnings from operation per mile of road		1,596	14	551
Gross earnings from operation per train mile				87 978
Operating expenses		53,941	31	
Operating expenses per mile of road		1,282	48	478
Operating expenses per train mile				70 689
Income from operation		13,192	57	
Income from operation per mile of road		313	66	072
Train mileage:				
Miles run by passenger trains	45,542			
Miles run by freight trains	20,814			
Miles run by mixed trains	9,952			
Total mileage trains earning revenue	76,308			
Miles run by switching trains	700			
Miles run by construction and other trains	2,442			
Grand total train mileage	79,450			

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	3	3	Westinghouse.		
Freight		3	1	Eames Vacuum.		
Total locomotives in service..	1	6	3	Eames Vacuum.		
Total locomotives owned.		6	3			
Cars—owned and leased:						
In passenger service—						
First-class cars		6	6	Westinghouse	6	Miller.
Combination cars.....		1	1	Westinghouse.		
Baggage, express & postal cars		3	3	Westinghouse	3	Miller.
Total		10	10	.....	9	
In freight service—						
Box cars		14			14	Trojan.
Flat cars		20				
Other cars in freight service....		1			1	Safford.
Total		35			14	
In company's service—						
Derrick cars.....		1				
Caboose cars		1				
Total		2				
Total cars in service.		47	10			
Total cars owned		47	10	Westinghouse.....	24	

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	.....	5.20	36.86
Miles of yard track and sidings.....	.....	4.32	.....	.....	.19	4.32	.....
Total mileage operated (all tracks).....	41.06	1	.....	42.06	.19	9.52	36.86

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.....	325	57 \$26.00	Cedar	7,000	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		1,126.85				48,030	
Freight		663.46				28,278	
Switching		16.40				700	
Construction		57.29				2,442	
Total		1,864			1,864	79,450	46.92
Average cost at distributing point		\$3.75					

BRIDGES, TRESTLES, TUNNELS, Etc.

Items.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.						Ft.	In.
Bridges:						Overhead high way crossings:		
Stone ...	4	471		16	400	Bridges		
Iron. ...	5	1,552		22	580	Total		
Wooden,								
Total .	9	2,023				Overhead railway crossings:		
Trestles:	2	184		88	96	Bridges		
						Total		

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	42.06	Postal Telegraph Cable Company.

Report of the St. Croix and Penobscot Railroad Company for the Year Ending June 30, 1898.

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, Me.....	
James Mitchell.....	Rockland, Me.....	
Wm. S. Mitchell.....	Rockland, Me.....	
George A. Curran	Calais, Me.....	
Geo. A. Murenie	Calais, Me.....	

Total number of stockholders at date of last election, 44.

Date of last meeting of stockholders for election of directors, September 5, 1897.

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 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.	1864	1879	\$86,000	\$95,200	\$33,000	.....	6	Jan. & July	\$1,980	
2d mortgage..	1864	1879	18,000	17,500	10,100	.....	6	.....	606	
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	\$5,280

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	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Cash.....	\$1,628 26	Audited vouchers and accounts.....	\$ 108 18
Due from solvent companies and individuals	5,429 68	Matured interest coupons unpaid	3,879 00
		Total—current liabilities,	\$3,987 18
		Balance—cash assets ...	3,070 76
Total—cash and current assets	\$7,057 94	Total	\$7,057 94

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 00	\$100,000 00	.....	21	\$4,762 00
Bonds	131,100 00	131,100 00	.....	21	6,243 00
Total	\$231,100 00	\$231,100 00	.....	21	\$11,005 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.
St. Croix & Penobscot R. R. .	\$100,000 00	\$131,100 00	\$231,100 00	21	\$11,005 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1897.	Total cost to June 30, 1898.	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 .....	.....	.....	.....	\$364,000 00	\$364,000 00	\$17,333 33
Grand total cost construction, equipment, etc.....	.....	.....	.....	\$364,000 00	\$364,000 00	\$17,333 33

INCOME ACCOUNT.

Gross earnings from operation.....	\$25,643 98	
Less operating expenses.....	15,372 81	
Income from operation		\$10,271 17
Miscellaneous income—less expenses		248 75
Total income		\$10,519 92
Deductions from income:		
Interest on funded debt accrued	\$7,868 00	
Taxes	427 82	
Total deductions from income.....		8,293 82
Surplus from operations of year ending June 30, 1898.....		\$ 2,226 10
Surplus on June 30, 1897		133,774 66
		\$136,000 76
Deductions for year		30 00
Surplus on June 30, 1898.....		\$135,970 76

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$2,712 46		
Total passenger revenue			\$2,712 46
Mail			912 72
Total passenger earnings.....			\$3,625 18
Total freight earnings			22,018 80
Total passenger and freight earnings.....			\$25,643 98
Total gross earnings from operation			\$25,643 98

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rent of buildings and land.....	\$248 75		\$248 75

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$2,511 35
Renewals of ties	604 49
Repairs and renewals of bridges and culverts	546 71
Repairs and renewals of fences, road crossings, signs and cattle guards	71 58
Repairs and renewals of buildings and fixtures	205 17
Total	\$3,939 30
Maintenance of equipment:	
Repairs and renewals of locomotives	\$957 46
Repairs and renewals of passenger cars	139 92
Repairs and renewals of freight cars	687 16
Repairs and renewals of work cars	7 43
Repairs and renewals of shop machinery and tools	299 90
Total	\$2,091 87
Conducting transportation:	
Engine and roundhouse men	\$1,750 80
Fuel for locomotives	1,212 77
Water supply for locomotives	36 00
Oil, tallow, and waste for locomotives	120 51
Train service	1,100 25
Train supplies and expenses	100 22
Switchmen, flagmen and watchmen	516 75
Telegraph expenses	184 91
Station service	1,375 99
Station supplies	83 92
Car mileage—balance	16 23
Loss and damage	12 20
Advertising	24 55
Stationery and printing	15 69
Total	\$6,550 79
General expenses:	
Salaries of general officers	\$1,800 00
Salaries of clerks and attendants	354 00
General office expenses and supplies	192 34
Insurance	444 51
Total	\$2,790 85
Recapitulation of expenses:	
Maintenance of way and structures	\$3,939 30
Maintenance of equipment	2,091 87
Conducting transportation	6,550 79
General expenses	2,790 85
Grand total	\$15,372 81

Percentage of expenses to earnings, 60.00.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$364,000 00	{ Cost of road... Cost of equip. ment..... }	.....	\$364,000 00		
	2,280 84	Cash and current assets.....	.....	7,057 94	\$4,777 10	
	\$366,280 84	Grand total.....	.....	\$371,057 94	\$4,777 10	
		LIABILITIES.				
	\$100,000 00	Capital stock .....	.....	\$100,000 00		
	131,100 00	Funded debt .....	.....	131,100 00		
	1,406 18	Current liabilities .....	.....	3,987 18	\$2,581 00	
	133,774 66	Profit and loss... ..	.....	135,970 76	2,196 10	
	\$366,280 84	Grand total .....	.....	\$371,057 94	\$4,777 10	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount of mortgage per mile of line.
	From—	To—			
First mortgage.....	Calais.....	Baring	5	} 4,190	\$6,600
Second mortgage	Calais.....	Baring	5		2,020
First mortgage	Baring.....	Princeton	16		
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
General office clerks.....	1	236	354 00	1 50
Station agents.....	5	1,250	1,300 08	1 04
Other station men.....	1	152	182 46	1 20
Enginemen.....	3	672	1,193 68	1 78
Firemen.....	3	641	810 72	1 26
Conductors.....	3	551	876 97	1 59
Other trainmen.....	3	535	673 28	1 26
Machinists.....	2	517	981 25	1 80
Carpenters.....	1	314	576 00	1 83
Other shopmen.....	3	611	749 34	1 23
Section foremen.....	2	534	754 64	1 41
Other trackmen.....	4	957	1,190 82	1 24
Switchmen, flagmen and watchmen.....	3	423	516 75	1 22
All other employees and laborers.....	3	622	770 81	1 24
Total (including "general officers").....	39	8,641	\$12,680 80	\$1 47
Less "general officers".....	2	626	1,800 00	2 88
Total (excluding "general officers").....	37	8,015	\$10,880 80	\$1 36
Distribution of above:				
General administration.....	3	862	\$2,154 00	\$2 50
Maintenance of way and structures.....	9	2,482	3,262 84	1 31
Maintenance of equipment.....	7	1,073	1,710 05	1 59
Conducting transportation.....	20	4,224	5,558 91	1 31

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	6,535			
Number of passengers carried one mile.	112,168			
Number of passengers carried one mile per mile of road	5,341			
Average distance carried	17.16			
Total passenger revenue		2,712	48	
Average amount received from each passenger			41	507
Average receipts per passenger per mile			01	976
Total passenger earnings		3,625	18	
Passenger earnings per mile of road		172	62	762
Passenger earnings per train mile			95	024
Freight traffic:				
Number of tons carried of freight earning revenue	62,586			
Number of tons carried one mile	392,446			
Number of tons carried one mile per mile of road	18,689			
Average distance haul of one ton	6.27			
Total freight revenue		22,018	80	
Average amount received for each ton of freight			35	182
Average receipts per ton per mile			05	611
Total freight earnings		22,018	80	
Freight earnings per mile of road		1,048	51	429
Freight earnings per train mile			1	37 665
Passenger and freight:				
Passenger and freight revenue		24,731	26	
Passenger and freight revenue per mile of road		1,177	67	905
Passenger and freight earnings		25,643	98	
Passenger and freight earnings per mile of road		1,221	14	190
Gross earnings from operation		25,643	98	
Gross earnings from operation per mile of road		1,221	14	190
Gross earnings from operation per train mile			1	29 445
Operating expenses		15,372	81	
Operating expenses per mile of road		732	03	857
Operating expenses per train mile			77	601
Income from operation		10,271	17	
Income from operation per mile of road		489	10	333
Train mileage:				
Miles run by freight trains	4,550			
Miles run by mixed trains	15,260			
Total mileage trains earning revenue	19,810			
Miles run by construction and other trains	5,289			
Grand total train mileage	25,099			

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 :						
Passenger		1				
Freight		3				
Total locomotives in service.....		4				
Cars—owned and leased :						
In passenger service—						
Second-class cars		4				
Baggage, express and postal cars		1				
Total		5				
In freight service—						
Box cars		4				
Flat cars		48				
Other cars in freight service.....		143				
Total		195				
In company's service—						
Gravel cars		4				
Total cars in service.		204				
Total cars owned		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.

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

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar	3,805	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—mixed.....		311 16			311.16	15,260	45.67
Freight.....				128	64	4,550	31.51
Switching				146	73	5,289	30.91
Total.....		311.16		274	448.16	25,099	40

Average cost at distributing point—wood, \$1.19 per cord; coal, \$2.85 per ton.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains and engines					1			1

May 27, 1898, Daniel T. Dooley fell from forward end of a flat car of construction train, wheels of car passed over him, breaking both legs, from the effects of which he died in seven hours. Said train consisted of engine and two platform cars, hired to J. B. Carter, contractor on Washington County Railroad and was returning at night from that road. Dooley was one of Carter's employees.

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	85.6				Bridges	2	13.6	
Steel ..	2	494		216	278	Overhead railway crossings:			
Wooden.									
Total..	3	579.6							
Trestles ..	1	360							

Gauge of track, 4 feet, 8½ inches—21 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
21	23	New England Tel. and Tel. Co.	New England Tel. and Tel. Co.

Report of the Wiscasset and Quebec Railroad Company for the Year Ending June 30, 1898.

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.
Llewellyn Libbey.....	Albion, Maine.....	
William D. Patterson.....	Wiscasset, Maine.....	
Solomon E. Hopkins.....	Cooper's Mills, Maine...	
Ora O. Crosby.....	Albion, Maine.....	
Godfrey P. Farley.....	Wiscasset, Maine.....	
Andrew Lacy.....	Wiscasset, Maine.....	
Ernest F. Agrault.....	New York City, N. Y.....	
Edward E. McCarney.....	Wiscasset, Me.....	

Total number of stockholders at date of last election, 493.

Date of last meeting of stockholders for election of directors, October 20, 1897.

Post office address of general office, Wiscasset, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Albert M. Card.....	Wiscasset, Maine.
President.....	Albert M. Card.....	Wiscasset, Maine.
First Vice-President.....	Godfrey P. Farley.....	Wiscasset, Maine.
Secretary.....	William D. Patterson...	Wiscasset, Maine.
Treasurer.....	William D. Patterson...	Wiscasset, Maine.
Auditor.....	William D. Patterson...	Wiscasset, Maine.
General Manager.....	Godfrey P. Farley.....	Wiscasset, Maine.
General Superintendent.....	Edward E. McCarney...	Wiscasset, Maine.
General Freight Agent.....	William D. Patterson...	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 00	\$185,500 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	\$200 00	1,855	\$178,300 00

\$3,085.25 has been received upon authorized stock not yet fully paid.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANECUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—per cent.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mort. gold bonds	Aug. 1 1896.	Aug. 1 1916	\$600,000	\$168,700	\$168,700	.....	5	Feb. 1 Aug. 1	\$8,222 08	

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.
9. Holmes' note.....	1895. 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 outstanding.	Amount accrued during year.	Amount paid during year.	
1. Holmes' note.	\$330 00	\$670 00	\$670 00	.....	.....	\$40 20	.....	6
2. Holmes' note.	330 00	670 00	670 00	.....	.....	40 20	.....	6
3. Holmes' note.	577 50	1,172 50	1,172 50	.....	.....	70 35	.....	6
4. Holmes' note.	596 00	894 00	447 00	.....	.....	26 82	.....	6
5. Holmes' note.	552 75	1,122 25	1,122 25	.....	.....	67 34	.....	6
6. Holmes' note.	1,320 00	2,680 00	2,680 00	.....	.....	160 80	.....	6
7. Holmes' note.	1,355 64	2,752 36	2,752 36	.....	.....	165 14	.....	6
8. Holmes' note.	1,045 74	1,568 60	1,468 60	.....	.....	101 16	.....	6
9. Holmes' note.	1,079 50	2,095 50	2,095 50	.....	.....	125 73	.....	6
Total	\$7,187 13	\$13,625 21	\$13,078 21	.....	.....	\$797 74	\$97 78	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$168,700 00	\$168,700 00	\$8,222 08	
Equipment trust obligations.....	13,625 00	13,078 21	797 74	\$97 78
Total	\$182,325 00	\$181,778 21	\$9,019 82	\$97 78

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.	
Bills receivable	\$336 53	Loans and bills payable.....	\$89,800 01
Due from agents	1,593 59	Audited vouchers and accounts	19,031 19
Due from solvent companies and individuals	2,068 71	Wages and salaries	3,922 22
Total—cash and current assets	\$3,998 83	Matured interest coupons unpaid (including coupons due July 1).....	17,059 62
Balance—current liabilities..	125,814 21	Total—current liabilities..	\$129,813 04
Total	\$129,813 04		

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	\$185,500 00	.....	.....	43.46	\$4,268 29
Bonds.....	168,700 00	.....	.....	43.46	3,881 73
Equipment trust obligations	13,078 21	.....	.....	43.46	300 92
Total.....	\$367,278 21	.....	.....	43.46	\$8,450 94

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Wiscasset and Quebec Railroad	\$185,500 00	\$181,778 21	\$367,278 21	43.46	\$8,450 94

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1897.	Total cost to June 30, 1898.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
Construction:					
Engineering.....			\$11,281 88	\$11,281 88	
Right of way and station grounds.....		\$ 179 50	4,060 48	4,239 98	
Real estate.....			4,960 00	4,960 00	
Grading.....		2,666 13	140,698 81	143,364 94	
Bridges, trestles and culverts.....		585 98	15,540 39	16,126 37	
Ties.....		640 76	17,136 83	17,777 59	
Rails.....					
Track fastenings.....		75 00	71,702 96	71,777 96	
Frogs and switches.....					
Fencing right of way.....		57 69	7,291 96	7,349 65	
Station buildings and fixtures.....		2,019 01	11,799 46	13,818 47	
Docks and wharves.....			3,081 62	3,081 62	
Road built by contract.....		48,000 00		48,000 00	
Interest and discount.....		7,536 68	27,571 11	35,107 79	
General expenses.....		3,110 56	49,096 89	52,207 45	
Total construction.....		\$64,871 31	\$364,222 39	\$429,093 70	\$9,873 30
Equipment:					
Locomotives.....		\$124 75	\$10,030 17	\$10,154 92	
Passenger cars.....			5,750 00	5,750 00	
Baggage, express and postal cars.....			1,025 00	1,025 00	
Freight cars.....			11,446 39	11,446 39	
Other cars of all classes.....		16 94	3,241 78	3,258 72	
Total equipment.....		\$141 69	\$31,493 34	\$31,635 03	\$727 91
Total construction.....		64,871 31	364,222 39	429,093 70	9,873 30
Grand total cost construction, equipment, etc.....		\$65,013 00	\$395,715 73	\$460,728 73	\$10,601 21

INCOME ACCOUNT.

Gross earnings from operation.	\$20,935 45	
Less operating expenses.....	23,507 40	
Deficit.....		\$2,571 95
Interest on bonds owned.....		12 45
Deficit.		\$2,559 50
Deductions from income:		
Interest on funded debt accrued.	\$9,019 82	
Taxes	72 37	
Total deductions from income.....		9,092 19
Deficit from operations of year ending June 30, 1898....		\$11,651 69
Deficit, on June 30, 1897.....		24,511 83
Deficit on June 30, 1898		\$36,163 52

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$6,008 69		
Less repayments—			
Excess fares refunded.....		\$77 85	
Total passenger revenue			\$5,980 84
Mail			3,481 20
Express			686 74
Extra baggage and storage.....			15 55
Total passenger earnings.....			\$10,064 33
Freight:			
Freight revenue	\$10,739 34		
Less repayments—			
Overcharge to shippers.....		\$339 60	
Total freight earnings			10,399 74
Total passenger and freight earnings.			\$20,464 07
Other earnings from operation:			
Hire of equipment—balance			471 38
Total gross earnings from operation....			\$20,935 45

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Town of China	\$2,800 00	3 $\frac{1}{2}$	\$12 45	\$2,800 00

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$8,162 47
Repairs and renewals of bridges and culverts	46 82
Repairs and renewals of fences, road crossings, signs, and cattle guards	54 12
Repairs and renewals of buildings and fixtures	15 00
Total	\$8,278 41
Maintenance of equipment:	
Superintendence	\$276 75
Repairs and renewals of locomotives	931 03
Repairs and renewals of passenger cars	295 70
Repairs and renewals of freight cars	237 94
Repairs and renewals of work cars	160 67
Repairs and renewals of shop machinery and tools	51 56
Total	\$1,953 65
Conducting transportation:	
Engine and roundhouse men	\$2,265 62
Fuel for locomotives	2,475 98
Water supply for locomotives	96 50
Oil, tallow and waste for locomotives	246 95
Other supplies for locomotives	6 52
Train service	1,666 13
Train supplies and expenses	422 74
Switchmen, flagmen and watchmen	732 25
Station service	2,801 26
Station supplies	309 30
Loss and damage	15 25
Advertising	76 99
Stationery and printing	10 50
Total	\$11,125 99
General expenses:	
Salaries of general officers	\$725 00
Salaries of clerks and attendants	702 00
General office expenses and supplies	354 13
Insurance	250 00
Law expenses	53 52
Stationery and printing (general offices)	64 70
Total	\$2,149 35
Recapitulation of expenses:	
Maintenance of way and structures	\$8,278 41
Maintenance of equipment	1,953 65
Conducting transportation	11,125 99
General expenses	2,149 35
Grand total	\$23,507 40

Percentage of expenses to earnings, 112%.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$364,222 39	Cost of road.....	.....	\$429,093 70	\$64,871 31	
	31,493 34	Cost of equipment.....	.....	31,635 03	141 69	
	4,100 00	Bonds owned.....	.....	2,800 00	.....	\$1,306 00
	4,078 62	Cash and current assets.....	.....	3,998 83	.....	79 79
		Other assets:				
	24,511 83	Profit and loss.....	.....	36,163 52	11,651 69	
	\$428,406 18	Grand total.....	.....	\$503,691 08	\$76,664 69	\$1,379 79
		LIABILITIES.				
	\$188,585 25	Capital stock.....	.....	\$188,585 25		
	130,678 21	Funded debt.....	.....	181,778 21	\$51,100 00	
	107,688 42	Current liabilities.....	.....	129,813 04	22,124 62	
	2,450 00	Accrued interest on funded debt not yet payable.....	.....	3,514 58	1,064 58	
	\$429,401 88	Grand total.....	.....	\$503,691 08	\$74,289 20	

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.....	Wiscasset.....	Pittsfield.....		

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.....	11,255			
Number of passengers carried one mile.....	191,621			
Number of passengers carried one mile per mile of road.....	4,409			
Average distance carried.....	17.03			
Total passenger revenue		5,930	84	
Average amount received from each passenger.....			52	695
Average receipts per passenger per mile.....			03	095
Total passenger earnings		10,064	33	
Passenger earnings per mile of road.....		231	58	
Passenger earnings per train mile.....			32	038
Freight traffic:				
Number of tons carried of freight earning revenue	8,155			
Number of tons carried one mile.....	221,551			
Number of tons carried one mile per mile of road.....	5,097			
Average distance haul of one ton	27.17			
Total freight revenue		10,399	74	
Average amount received for each ton of freight.....		1	27	642
Average receipts per ton per mile			04	694
Total freight earnings.....		10,399	74	
Freight earnings per mile of road.....		239	29	
Freight earnings per train mile			35	651
Passenger and freight:				
Passenger and freight revenue.....		16,330	58	
Passenger and freight revenue per mile of road		375	76	
Passenger and freight earnings		20,464	07	
Passenger and freight earnings per mile of road.....		470	87	
Gross earnings from operation		20,935	45	
Gross earnings from operation per mile of road		481	72	
Gross earnings from operation per train mile.....			34	396
Operating expenses		23,507	40	
Operating expenses per mile of road.....		540	90	
Operating expenses per train mile			38	622
Train mileage:				
Miles run by passenger trains.....	31,413			
Miles run by mixed trains.....	29,451			
Total mileage trains earning revenue.....	60,865			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Name.
Total locomotives in service.....	3	3	3	Eames Vacuum.		
Total locomotives owned		3	3	Eames Vacuum.		
Cars—owned and leased:						
In passenger service—						
First-class cars.....	2	2				
Baggage, express, and postal cars	2	2				
Total		4	4	Eames Vacuum.....	Miller.	
In freight service—						
Box cars	17	17				
Flat cars	14	14				
Coal cars	4	4				
Total		35				
In company's service—						
Caboose cars	1	1				
Other road cars	14	14				
Total		15				
Total cars owned		54				

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.....	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:			
Stone ...	1	112.8		112.8		112.8		Bridges			
Iron. ...	15	3,647.4		8		213.3		Total			
Wooden,											
Total .	16	3,760						Overhead railway crossings:			
Trestles:	7	615.4		49		150.7		Bridges			
								Total			

Gauge of track, 2 feet—43.46 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1898.

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 26, 1898.
Joseph S. Ricker	Deering, Me.....	October 26, 1898.
Samuel C. Lawrence.....	Medford, Mass.....	October 26, 1898.
Frank Jones.....	Portsmouth, N. H.....	October 26, 1898.
J. E. Staples	York Village, Me.....	October 26, 1898.
H. E. Evans.....	York Village, Me.....	October 26, 1898.
E. S. Marshall	York Harbor, Me... ..	October 26, 1898.

Total number of stockholders at date of last election, 88.

Date of last meeting of stockholders for election of directors, October 27, 1897.

Post office address of general office, Roston, 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.	11.17	

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 00	\$300,000 00	4%	\$12,000 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 ... ..			.....	.....	\$6,000	\$300,000

Total common stock authorized by charter, 10,700 shares, \$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 crediting 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, 1898.	
Cash.....	\$478 56	Miscellaneous—B. & M. R. R..	\$2,317 62
Bills receivable.....	20,000 00	Total current liabilities..	\$2,317 62
Due from solvent companies and individuals.....	400 00	Balance—cash assets.....	18,560 94
Total.....	\$20,878 56	Total.....	\$20,878 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.....	\$300,000 00	\$300,000 00	.....	11.17	\$26,858 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.
York Harbor & Beach R. R. ..	\$300,000 00	.....	\$300,000 00	11.17	\$26,858 00

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1897.	Total cost to June 30, 1896.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Engineering.....				\$12,529 95	\$1,121 75
Right of way and station grounds.....				19,360 42	1,733 25
Real estate.....					
Grading, bridge culvert masonry.....				129,076 34	11,555 63
Bridges, trestles and culverts.....				43,370 98	3,909 67
Ties.....					
Rails.....				72,290 21	6,471 82
Track fastenings.....					
Station buildings and fixtures.....				21,896 26	1,960 27
Shops, roundhouses and turntables.....					
Shop machinery and tools.....				1,175 84	105 27
Total construction.....			\$300,000 00	\$300,000 00	\$26,857 65

INCOME ACCOUNT.

Gross earnings from operation.....	\$30,819 04	
Less operating expenses.....	22,909 09	
Income from operation.....		\$7,909 95
Miscellaneous income—less expenses.....		1,114 33
Total income.....		\$9,024 28
Deductions from income:		
Taxes.....		518 66
Net income.....		\$8,505 62
Dividends, 4% common stock.....		12,000 00
Deficit from operations of year ending June 30, 1898.....		\$3,494 38
Surplus on June 30, 1897.....		22,055 32
Surplus on June 30, 1898.....		\$18,560 44

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$22,058 19		
Less repayments—			
Tickets redeemed.....		\$ 2 30	
Excess fares refunded		297 75	
Total deductions		\$300 05	
Total passenger revenue			\$21,758 14
Mail			302 48
Express			525 00
Extra baggage and storage			234 54
Total passenger earnings.....			\$22,820 16
Freight:			
Freight revenue..	\$7,876 45		
Less repayments—			
Overcharge to shippers.....		\$11 24	
Total freight revenue.....			7,865 21
Total passenger and freight earnings.....			\$30,685 37
Other earnings from operation:			
Telegraph companies.....			133 67
Total gross earnings from operation			\$30,819 04

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents of lands			\$291 09
Interest			823 24
Total.....			\$1,114 33

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$4,131 06
Renewals of ties.....	972 59
Repairs and renewals of bridges and culverts.....	874 34
Repairs and renewals of fences, road crossings, signs and cattle guards.....	270 19
Repairs and renewals of buildings and fixtures.....	592 12
Total.....	\$6,840 30
Conducting transportation:	
Engine and roundhouse men.....	\$2,263 96
Fuel for locomotives.....	2,839 25
Oil, tallow and waste for locomotives.....	59 76
Train service.....	1,794 21
Switchmen, flagmen and watchmen.....	1,188 30
Telegraph expenses.....	566 74
Station service.....	1,958 05
Station supplies.....	211 45
Car mileage—balance.....	2,035 95
Hire of equipment—balance.....	1,990 39
Loss and damage.....	17 75
Injuries to persons.....	24 50
Advertising.....	201 51
Stationery and printing.....	135 38
Total.....	\$15,287 20
General expenses:	
Insurance.....	\$321 52
Law expenses.....	378 00
Other expenses.....	82 07
Total.....	\$781 59
Recapitulation of expenses:	
Maintenance of way and structures.....	\$ 6,840 30
Conducting transportation.....	15,287 20
General expenses.....	781 59
Grand total.....	\$22,909 09

Percentage of expenses to earnings—entire line, 74.3%.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1897.		ASSETS.	JUNE 30, 1898.		YEAR ENDING JUNE 30, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,000 00	Cost of road.....		\$300,000 00		
	22,063 32	Cash and current assets.....		20,878 56	.....	\$1,184 76
	\$322,063 32	Grand total		\$320,878 56	.....	\$1,184 76
		LIABILITIES.				
	\$300,000 00	Capital stock		\$300,000 00		
	8 00	Current liabilities		2,317 62	\$2,309 62	
	22,055 32	Profit and loss.....		18,560 94	.....	\$3,494 38
	\$322,063 32	Grand total		\$320,878 56	.....	\$1,184 76

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	8			
Station agents	6	1,413	\$2,373 83	\$1 68
Other station men.....	4	411	478 70	1 15
Enginemen.....	2	324	1,081 20	3 33
Firemen	2	324	664 80	2 05
Conductors	1	233	699 00	3 00
Other trainmen.....	2	328	636 30	1 94
Section foremen	2	623	1,182 75	1 89
Other trackmen.....	6	1,497	2,238 85	1 49
Switchmen, flagmen, and watchmen.....	1	271	406 50	1 50
All other employees and laborers	1	364	468 00	1 28
Total (including "general officers") ..	35	5,788	\$10,224 93	
Less "general officers"	8			
Total (excluding "general officers").....	27	5,788	\$10,224 93	\$1 76
Distribution of above:				
General administration.....	8			
Maintenance of way and structures	8	2,120	\$3,421 60	\$1 61
Conducting transportation	19	3,668	6,803 33	1 85

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	77,922			
Number of passengers carried one mile	671,587			
Number of passengers carried one mile per mile of road	60,124			
Average distance carried	8.61			
Total passenger revenue		21,758	14	
Average amount received from each passenger.....			27	923
Average receipts per passenger per mile			3	239
Total passenger earnings.....		22,820	16	
Passenger earnings per mile of road.....		2,042	99	
Passenger earnings per train mile.....			69	917
Freight traffic:				
Number of tons carried of freight earning revenue	8,922			
Number of tons carried one mile	74,218			
Number of tons carried one mile per mile of road	6,645			
Average distance haul of one ton	8.26			
Total freight revenue		7,865	21	
Average amount received for each ton of freight			87	566
Average receipts per ton per mile			10	597
Total freight earnings.....		7,865	21	
Freight earnings per mile of road.....			704	14
Freight earnings per train mile.....			1	43 920
Passenger and freight:				
Passenger and freight revenue		29,623	35	
Passenger and freight revenue per mile of road.....			2,652	05
Passenger and freight earnings		30,685	37	
Passenger and freight earnings per mile of road			2,747	12
Gross earnings from operation		30,819	04	
Gross earnings from operation per mile of road.....			2,759	09
Gross earnings from operation per train mile			80	881
Operating expenses		22,909	09	
Operating expenses per mile of road			2,050	95
Operating expenses per train mile.....			60	123
Income from operation		7,909	95	
Income from operation per mile of road			708	14
Income from operation per train mile			20	758
Train mileage:				
Miles run by passenger trains	32,639			
Miles run by freight trains.....	5,465			
Total mileage trains earning revenue	38,104			
Miles run by construction and other trains	571			
Grand total train mileage	38,675			

DESCRIPTION OF EQUIPMENT.

Hired of Boston and Maine Railroad.

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.....	11.17	.....	.....	11.17	.....	.....	11.17
Miles of yard track and sidings.....	1.11	.....	.....	1.11	.....	.27	.84
Total mileage operated (all tracks).....	12.28	.....	.....	12.28	.....	.27	12.01

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
			Cedar.....	728	30c.
			Chestnut.....	1,070	45c.
			Pine.....	442	40c.
			Switch.....	156	85c.
			Total.....	2,406	

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	}	889	889	38,675	45.97
Freight							
Switching							
Construction							

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

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes	1	.....	.....	.....	.....	.....	1

Fred Blake, employe, had fingers jammed while coupling.

August 7th—Mrs. Annie Robertson, passenger, fell while car was in motion and was slightly 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: Wooden.	2	63		11		52		Overhead Highway Crossings: Bridges	1		19.11
Total ...	2	63						Trestles	1		18.10
								Total	2		
Trestles,	7	4,709						Overhead Railway Crossings:			

Gauge of track, 4 feet, 8½ inches—11.17 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.
11.17	11.17	Western Union Telegraph Co.	Western Union Telegraph Co ...

STREET RAILWAY REPORTS

For the Year Ending June 30, 1898.

Report of the Augusta, Hallowell and Gardiner Railroad Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$40,620 31
Operating expenses.....		22,072 42
Net income from operation		\$18,547 89
Charges upon income accrued during the year:		
Interest on funded debt	\$9,000 00	
Taxes.....	388 35	
Total charges and deductions from income		9,388 35
Net divisible income		\$9,159 54
Total dividends declared.....		4,800 00
Surplus for year ending June 30, 1898		\$4,359 54
Amount of surplus June 30, 1897		28,952 60
Total surplus June 30, 1898.....		\$33,312 14

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$40,227 48
Receipts from advertising in cars.....		262 50
Receipts from interest on deposits		130 33
Gross income from operation		\$40,620 31
EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies		\$1,004 89
Legal expenses		1,386 37
Maintenance of roadway and buildings:		
Repairs of road-bed and track		1,919 60
Repairs of electric line construction		628 96
Removal of snow and ice		1,196 64
Repairs of buildings.....		3 50
Maintenance of equipment:		
Repairs of cars and other vehicles.....		2,285 06
Car cleaning		578 71
Transportation expenses:		
Cost of electric motive power.....		5,509 01
Wages and compensation of persons employed in conducting transportation		7,658 93
Damages for injuries to persons and property.....		75
Total operating expenses.....		\$22,072 42

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of road and equipment.....	\$174,963 58	
Permanent improvements.....	13,917 14	
Total permanent investments.....		\$188,880 72
Cash and current assets:		
Cash.....	\$8,078 97	
Bills and accounts receivable.....	689 55	
Total cash and current assets.....		8,768 52
Miscellaneous assets:		
Materials and supplies.....		5,499 87
Profit and loss balance—deficit.....		74,662 89
Total.....		\$277,812 00
LIABILITIES.		
Capital stock:		
Common.....	\$120,000 00	
Funded debt.....	150,000 00	
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1).....	4,635 00	
Audited vouchers.....	3,177 00	
Total liabilities.....		\$277,812 00

CAPITAL STOCK.

Capital stock authorized by law, common	\$150,000 00	
Capital stock authorized by votes of company, common...	120,000 00	
Total capital stock outstanding		\$120,000 00
Total number of shares outstanding.....	1,200	
Total number of stockholders	35	
Total stockholders in Maine	29	
Total stock held in Maine.....		\$108,700 00

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

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.	
Number of passengers carried during the year.....	816,115
Number of passengers carried per mile of railway track operated.....	116,588
Number of round trips run	14,395
Number of car miles run.....	201,534
Average number of persons employed.....	36

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	6	14
Open passenger cars equipped for electric power.....	8	
Total passenger cars of all kinds.		14
Number of all above cars with 4 wheels.....		14
Snow plows		1
Gravel car		1
Electric motors		10

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			
Total length, computed as single track.....	7.57			

System of electric motive power in use by the company, Thompson and Houston.

Names of the several cities and towns in which the railways operated by the company are located, Augusta, Hallowell, Farmingdale and Gardiner.

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 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	2
Number of above crossings at which frogs are inserted in the tracks.....	3	

GENERAL REMARKS AND EXPLANATIONS.

The road-bed has been improved by the use of 3,000 new ties and 1,900 yards of ballast. The curves have been straightened by the use of 100 tie rods, and three and one-half miles of track has been bonded, which completes the bonding of the entire road.

The line has been greatly improved by new overhead material and setting one hundred new poles.

The rolling stock has been increased by the purchase of two G. E. 1000-70 horse power motors. Four of the open cars have been equipped with roll shades curtains, and all the cars fitted with electric head lights.

A new waiting room has been built in Augusta at the junction of Grove street and Western avenue.

CORPORATE NAME AND ADDRESS OF THE COMPANY

Augusta, Hallowell and Gardiner Railroad Company, Augusta, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—J. Manchester Haynes, Augusta, Maine.
 Treasurer—Geo. E. Macomber, Augusta, Maine.
 Clerk of Corporation—Henry G. Staples, Augusta, Maine.
 General Manager—Geo. E. Macomber, Augusta, Maine.
 Superintendent—L. F. Taylor, Hallowell, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Manchester Haynes, Augusta, Maine.
 Geo. E. Macomber, Augusta, Maine.
 Henry G. Staples, Augusta, Maine.
 Thomas J. Lynch, Augusta, Maine.
 O. D. Baker, Augusta, Maine.
 Geo. A. Cony, Augusta, Maine.
 J. F. Hill, Augusta, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

J. MANCHESTER HAYNES,
 JOHN F. HILL,
 HENRY G. STAPLES,
 GEORGE A. CONY,
 THOMAS J. LYNCH,
 Directors.
 GEORGE E. MACOMBER,
 Treasurer.
 L. F. TAYLOR,
 Superintendent.

STATE OF MAINE.

KENNEBEC, ss. August 16, 1898.

Then personally appeared the above named Geo. E. Macomber and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHARLES R. WHITTEN, Justice of the Peace

Report of the Bangor, Hampden and Winterport Railway
for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$9,081 03
Operating expenses		8,581 60
Net income from operation		\$499 43
Gross income above operating expenses.....		\$499 43
Charges upon income accrued during the year:		
Interest on funded debt.....	\$583 33	
Interest and discount on unfunded debts and loans.....	12 50	
Total charges and deductions from income.....		\$595 83
Deficit for year ending June 30, 1898.....		\$96 40
Total deficit June 30, 1898.....		\$96 40

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$8,568 86
Receipts from carriage of mails and parcels		140 83
Receipts from advertising in cars		85 93
Other earnings from operation		285 41
Gross income from operation.....		\$9,081 03
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$425 00
General office expenses and supplies		431 44
Insurance		106 26
Other general expenses.....		751 68
Maintenance of roadway and buildings:		
Repairs of road-bed and track		\$450 86
Repairs of electric line construction		119 28
Removal of snow and ice		605 95
Maintenance of equipment:		
Repairs of cars and other vehicles		315 66
Repairs of electric equipment of cars.....		246 92
Transportation expenses:		
Cost of electric motive power.....		1,100 00
Wages and compensation of persons employed in conducting transportation ..		2,675 36
Tolls for trackage rights over other railways .		700 00
Rentals of buildings and other property		265 86
Other transportation expenses.....		387 33
Total operating expenses.....		\$8,581 60

GENERAL BALANCE SHEET.

ASSETS.			
Railway:			
Roadbed and tracks	\$53,136 96		
Electric line construction, including poles, wiring, feeder lines, etc	18,163 22		
Total cost of railway owned.....	.....		\$71,300 18
Equipment:			
Cars and other rolling stock and vehicles.	\$19,192 70		
Electric equipment of same	13,245 87		
Total cost of equipment owned .....	.....		\$32,438 27
			\$103,638 45
Other permanent property:			
Telephone line.... ..	\$185 05		
Riverside park.....	3,503 82		
Total cost of other permanent property owned. ....	.....		3,683 37
Total permanent investments .....	.....		\$107,426 82
Cash and current assets:			
Cash	\$779 65		
Bills and accounts receivable	129 63		
Total cash and current assets.....	.....		\$909 28
Miscellaneous assets:			
Materials and supplies	\$915 74		
Furniture and fixtures	66 00		
Total miscellaneous assets.....	.....		\$981 74
Profit and loss balance—deficit.....	.....		96 40
Total .....	.....		\$109,414 24
LIABILITIES.			
Capital stock:			
Common .....	.....		\$60,000 00
Funded debt.....	.....		40,000 00
Current liabilities:			
Loans and bills payable.....	\$500 00		
Salaries and wages .. .	1,019 96		
Matured interest coupons unpaid (including coupons due July 1).....	583 33		
Vouchers payable	3,816 98		
Accounts payable.....	3,493 97		
Total current liabilities .....	.....		\$9,414 24
Total .....	.....		\$109,414 24

CAPITAL STOCK.

Capital stock authorized by law, common	\$500,000 00	
Capital stock authorized by votes of company, common..	500,000 00	
Capital stock issued and outstanding, common.....		\$60,000 00
Total capital stock liability.....		60,000 00
Number of shares issued and outstanding, common .	600	
Number of stockholders, common	19	
Number of stockholders in Maine, common.....	16	
Amount of stock held in Maine, common	\$36,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage twenty years, principal and interest payable in gold coin	5%	Sept. 15, 1917.	\$40,000	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		161,186
Number of passengers carried per mile of railway track operated....		35,819
Number of car miles run.....		70,406
Average number of persons employed.....		30

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for electric power			3
Combination, passenger and freight			1
Open passenger cars equipped for electric power.....			4
Total passenger cars of all kinds.....			8
Number of all above cars with 4 wheels....			8
Construction, repair and other work cars.			1
Snow plows.....			1
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	4.52	.....	1.61	6.13
Length of sidings, switches, etc. ....	.88	.....	.....	.88
Total length, computed as single track.....	5.40	.....	1.61	7.01

RAILWAY OPERATED.

Length of railway line operated	6.13
Length of sidings, switches, etc., operated .....	.88
Total length operated, computed as single track.....	7.01

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only	By electric power only.	By horse and electric power.	Total.
Length of railway line	6.13		
Length of sidings, switches, etc.....88		
Total length, computed as single track	7.01		

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railway operated by the company are located, Bangor and Hampden.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Hampden and Winterport Railway, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Henry L. Mitchell, Bangor, Maine.
Treasurer—Chas. D. Stanford, Bangor, Maine.
Auditor—Arthur R. Hopkins, Bangor, Maine.
Clerk of Corporation—Henry W. Mayo, Hampden, Maine.
General Manager—Henry L. Mitchell, Bangor, Maine.
Superintendent—J. H. Green, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry L. Mitchell, Bangor, Maine.
Julius Waterman, Bangor, Maine.
Chas. D. Stanford, Bangor, Maine.
Jas. H. Cutler, Bangor, Maine.
Israel Kelsey, New Haven, Conn.
Thos. M. Waller, New Haven, Conn.
S. Harrison Wagner, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HENRY L. MITCHELL,
JULIUS WATERMAN,
CHAS. D. STANFORD,
JAS. H. CUTLER,
Directors.
CHAS. D. STANFORD,
Treasurer.
JAMES H. GREEN,
Superintendent.

STATE OF MAINE.

PENOBSCOT, ss, October 7, 1898.

Then personally appeared the above named Henry L. Mitchell, Julius Waterman, Chas. D. Stanford and James H. Cutler, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY W. MAYO, Justice of the Peace.

Report of the Bangor, Orono and Old Town Railway Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$63,675 99
Operating expenses		56,230 57
Net income from operation.....		\$7,445 42
Charges upon income accrued during the year:		
Interest on funded debt.....	\$7,500 00	
Interest and discount on unfunded debts and loans	1,484 17	
Taxes	751 39	
Total charges and deductions from income.....		\$9,735 56
Deficit		\$2,290 14
Dividends declared, 8 per cent on common stock.....		8,000 00
Deficit for year ending June 30, 1898.....		\$10,290 14
Amount of surplus June 30, 1897		10,551 97
Total surplus June 30, 1898.		\$261 83

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$61,251 42
Receipts from rentals of buildings and other property.....		48 00
Receipts from advertising in cars		193 87
Other earnings from operation:		
Express.....		686 38
Miscellaneous.		1,496 32
Gross income from operation		\$63,675 99
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$2,220 59
Legal expenses		1,882 88
Insurance		725 62
Rents		870 39
Other general expenses.....		3,119 36
Advertising		88 71
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		\$3,494 39
Repairs of electric line construction		594 21
Removal of snow and ice		1,913 44
Repairs of buildings and bridge		1,399 77
Maintenance of equipment:		
Repairs of cars and other vehicles.....		\$1,570 04
Repairs of electric equipment of cars		3,088 81
Transportation expenses:		
Cost of electric motive power and trackage		\$16,351 84
Wages and compensation of persons employed in conducting transportation		16,537 10
Damages for injuries to persons and property		2,064 10
Other transportation expenses: Signal tender		309 32
Total operating expenses.....		\$56,230 57

PROPERTY ACCOUNTS.

Additions:		
Extension of railway and tracks (length, 8,200 feet).....	\$16,500 00	
Total additions to railway		\$16,500 00

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks	\$229,885 24	
Total cost of railway owned		\$229,885 24
Other permanent property:		
Additions.		16,500 00
Total permanent investments.....		\$246,385 24
Cash and current assets:		
Cash.....	\$1,340 21	
Bills and accounts receivable	19 95	
Sinking and other special funds.....	175 00	
Total cash and current assets.....		1,535 16
Miscellaneous assets:		
Materials and supplies		4,182 60
Profit and loss balance—deficit.....		14,802 36
Total		\$266,905 36
LIABILITIES.		
Capital stock:		
Common		\$100,000 00
Funded debt.....		125,000 00
Current liabilities:		
Loans and bills payable.....	\$37,500 00	
Miscellaneous current liabilities	4,405 36	
Total miscellaneous liabilities		41,905 36
Total		\$266,905 36

CAPITAL STOCK.

Capital stock authorized by law, common	\$250,000 00	
Total amount authorized by law	125,000 00	
Total capital stock outstanding		\$100,000 00
Total capital stock liability.....		100,000 00
Number of shares issued and outstanding, common	1,000	
Number of stockholders, common ..	71	
Number of stockholders in Maine, common ...	65	

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED, ETC.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
Entire plant to secure bonded indebtedness	6%	1915	\$125,000 00	\$7,500 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Bonds (gold bearing).....	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.....		1,225,028
Number of passengers carried per mile of railway track operated.....		73,414
Number of round trips run		12,205
Number of car miles run		408,570
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 4 wheels.....		16
Construction, repair and other work cars.....		1
Snow plows		2
Express 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	16.2	.....	1.2	17.4
Total length of main track owned, etc.....	.....	.....	.....	16.2
Length of sidings, switches, etc.....	.....	.....	.....	.5
Total length, computed as single track .....	.....	.....	.....	16.7

RAILWAY OPERATED

Length of railway operated	16.2
Length of sidings, switches, etc., operated ..	.5
Total length operated, computed as single track.....	16.7

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	16.2	.....	.....

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, Veazie, Orono, Old Town, Great Works and Stillwater.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Maine Central Railroad at Veazie, State St., No. 1,	1	1
With Maine Central Railroad at Veazie, State St., No. 2,	1	1
With Maine Central Railroad at Orono.....	2	1
With Bangor and Aroostook Railroad at Old Town....	1	1
Number of above crossings at which frogs are inserted in the tracks.....	.....	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	2	.....	2

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.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. F. Gerald, Fairfield, Maine.
 I. C. Libby, Waterville, Maine.
 A. J. Durgin, Orono, Maine.
 F. O. Beal, Bangor, Maine.
 Elias Milliken, Augusta, Maine.
 Mrs. S. G. Milliken, Augusta, Maine.
 George T. Sewall, Old Town, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

A. J. DURGIN,
 I. C. LIBBY,
 F. O. BEAL,
 ELIAS MILLIKEN,
 SARAH G. MILLIKEN,
 Directors.

STATE OF MAINE.

PENOBSCOT, ss. October 10, 1898.

Then personally appeared the above named A. J. Durgin and made oath that the foregoing certificate by him subscribed, is, to the best of his knowledge and belief, true.

Before me, C. J. DUNN, Justice of the Peace.

STATE OF MAINE.

PENOBSCOT, ss. Bangor, October 21, 1898.

Personally appeared F. O. Beal and made oath that the foregoing certificate by him signed is, to the best of his knowledge and belief, true.

Before me, VICTOR BRET, Justice of the Peace.

Report of the Bangor Street Railway Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$65,291 38
Operating expenses.....		54,164 11
Net income from operation		\$11,127 27
Charges upon income accrued during the year:		
Interest on funded debt	\$12,000 00	
Taxes.....	787 52	
Total charges and deductions from income		12,787 52
Deficit for year ending June 30, 1898		\$1,660 25
Deficit June 30, 1897.....		9,378 19
Total deficit June 30, 1898.....		\$11,038 44

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$61,932 64
Receipts from tolls for use of tracks by other companies		2,917 74
Receipts from advertising in cars.....		441 00
Gross income from operation.		\$65,291 38
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks	} All carried into undivided expenses and 2-10 charged railway.	\$7,351 78
General office expenses and supplies		
Legal expenses.		
Insurance		
Other general expenses:		
Cost of electric motive power.....		
Maintenance of roadway and buildings:		
Repairs of road-bed and track		\$5,522 48
Repairs of electric line construction		590 84
Removal of snow and ice		2,207 20
Repairs of buildings.....		214 50
Maintenance of equipment:		
Repairs of cars and other vehicles.....		\$5,981 22
Repairs of electric equipment of cars		4,548 34
Oil and waste		298 92
Transportation expenses:		
Sundry expenses		\$2,678 61
Wages and compensation of persons employed in conducting trans- portation		21,345 33
Damages for injuries to persons and property.....		99 70
Other transportation expenses: Car house expenses.....		3,325 19
Total operating expenses... ..		\$54,164 11

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$494,458 29
LIABILITIES.		
Capital stock:		
Common		\$200,000 00
Matured interest coupons unpaid (including coupons due July 1).....		55,657 50
Profit and loss balance—surplus		38,800 79
Total		\$455,657 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	
Total capital stock outstanding		\$200,000 00
Total number of shares outstanding.....	2,000	
Total number of stockholders	15	
Total stockholders in Maine	12	
Total stock held in Maine.....		\$175,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage 20 years bearing date of August 1, 1889.....	6%	Aug. 1, 1909	\$200,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,523,887
Number of passengers carried per mile of railway track operated.....		159,096
Number of car miles run.....		326,197
Average number of persons employed....		62
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 4 wheels.....		24
Construction, repair and other work cars		1
Snow plows		2
Trailer		1
Box cars not equipped		3
One cart, three snow sleds.....		4
Two 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			
Length of second track	1.3			
Total length of main track owned, etc.....	9.7			
Length of sidings, switches, etc. ....	.1			
Total length, computed as single track.....	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

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only	By electric power only.	By horse and electric power.	Total.
Length of railway line		8.4		
Length of second track		1.3		
Total length of main track		9.7		
Length of sidings, switches, etc.....		.1		
Total length, 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 CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz:		
With Maine Central Railroad, branch track leading to works of Eastern Manufacturing Company, South Brewer	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	3	.....	3

STATEMENT OF EACH ACCIDENT.

March 9, 1898—Woman injured by stepping from car while in motion.

April 21, 1898—Small child had left leg crushed by slipping under car while playing in the street.

May 20, 1898—Small child injured by being struck while trying to cross street in front of car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor Street Railway, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Charles F. Woodward, Bangor, Maine.

Treasurer—Jas. H. Cutler, Bangor, Maine.

Clerk of Corporation—Jas. H. Cutler, Bangor, Maine.

General Manager—Jas. H. Cutler, Bangor, Maine.

Superintendent—W. H. Snow, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Woodward, Bangor, Maine.

Jas. H. Cutler, Bangor, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

JAS. H. CUTLER, CHARLES F. WOODWARD,	Directors.
JAS. H. CUTLER,	Treasurer.
WM. H. SNOW,	Superintendent.

STATE OF MAINE.

PENOBSCOT, ss. October 3, 1898.

Then personally appeared the above named James H. Cutler, Charles F. Woodward and William H. Snow 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, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$21,265 80
Operating expenses		14,133 09
Net income from operation		\$7,132 71
Gross income above operating expenses.....		\$7,132 71
Charges upon income accrued during the year:		
Interest on funded debt.....	\$3,500 00	
Interest and discount on unfunded debts and loans.....	96 74	
Taxes	297 59	
Total charges and deductions from income.....		3,894 33
Net divisible income		\$3,238 38
Dividends declared, 2½ per cent on common stock		2,500 00
Surplus for year ending June 30, 1898.....		\$738 38
Amount of surplus June 30, 1897		1,155 10
Total surplus June 30, 1898.....		\$1,893 48

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$21,190 80
Receipts from advertising in cars		75 00
Gross income from operation.....		\$21,265 30
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,044 00
General office expenses and supplies		195 21
Insurance		207 07
Other general expenses.....		20 00
		\$1,466 28
Maintenance of roadway and buildings:		
Repairs of road-bed and track	\$628 69	
Repairs of electric line construction	164 11	
Removal of snow and ice	746 86	
Repairs of buildings	25 19	
		\$1,564 85
Maintenance of equipment:		
Repairs of cars and other vehicles	\$ 277 95	
Repairs of electric equipment of cars.....	1,344 58	
Repairs of tools.....	33 40	
Repairs of trucks.....	214 91	
		\$1,870 84
Transportation expenses:		
Cost of electric motive power.....	\$3,115 40	
Wages and compensation of persons employed in conducting transportation	5,516 35	
Light	323 05	
Other transportation expenses.....	276 32	
Total operating expenses.....		\$14,133 09

GENERAL BALANCE SHEET.

ASSETS.		
Railway, equipment, land and buildings	\$81,091 48	
Charter franchise	89,395 88	
Total permanent investments		\$170,487 36
Cash and current assets:		
Bonds unsold.....	\$2,000 00	
Sinking and other special funds.....	1,164 26	
Other cash and current assets	341 86	
Total cash and current assets.....		\$3,506 12
Total		\$173,993 48
LIABILITIES.		
Capital stock: common		\$100,000 00
Funded debt.....		70,000 00
Current liabilities:		
Notes payable		2,100 00
		\$172,100 00
Profit and loss balance—Surplus		1,893 48
Total		\$173,993 48

CAPITAL STOCK.

Capital stock authorized by law, common	\$300,000 00	
Capital stock authorized by votes of company, common.....		\$100,000 00
Number of shares issued and outstanding, common . 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 twenty 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.....	451,907
Number of passengers carried per mile of railway track operated... ..	10,759
Number of round trips run	12,309
Number of car miles run.....	103,395
Average number of persons employed.....	12

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	3	3
Open passenger cars equipped for electric power.....	5	5
Total passenger cars of all kinds.....	8	8
Number of all above cars with 4 wheels... ..	8	8
Construction, repair and other work cars.	2	2
Snow plows.....	1	1
Electric motors	12	12

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.....	4.25			
Length of sidings, switches, etc .....	.25			
Total length, computed as single track.....	4.50			

RAILWAY OPERATED.

Length of railway line operated.....	4.25
Length of sidings, switches, etc., operated .....	.25
Total length operated, computed as single track	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, etc.....25	.....	.25
Total length, computed as single track	4.50	.....	4.50

System of electric motive power in use by the company, Westinghouse and Walker.

Names of the several cities and towns in which the railways operated by the company are located, Bath.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Maine Central Railroad 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—G. C. Moses, Bath, Maine.
 Treasurer—F. H. Twitchell, Bath, Maine.
 Superintendent—C. E. Gahan, Bath, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

G. C. Moses, Bath, Maine.
 F. H. Twitchell, Bath, Maine.
 C. C. Low, Bath, Maine.
 C. H. Greenleaf, Bath, Maine.
 F. H. Wilson, Brunswick, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

G. C. MOSES,
 C. C. LOW,
 F. H. TWITCHELL,
 Directors.
 F. H. TWITCHELL,
 Treasurer.

STATE OF MAINE.

SAGADAHOE, ss, Bath, September 23, 1898.

Then personally appeared the above named G. C. Moses and C. C. Low, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHAS. W. LARRABEE, Justice of the Peace.

Report of the Biddeford and Saco Railroad Company
for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$24,958 28
Operating expenses		16,731 21
Net income from operation.....		\$8,227 07
Charges upon income accrued during the year:		
Interest on funded debt.....	\$5,400 00	
Interest and discount on unfunded debts and loans	1,282 70	
Taxes	327 05	
Total charges and deductions from income.....		7,009 75
Surplus for year ending June 30, 1898.....		\$1,217 32
Amount of deficit June 30, 1897		8,802 07
Total deficit June 30, 1898..		\$7,584 75

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$24,837 40
Receipts from advertising in cars		70 88
Other earnings from operation, electric power		50 00
Gross income from operation		\$24,958 28
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,425 00
General office expenses and supplies		178 42
Insurance		285 78
Other general expenses.....		667 98
Maintenance of roadway and buildings:		
Repairs of road-bed and track, new rails and ties, etc.....		955 13
Repairs of electric line construction		90 62
Removal of snow and ice		474 08
Repairs of buildings.....		16 92
Maintenance of equipment:		
Repairs of cars and other vehicles.....		564 66
Repairs of electric equipment of cars		681 90
Repairs of steam and electric plant		796 13
Transportation expenses:		
Cost of electric motive power.....	5,334 40	
Wages and compensation of persons employed in conducting transportation	3,787 34	
Damages for injuries to persons and property	22 25	
Other transportation expenses.....	1,450 60	
Total operating expenses.....		\$16,731 21

PROPERTY ACCOUNTS.

Additions:		
Other additional equipment.....		\$90 60
Deductions:		
Car stove.....		1 50
Net additions to property accounts for the year.....		\$89 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.	}	\$37,403 68	
Electric equipment of same		1,482 08	
Horses and miscellaneous equipment.....		626 39	
Snow plow.....			
Total cost of equipment owned			39,512 15
Land and buildings:			
Electric power station equipment.....		\$14,814 36	
Other land necessary for operation of railway		12,645 89	
Total cost of land and buildings owned			27,459 95
Total permanent investments.....			\$134,327 02
Cash and current assets:			
Cash		\$2,253 23	
Sinking and other special funds		14,000 00	
Total cash and current assets.....			16,253 23
Profit and loss balance—deficit.....			7,584 75
Total			\$158,165 00
LIABILITIES.			
Capital stock:			
Common		\$40,000 00	
Funded debt.....			\$90,000 00
Current liabilities:			
Matured interest coupons unpaid (including coupons due July 1).....		\$2,865 00	
Miscellaneous current liabilities: notes		25,300 00	
Total current liabilities			\$28,165 00
Total			\$158,165 00

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	
Capital stock authorized by votes of company, common...	40,000 00	
Total capital stock outstanding		\$40,000 00
Total capital stock liability.....		40,000 00
Number of shares issued and outstanding, common	800	
Number of stockholders, common	59	
Number of stockholders in Maine, common	50	
Amount of stock held in Maine, common	\$33,550 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds.....	6%	1908	\$90,000 00	\$5,235 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		337,860
Number of passengers carried per mile of railway track operated.....		58,984
Number of round trips run:		
Biddeford to Old Orchard.....		7,704
Biddeford to Saco		10,866
Number of car miles run		136,312
Average number of persons employed.....		17
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	4	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 4 wheels.....		22
Snow plows—1 electric, 1 horse.....		2
Other rolling stock—1 road scraper.....		1
Carts and snow sleds.....		2
Other vehicles.....		1
Harnesses—single		2
Electric motors.....		14

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	5.72	.....	.....	5.72
Total length of main track owned, etc.....	5.72	.....	.....	5.72
Length of sidings, switches, etc.....	.30	.....	.....	.30
Total length, computed as single track	6.02	.....	.....	6.02

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	5.72	.....	.....
Length of sidings, switches, etc.....30	.....	.....
Total length, computed as single track	6.02	.....	.....

System of electric motive power in use by the company, Thompson, 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 CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Boston & Maine R. R., Main Street, Saco	2	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Trespassers	1	.....	1	

STATEMENT OF EACH ACCIDENT.

August 21, 1897, Willie Bligle, aged three years, while playing on Elm street in Biddeford ran in front of open car and was struck by the running board and his skull crushed. He died in a few hours.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Biddeford and Saco Railroad Company, 154 Main Street, Biddeford, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—E. H. Banks, Biddeford, Maine.
 Treasurer—C. H. Prescott, Biddeford, Maine.
 Auditor—*John F. Nourse, Biddeford, Maine.
 Clerk of Corporation—C. H. Prescott, Biddeford, Maine.
 General Manager—C. H. Prescott, Biddeford, Maine.
 Superintendent—W. A. Worthing, Biddeford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. H. Banks, Biddeford, Maine.
 Chas. H. Prescott, Biddeford, Maine.
 *John F. Nourse, Biddeford, Maine.
 Joseph Gooch, Biddeford, Maine.
 Carlos Heard, Biddeford, Maine.
 Harry P. Garland, Saco, Maine.
 Winthrop Coffin, Boston, Mass.

* Deceased.

We hereby certify that the statements contained in the foregoing report are full, just and true.

E. H. BANKS,
 CARLOS HEARD,
 JOSEPH GOOCH,
 C. H. PRESCOTT,

Directors.

STATE OF MAINE.

YORK, ss. September 1, 1898.

Then personally appeared the above named E. H. Banks, Carlos Heard, Joseph Gooch 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 N. GOODWIN, Notary Public.

**Report of the Brunswick and Topsham Electric Railway
Company for the Year Ending June 30, 1898.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....	\$4,816 40
Operating expenses.....	4,970 13
Deficit from operation	\$154 73
Charges upon income accrued during the year:	
Taxes.....	34 00
Total deficit June 30, 1898.....	\$187 73

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried ...	\$4,816 40
Gross income from operation.	\$4,816 40
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies	\$168 05
Insurance	177 44
Maintenance of roadway and buildings:	
Repairs of road-bed and track ...	\$246 97
Repairs of electric line construction	75 00
Removal of snow and ice	238 97
Repairs of buildings.....	50 00
Maintenance of equipment:	
Repairs of cars and other vehicles.....	\$282 17
Repairs of electric equipment of cars.....	247 90
Transportation expenses:	
Cost of electric motive power	\$1,093 59
Wages and compensation of persons employed in conducting transportation	2,390 04
Total operating expenses....	\$4,970 13

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

CAPITAL STOCK.

Capital stock authorized by law, common		\$25,000 00	
Capital stock authorized by votes of company, common...		25,000 00	
Capital stock issued and outstanding, common		25,000 00	
Total number of stockholders	4		
Total stockholders in Maine	4		
Total stock held in Maine.....			\$25,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage gold bearing bonds.....	6%	1917	\$200,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		\$96,328
Number of passengers carried per mile of railway track operated.....		27,521
Average number of persons employed....		5
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	1	1
Open passenger cars equipped for electric power... ..	2	2
Total passenger cars of all kinds.	3	3
Number of all above cars with 4 wheels.....	3	3
Snow plows	1	1
Electric motors	3	3

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OPERATED.

Length of railway line operated	3.50
Total length of main track operated	3.50
Length of sidings, switches, etc., operated .....	.3
Total length operated, 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 CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz:		
With Maine Central Railroad.....	2	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Brunswick and Topsham Electric Railway Company, Brunswick, Maine.

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,
 A. F. GERALD,
 Directors.
 I. C. LIBBY,
 Treasurer.
 A. E. REYNOLDS,
 Superintendent.

STATE OF MAINE.

KENNEBEC, ss. Waterville, October 1, 1898.

Then personally appeared the above named I. C. Libby and A. F. Gerald and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HARRY L. HOLMES, Notary Public.

**Report of the Calais Street Railway Company for the Year
Ending June 30, 1898.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$23,251 70
Operating expenses		18,508 58
Gross income above operating expenses.....		\$4,743 12
Charges upon income accrued during the year:		
Interest on funded debt.....	\$6,000 00	
Interest and discount on unfunded debts and loans.....	132 19	
Taxes	397 64	
Total charges and deductions from income.....		6,529 83
Deficit for year ending June 30, 1898.....		\$1,786 71
Amount of deficit June 30, 1897.....		8,364 16
Total deficit June 30, 1898.....		\$10,150 87

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$22,964 70
Receipts from advertising in cars		150 00
Other earnings from operation, rental of motors.....		137 00
Gross income from operation.....		\$23,251 70
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,403 75
General office expenses and supplies		37 90
Insurance		994 62
Other general expenses, oil, grease, water, etc.....		763 49
Maintenance of roadway and buildings:		
Repairs of road-bed and track		644 04
Repairs of electric line construction		150 68
Removal of snow and ice		956 55
Maintenance of equipment:		
Repairs of cars and other vehicles		1,306 13
Repairs of electric equipment of cars.....		1,628 62
Transportation expenses:		
Cost of electric motive power.....		5,457 10
Wages and compensation of persons employed in conducting transportation ..		5,165 70
Total operating expenses.....		\$18,508 58

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	\$231 62	
Bills and accounts receivable	300 00	
Total cash and current assets		531 62
Profit and loss balance—deficit		10,150 87
Total		\$210,682 49
LIABILITIES.		
Capital stock:		
Common	\$100,000 00	
Funded debt		\$100,000 00
Current liabilities:		
Salaries and wages	\$542 65	
Matured interest coupons unpaid (including coupons due June 1)	9,000 00	
Total current liabilities		\$9,542 65
Accrued liabilities:		
Interest accrued and not yet due	\$507 89	
Miscellaneous accrued liabilities: accounts due	631 95	
Total accrued liabilities		\$1,139 84
Total		\$210,682 49

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
Total capital stock liability.....		100,000 00
Number of shares issued and outstanding, common . 1,000		
Number of stockholders, common	12	
Number of stockholders in Maine, common.....	12	
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, 1914	\$100,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	485,613
Number of passengers carried per mile of railway track operated... ..	69,373
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	
Open passenger cars equipped for electric power.....	4	
Total passenger cars of all kinds.....	7	
Number of all above cars with 4 wheels... ..	7	
Construction, repair and other work cars.	1	
Snow plows.....	1	
Electric motors	5	

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	.....	.....	7
Total length of main track owned, etc.....	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, Maine, and St. Stephen and Milltown, in 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 Railroad, Main Street, Milltown, N. B	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—Chas. W. Young, Calais, Maine.
 Clerk of Corporation—Chas. F. Pray, Calais, Maine.
 General Counsel—George A. Curran, Calais, Maine.
 General Manager—George A. Curran, Calais, Maine.
 Superintendent—Charles F. Pray, Calais, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Curran, Calais, Maine.
 Charles W. Young, Calais, Maine.
 Charles F. Pray, Calais, Maine.
 Willard H. Pike, Calais, Maine.
 Benjamin Y. Curran, Calais, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

GEO. A. CURRAN,
 CHARLES W. YOUNG,
 WILLARD H. PIKE,
 C. F. PRAY,
 BENJ. Y. CURRAN,
 Directors.

CHARLES W. YOUNG,
 Treasurer.

C. F. PRAY,
 Superintendent.

STATE OF MAINE.

WASHINGTON, ss. September 30, 1898.

Then personally appeared the above named Geo. A. Curran, Charles W. Young, Charles F. Pray, Benj. Y. Curran and W. H. Pike and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE R. GARDNER, Justice of the Peace.

Report of the Fryeburg Horse Railroad Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$501 93
Operating expenses		386 24
Net income from operation.....		\$115 69
Charges upon income accrued during the year:		
Taxes	\$1 57	
Hatch note.....	100 00	
Total charges and deductions from income.....		101 57
Surplus for year ending June 30, 1898.....		\$46 89
Amount of surplus June 30, 1897		14 12
Total surplus June 30, 1898.		\$61 01

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$501 93
Gross income from operation		\$501 93
EXPENSES OF OPERATION.		
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		\$16 35
Oil.....		13 00
Maintenance of equipment:		
Harnesses, horse-shoeing and veterinary care		4 92
Transportation expenses:		
Provender.....		22 57
Wages and compensation of persons employed in conducting transportation		329 40
Total operating expenses.....		\$386 24

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 00	
Land and buildings:		
Land necessary for operation of railway, car barn.....	224 00	
Total permanent investments.....		\$7,674 07
LIABILITIES.		
Capital stock:		
Common		\$5,075 00
Loan, payable.....		727 10
Profit and loss balance—surplus.....		1,871 97
Total.....		\$7,674 07

CAPITAL STOCK.

Capital stock authorized by law, common	\$20,000 00	
Capital stock authorized by votes of company, common..	20,000 00	
Capital stock issued and outstanding, common.....		\$5,075 00
Number of shares issued and outstanding, common..	203	
Number of stockholders, common.....	20	
Number of stockholders in Maine, common	20	
Amount of stock held in Maine, common	\$5,075 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		8,560
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— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	3.00			
Length of sidings, switches, etc .....	.12			
Total length, computed as single track.....	3.12			

Names of the several cities and towns in which the railway is operated by the company are located—Fryeburg, from Maine Central Railroad station to Chautauqua grounds.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Freeman Hatch, Cornish, Maine.
Treasurer—Cassius W. Pike, Fryeburg, Maine.
Clerk of Corporation—Seth W. Fife, Fryeburg, Maine.
General Manager—Seth W. Fife, Fryeburg, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Freeman Hatch, Cornish, Maine.
Seth W. Fife, Fryeburg, Maine.
C. W. Pike, Fryeburg, Maine.
J. E. Emerson, Fryeburg, Maine.
E. C. Farrington, Augusta, Maine.

C. W. PIKE, Treasurer.
SETH W. FIFE, Superintendent.

Report of the Lewistona and Auburn Horse Railroad Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$52,101 73
Operating expenses		40,275 05
Net income from operation		\$11,826 68
Total income from other sources than operation.....		286 50
Gross income above operating expenses.....		\$11,826 68
Charges upon income accrued during the year:		
Interest on funded debt.....	\$6,897 16	
Interest and discount on unfunded debts and loans.....	15,756 60	
Taxes	495 00	
Total charges and deductions from income.....		23,148 76
Deficit for year ending June 30, 1898.....		\$11,322 08
Amount of deficit June 30, 1897.....		10,136 70
Total deficit June 30, 1898.....		\$21,458 78

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$51,815 23
Receipts from rentals of buildings and other property.....		201 50
Other earnings from operation:		
Park rent.....		50 00
Junk sold.....		35 00
Gross income from operation.....		\$52,101 73
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....	\$1,980 01	
General office expenses and supplies	238 44	
Legal expenses.....	807 54	
Insurance	868 30	
Other general expenses, improvement of park	1,134 22	
Maintenance of roadway and buildings	2,150 58	
Repairs of road-bed and track	232 48	
Repairs of electric line construction	2,049 26	
Removal of snow and ice	116 53	
Maintenance of equipment:		
Supplies for repair of equipment	2,858 51	
Repairs of cars and other vehicles	913 71	
Repairs of electric equipment of cars.....	2,215 00	
Renewal of horses.....	989 37	
Harnesses, horse-shoeing and veterinary care	448 16	
Transportation expenses:		
Providence.....	180 31	
Cost of electric motive power.....	8,884 48	
Wages and compensation of persons employed in conducting transportation	13,391 85	
Rentals of buildings and other property	516 00	
Total operating expenses.....		\$40,275 05

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of permanent property owned.....		*\$414,475 84
LIABILITIES.		
Capital stock: common ...		\$97,800 00
Funded debt.....		350,000 00
Total		\$447,800 00

*This railway is merged into the Lewiston, Brunswick and Bath Street Railway, and in this exhibit only the cost of road and the capital stock and funded debt is given as they appeared in the return of 1897.

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	
Capital stock issued and outstanding, common.	97,800 00	
Number of shares issued and outstanding, common	978	
Number of stockholders, common ..	56	
Number of stockholders in Maine, common ...	51	
Amount of stock held in Maine, common	\$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	
First mortgage bonds consolidated.....	.....	.....	265,000 00	\$1,595 00
Total .....	.....	.....	\$350,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,160,445
Number of passengers carried per mile of railway track operated.....		82,888
Average number of persons employed.		50
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	.....	12
Trail cars	12	
Open passenger cars equipped for electric power.....	8	
Total		20
Total passenger cars of all kinds.....		32
Number of all above cars with 4 wheels.....		31
Number of all above cars with 8 wheels.....		1
Construction, repair and other work cars.....		4
Snow plows		1
Carts and snow sleds.....		6
Other vehicles: Tower wagon.....		1
Horses		2
Harnesses ...		2
Electric motors.....		36

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	14	.....	.....	14
Total length of main track owned, etc.....	14			
Length of sidings, switches, etc.....	.62	.....	.....	.62
Total length, computed as single track	14.62	.....	.....	14.62

RAILWAY OPERATED.

Length of railway line operated.....	14
Length of sidings, switches, etc., operated .....	.62
Total length operated, computed as single track	14.62

System of electric motive power in use by the company, Westinghouse and General Electric.

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 CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, (2 in number) viz.:		
With Maine Central Railroad, Court Street, Auburn....	2	1
With Maine Central Railroad, Cedar Street, Lewiston..	2	1
Total number of tracks at crossings.....	4	2
Number of above crossings at which frogs are inserted in the tracks		2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		6				6
Employees.....		1				1
Total.....		7				7

STATEMENT OF EACH ACCIDENT.

June 25, 1898. Rear end collision on Lake Grove line.

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 M. Wood, Lewiston, Maine.

Clerk of Corporation—Cheney C. Brown, Lewiston, Maine.

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 M. Wood, Lewiston, Maine.

C. J. Barker, Lewiston, Maine.

H. W. True, Lewiston, Maine.

C. C. Brown, Auburn, Maine.

I hereby certify that the statements contained in the foregoing report are full, just, and true.

I. C. LIBBY, Treasurer.

Report of the Mousam River Railroad Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$24,586 92
Operating expenses.....		16,742 89
Net income from operation		\$7,844 03
Charges upon income accrued during the year:		
Interest on funded debt.....	\$3,900 00	
Interest and discount on unfunded debts and loans.....	1,683 50	
Taxes.....	220 50	
Total charges and deductions from income.....		5,804 00
Surplus for year ending June 30, 1898		\$2,040 03
Amount of surplus June 30, 1897.....		4,463 29
Total surplus June 30, 1898		\$6,503 32

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried ...		\$6,212 35
Receipts from carriage of mails and parcels		215 48
Receipts from rentals of buildings and other property.....		81 90
Other earnings from operation:		
Freight		13,160 10
Lights		4,917 09
Gross income from operation.		\$24,586 92
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....	\$1,325 22	
General office expenses and supplies	49 54	
Telephone	97 47	
Insurance	398 44	
Other general expenses.....	41 34	
Printing.....	72 10	
Maintenance of roadway and buildings:		
Repairs of road-bed and track	321 33	
Repairs of electric line construction	117 89	
Removal of snow and ice	259 04	
Maintenance of equipment:		
Repairs of cars and other vehicles.....	}	1,173 97
Repairs of electric equipment of cars		
Repairs of electric equipment of power station .....			686 43
Transportation expenses:		
Cost of electric motive power		2,032 28
Wages and compensation of persons employed in conducting transportation		7,011 88
Damages for injuries to persons and property		344 55
Rentals of buildings and other property.....		78 00
Other transportation expenses, lights.		2,733 41
Total operating expenses... ..		\$16,742 89

PROPERTY ACCOUNTS.

Total additions to railway	\$861 69
Lights; construction	1,117 06
• Net addition to property accounts for the year	\$1,978 75

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of railway and equipment owned.....		\$157,321 12
Land and buildings:		
Land necessary for operation of railway.....		4,066 11
Total permanent investments.....		\$161,387 23
Cash and current assets:		
Cash.....	\$802 83	
Bills and accounts receivable	3,961 42	
Total cash and current assets.....		4,764 25
Total		\$166,151 48
LIABILITIES.		
Capital stock:		
Common		\$65,000 00
Funded debt.....		65,000 00
Current liabilities:		
Loans and bills payable.....		29,648 16
Profit and loss balance—surplus.....		6,503 32
Total		\$166,151 48

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.....	10	
Number of stockholders in Maine, common.....	9	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Portland Trust Company	6%	Dec. 15, 1912	\$65,000 00	\$3,900 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	124,247
Number of passengers carried per mile of railway track operated.....	47,214
Number of round trips run	5,885
Number of car miles run	30,720
Average number of persons employed....	14

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	2
Open passenger cars equipped for electric power...	4
Total passenger cars of all kinds.	6
Number of all above cars with 4 wheels.....	6
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			
Length of sidings, switches, etc .....	.53			
Total length, computed as single track	3.47			

RAILWAY OPERATED.

Length of railway line operated	2.61
Total length of main track operated	2.61
Length of sidings, switches, etc., operated .....	.86
Total length operated, computed as single track.....	3.47

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....		2.61		

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—Sanford and Springvale.

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 Portland and Rochester Railroad at depot	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—Charles A. Bodwell, Sanford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

- George B. Goodall, Sanford, Maine.
- Louis B. Goodall, Sanford, Maine.
- Ernest M. Goodall, Sanford, Maine.
- E. E. Hussey, Sanford, Maine.
- George F. West, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LOUIS B. GOODALL,
 E. E. HUSSEY,
 GEORGE B. GOODALL,
 Directors.

LOUIS B. GOODALL,
 Treasurer.

C. A. BODWELL,
 Superintendent.

STATE OF MAINE.

YORK, ss. September 1, 1898.

Then personally appeared the above named Louis B. Goodall, George B. Goodall and E. E. Hussey, Directors, and C. A. Bodwell, Superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALBERT H. FERNALD, Notary Public.

Report of the Norway and Paris Street Railway Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$7,283 95
Operating expenses		5,784 63
Net income from operation.....		\$1,499 32
Advertising.....	\$175 00	
Interest and discount	24 20	
Total income from other sources than operation.....		199 20
Gross income above operating expenses.....		\$1,698 52
Charges upon income accrued during the year:		
Interest on funded debt.....	\$900 00	
Taxes	64 74	
Total charges and deductions from income.....		964 74
Surplus for year ending June 30, 1898.....		\$733 78
Amount of surplus June 30, 1897		635 43
Total surplus June 30, 1898.		\$1,369 21

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$7,283 95
Receipts from advertising in cars		175 00
Receipts from interest on deposits.....		24 20
Gross income from operation		\$7,483 15
EXPENSES OF OPERATION.		
General expenses:		
Expense account.....	\$490 12	
Insurance	299 09	
Other general expenses, station lighting	24 75	
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....	283 32	
Repairs of electric line construction	30 13	
Removal of snow and ice.....	542 96	
Repairs of buildings	5 46	
Maintenance of equipment:		
Repairs of cars and other vehicles.....	411 43	
Car cleaning	35 45	
General repairs.....	68 53	
Transportation expenses:		
Cost of electric motive power.....	1,190 50	
Wages and compensation of persons employed in conducting transportation.....	2,337 97	
Express and freight.....	64 32	
Total operating expenses.....		\$5,784 63

GENERAL BALANCE SHEET.

ASSETS.		
Plant		\$43,000 00
Cash and current assets:		
Cash	\$654 51	
Bills and accounts receivable	164 82	
Total cash and current assets.....		819 33
Miscellaneous assets:		
Materials and supplies	\$243 53	
H. L. Shepherd (Trustee, Superintendent's House).....	597 19	
Total miscellaneous assets.....		840 72
Total		\$44,660 05
LIABILITIES.		
Capital stock:		
Common		\$25,000 00
Funded debt	\$18,000 00	
Current liabilities:		
Loans and bills payable.....		290 84
Profit and loss balance—surplus		1,369 21
Total		\$44,660 05

CAPITAL STOCK.

Capital stock authorized by law, common	\$25,000 00	
Total capital stock authorized by vote	25,000 00	
Total capital stock outstanding..		\$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.
	5%	July 1, 1916	\$18,000 00	\$900 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		172,831
Number of passengers carried per mile of railway track operated... ..		81,114
Number of round trips run		11,413
Number of car miles run.....		48,620
Average number of persons employed.....		7

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	2	2
Open passenger cars equipped for electric power.....	2	2
Total passenger cars of all kinds.....	4	4
Number of all above cars with 4 wheels.....	4	4
Snow plows.....	1	1
Electric motors	4	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

System of electric motive power in use by the company; Water power.

Names of the several cities and towns in which the railway 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, (2 in number) viz:		
With Grand Trunk on Paris Street.....	1	1
With Grand Trunk and Norway Branch on Paris Street	2	1
Total number of tracks at crossings.....	3	2

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.
 Superintendent—F. B. Lee, Norway, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Manchester Haynes, Augusta, Maine.
 Geo. E. Macomber, Augusta, Maine.
 John F. Hill, Augusta, Maine.
 Orville D. Baker, Augusta, Maine.
 H. L. Shepherd, Rockport, Maine.
 Freeland Howe, Norway, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

J. MANCHESTER HAYNES,
 GEO. E. MACOMBER,
 H. L. SHEPHERD,
 JOHN F. HILL,
 Directors.
 H. L. SHEPHERD,
 Treasurer.

STATE OF MAINE.

KNOX, ss. Rockport, Me., September 21, 1898.

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, Justice of the Peace.

**Report of the Portland Railroad Company for the Year
Ending June 30, 1898.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$302,126 48
Operating expenses		207,557 62
Gross income above operating expenses.....		\$94,568 86
Charges upon income accrued during the year:		
Interest on funded debt.....	\$22,560 00	
Interest and discount on unfunded debts and loans.....	2,564 74	
Taxes	6,454 19	
Total charges and deductions from income.....		31,518 93
Net divisible income		\$63,049 93
Dividends declared, 6 per cent on common stock		29,658 00
Surplus for year ending June 30, 1898		\$33,391 93
Amount of surplus June 30, 1897		21,006 06
Total.....		\$54,397 99
Deductions during the year:		
Profit and loss, construction, equipment and buildings		29,334 63
Total surplus June 30, 1898		\$25,063 36

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$300,237 48
Receipts from rentals of buildings and other property.....		984 00
Receipts from advertising in cars		800 00
Other earnings from operation, miscellaneous receipts		105 00
Gross income from operation.....		\$302,126 48
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$8,480 70
General office expenses and supplies		670 00
Insurance		2,613 72
Other general expenses		10,340 49
Maintenance of roadway and buildings:		
Repairs of road-bed and track		22,880 42
Repairs of electric line construction		4,908 63
Removal of snow and ice		11,128 41
Repairs of buildings		3,488 76
Maintenance of equipment:		
Repairs of cars and other vehicles		21,601 77
Repairs of electric equipment of cars.....		14,311 55
Harnesses, horse-shoeing and veterinary care		200 00
Transportation expenses:		
Provender.....		2,432 85
Cost of electric motive power.....		17,176 91
Wages and compensation of persons employed in conducting transportation		71,659 98
Damages for injuries to persons and property.....		5,747 07
Rentals of buildings and other property		1,451 00
Other transportation expenses, lubricants and waste, tools and miscellaneous expenses.....		8,515 36
Total operating expenses.....		\$207,557 62

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	1,145 50	
Total cost of equipment owned		149,242 42
Land and buildings:		
Land necessary for operation of railway.....	\$342,723 92	
Electric power stations, including equipment		
Total cost of land and buildings owned.....		342,723 92
Other permanent property:		
Theatre corporation of Portland, stock.....		1,000 00
Total permanent investments.....		\$1,074,457 12
Cash and current assets:		
Cash.....	\$11,047 94	
Bills and accounts receivable	25 00	
Total cash and current assets.....		11,072 94
Total		\$1,085,530 06
LIABILITIES.		
Capital stock:		
Common		\$495,466 70
Funded debt.....		500,000 00
Current liabilities:		
Loans and bills payable.....		65,000 00
Profit and loss balance—surplus.....		25,063 36
Total		\$1,085,530 06

CAPITAL STOCK.

Capital stock authorized by law, common	\$1,000,000 00	
Capital stock authorized by votes of the company, common	500,000 00	
Capital stock issued and outstanding, common		\$495,100 00
Scrip convertible into stock		366 70
Total capital stock liability.....		\$495,466 70
Number of shares issued and outstanding, common..	4,951	
Number of stockholders, common.....	121	
Number of stockholders in Maine, common.....	108	
Amount of stock held in Maine, common	381,700 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds on all property and franchises	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.....		5,444,897
Number of passengers carried per mile of railway track operated.....		224,995
Number of round trips run		162,659
Number of car miles run		1,155,854
Average number of persons employed....		225
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for trail.....	13	53
Box passenger cars equipped for electric power	40	
Total		
Open passenger cars equipped for trail	20	62
Open passenger cars equipped for electric power... ..	42	
Total		
Total passenger cars of all kinds.		115
Number of all above cars with 4 wheels.....		89
Number of all above cars with 6 wheels.....		2
Number of all above cars with 8 wheels		24
Construction, repair and other work cars.....		4
Snow plows		13
Road machines.....		2
Levelers		2
Tower wagons		2
Carts and snow sleds		6
Horses		22
Electric motors		160

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	24.20	.....	.....	24.20
Length of second track	6.75	.....	.....	6.75
Total length of main track owned, etc.....	30.95	.....	.....	30.95

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	24.20	.....	24.20
Length of second track	6.75	.....	6.75
Total length of main track	30.95	.....	30.95

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 CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.		
With Maine Central Railroad, Congress Street, Deering, near Stroud water.	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, Stevens Plains Avenue, Deering.....	3	1
With Maine Central Railroad, Main Street, Westbrook ..	3	1
With Portland & Rochester Railroad, Green St., Portland	2	1
With Portland & Rochester Railroad, Green St., Portland	1	2
With Portland & Rochester Railroad, Forest Avenue, Deering.....	1	1
With Portland & Rochester Railroad, Forest Avenue, Deering.....	2	1
With Portland & Rochester Railroad, Cumberland Mills, Westbrook	4	1
Total number of tracks at crossings	24	12

ACCIDENTS TO PERSONS.

September 27, 1897—Woman injured by falling in car as car started.

October 19, 1897—Woman injured by falling while alighting from car.

October 20, 1897—Man injured by collision of car and sleeper.

November 22, 1897—Man injured by jumping from cart. Horse frightened at snow plow.

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.
 Clerk of Corporation—E. A. Newman, Portland, Maine.
 General Counsel—Chas. 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.
 Payson Tucker, Portland, Maine.
 A. Whitney, Portland, Maine.
 J. S. Ricker, Deering, Maine.
 Wm. A. Wheeler, Cincinnati, Ohio.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

W. R. WOOD,
 WM. G. DAVIS,
 AMMI WHITNEY,
 CHARLES F. LIBBY,
 Directors.
 E. A. NEWMAN,
 Treasurer.

STATE OF MAINE.

CUMBERLAND, ss. October 20, 1898.

Then personally appeared the above named William R. Wood, William G. Davis, Ammi Whitney, Charles F. Libby 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, FRANK W. ROBINSON, Justice of the Peace.

Report of the Portland and Cape Elizabeth Railway Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$55,948 23
Operating expenses		37,161 28
Gross income above operating expenses.....		\$18,786 95
Charges upon income accrued during the year:		
Interest on funded debt.....	\$17,500 00	
Taxes	908 27	
Total charges and deductions from income.....		18,408 27
Net divisible income		\$378 68
Dividends declared, 1 per cent on common stock		\$4,500 00
Deficit for year ending June 30, 1898		\$4,121 32
Amount of surplus June 30, 1897		5,705 34
Total surplus June 30, 1898.		\$1,584 02

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$54,782 82
Receipts from carriage of mails and parcels		510 05
Receipts from interest on deposits.....		300 00
Other earnings from operation—miscellaneous.....		355 36
Gross income from operation		\$55,948 23
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$2,700 00
General office expenses and supplies		408 39
Legal expenses		541 00
Insurance		649 11
Maintenance of roadway and buildings:		
Repairs of road bed and track.....		1,387 40
Repairs of electric line construction		288 60
Removal of snow and ice.....		2,752 98
Repairs of buildings		8 50
Maintenance of equipment:		
Repairs of cars and other vehicles.....		816 79
Repairs of electric equipment of cars.....		328 08
Care of cars		1,978 62
Transportation expenses:		
Cost of electric motive power.....		8,236 27
Wages and compensation of persons employed in conducting transportation		14,489 69
Damages for injuries to persons and property		908 27
Rentals of buildings and other property, right of way		183 34
Other transportation expenses—Casino, park and miscellaneous...		1,484 25
Total operating expenses.....		\$37,161 28

PROPERTY ACCOUNTS.

Additions: Extension of railway and tracks (length, 1,800 feet)..... New electric line construction (length, 1,800 feet) Additional cars (4 in number)..... Deductions: Casino at Simonton's Cove destroyed by fire and insurance proceeds of same applied to new buildings erected at Cape Cottage Park.....		
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GENERAL BALANCE SHEET.

ASSETS.		
Property acquired by purchase for stock and bonds:		
Stock.....		\$450,000 00
Bonds		350,000 00
General construction, real estate and property.....		21,676 71
Total permanent investments.....		\$821,676 71
LIABILITIES.		
Capital stock:		
Total capital stock.....		\$450,000 00
Funded debt		350,000 00
Current liabilities:		
Loans and bills payable.....	\$10,950 00	
Matured interest coupons unpaid (including coupons due July 1)	3,333 33	
Floating indebtedness for general construction, real estate and property.....	5,809 36	
Total current liabilities		20,092 69
Profit and loss balance—surplus		1,584 02
Total		\$821,676 71

CAPITAL STOCK.

Capital stock authorized by law, common	\$450,000 00	
Capital stock authorized by votes of company, common ..	450,000 00	
Total capital stock outstanding		\$450,000 00
Number of shares issued and outstanding, common . 4,500		
Number of stockholders, common	41	
Number of stockholders in Maine, common.....	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.....		1,095,666
Number of passengers carried per mile of railway track operated.....		90,600
Number of car miles run		128,945
Average number of persons employed		50
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	10	
Open passenger cars equipped for electric power.....	20	
Trail cars	8	
Total passenger cars of all kinds....		38
Number of all above cars with 4 wheels.....		38
Construction, repair and other work cars.....		2
Snow plows		2
Other vehicles: 2 wagons, 2 walk-a-ways.....		4
Horses		1
Harnesses, single		1
Electric motors.....		58

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	11.52			
Length of second track	3.22			
Total length of main track owned, etc.	14.74			
Length of sidings, switches, etc. . . . .	.77			
Total length, computed as single track	15.51			

RAILWAY OPERATED.

Length of railway line operated.	11.51
Length of second track operated.	3.22
Total length of main track operated	14.74
Length of sidings, switches, etc., operated . . . . .	.77
Total length operated, computed as single track	15.51

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only	By electric power only.	By horse and electric power.	Total.
Length of railway line	11.51		
Length of second track	3.22		
Total length of main track	14.74		
Length of sidings, switches, etc.77		
Total length, computed as single track	15.51		

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 CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Boston & Maine Railroad at Cape Elizabeth	1	1
With Boston & Maine Railroad at Private Way	1	1
With Boston & Maine Railroad at State and Commercial Streets	2	2
With Boston & Maine Railroad at High and Commercial Streets	1	2
With Boston & 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.

August 30, 1897—Michael McDermott jumped or fell from car on Saco road, near Calvary Cemetery, sustaining injuries to spine.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland and Cape Elizabeth Railway Company, Portland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—J. S. Winslow, Portland, Maine.
 Vice-President—Thos. S. Krutz, New York.
 Treasurer—H. R. MacLeod, Portland, Maine.
 Auditor—A. S. Macreadie, Portland, Maine.
 Clerk of Corporation—H. R. MacLeod, Portland, Maine.
 General Counsel—Clarence Hale, Portland, Maine.
 General Manager—H. R. MacLeod, Portland, Maine.
 Superintendent—A. S. Macreadie, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. S. Winslow, Portland, Maine.
 Thos. S. Krutz, New York, N. Y.
 H. R. MacLeod, Portland, Maine.
 Clarence Hale, Portland, Maine.
 A. S. Macreadie, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

J. S. WINSLOW,
 THOS. S. KRUTZ,
 CLARENCE HALE,
 H. R. MACLEOD,
 A. S. MACREADIE,
 Directors.

H. R. MACLEOD,
 Treasurer.

A. S. MACREADIE,
 Superintendent.

STATE OF MAINE.

CUMBERLAND, ss. Portland, October 1, 1898.

Then personally appeared the above named J. S. Winslow, Clarence Hale, H. R. MacLeod, 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.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN. September 30, 1898.

Then personally appeared the above named Thomas S. Krutz, Director of the Portland and Cape Elizabeth Railway Company and made oath that the foregoing certificate by him subscribed, is, to the best of his knowledge and belief, true.

Before me, E. S. THOMPSON, Notary Public.

**Report of the Portsmouth, Kittery and York Street Railway
Company for the Year Ending June 30, 1898.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$41,206 09
Operating expenses.....		23,943 33
Net income from operation		\$17,262 76
Miscellaneous income, less expense of collecting....		120 00
Gross income above operating expenses.....		\$17,382 76
Charges upon income accrued during the year:		
Interest on funded debt.....	\$1,411 52	
Other deductions from income, insurance ..	933 27	
Total charges and deductions from income.....		2,344 79
Net divisible income		\$15,037 97
Dividends declared, 1% on common stock, per month		5,245 00
Amount of surplus June 30, 1898.....		*\$9,792 97

* Commenced operation August 12, 1897.

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried ...	\$41,061 04
Receipts from carriage of mails	145 05
Receipts from rentals of buildings and other property.....	120 00
Gross income from operation.	\$41,326 09
Total operating expenses.....	*\$23,943 33

* Items of expenses of operation not given.

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$400,000 00
Cash and current assets:		
Cash		13,792 97
Total		\$413,792 97
LIABILITIES.		
Capital stock: common		\$200,000 00
Funded debt.....		200,000 00
Accrued liabilities:		
Interest accrued and not yet due.....		4,000 00
Profit and loss balance—surplus.....		9,792 97
Total		\$413,792 97

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
Number of shares issued and outstanding, common 2,000		
Number of stockholders, common ..	97	
Number of stockholders in Maine, common	53	
Amount of stock held in Maine, common	\$1,666 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		821,220
Number of passengers carried per mile of railway track operated....		54,748
Commenced operations August 12, 1897.		
EQUIPMENT OWNED.		Number.
Box passenger cars equipped for electric power	4	Total number.
Open passenger cars equipped for electric power.....	9	
Total passenger cars of all kinds.		13
Number of all above cars with 4 wheels... ..		6
Number of all above cars with 8 wheels		7
Construction, repair and other work cars.		1
Snow plows.....		1
Electric motors		24

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.....	15.10			
Total length of main track owned, etc	15.10			
Length of sidings, switches, etc .....	.10			
Total length, computed as single track.....	15.20			

RAILWAY OPERATED.

Length of railway line operated	15.10
Length of sidings, switches, etc., operated .....	.10
Total length operated, computed as single track.....	15.20

System of electric motive power in use by the company; General Electric, and The Thompson-Houston.

Names of the several cities and towns in which the railways operated by the company are located—Kittery and York.

GENERAL REMARKS AND EXPLANATIONS.

This road commenced operating the 12th of August, but only run two cars on four miles of track up to the 27th. On the evening of the 27th of August it ran the whole length.

Some of the assets of the company are as follows: 15 miles of electric road laid with cedar ties and 60 pound 60 feet steel rails: doubly equipped brick power house, 2½ acres of land located in Kittery, absolute title, with car barn 45 by 175 feet, and also another car barn at York Beach with 4 acres of land, 4 miles of road over private land, warranty deeds of same to company, 2 miles trestle bridges of great durability, bridge from Kittery to Badger's island 600 feet long, 24 feet wide, for electric cars and teams, brick block in Portsmouth with wharf approaches and offices, the two ferry boats, "Newmarch" and "Mystic," belong to the company. Equipments: 15 cars, 7-14 bench, 8 wheels, 2, 4 wheels, 4 closed vestibule cars, 1 snow plow, gravel car and mail car. The company have four years' contract with the United States to carry mail at about \$2,000 per annum. Express business is well started. It also has ten waiting stations.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Trespassers	1	.....	1	

STATEMENT OF EACH ACCIDENT.

A man eighty years old stepped in front of a car and was killed. The motor-man was unable to prevent running over him.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portsmouth, Kittery and York Street Railway Company, Portsmouth, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—A. F. Gerald, Fairfield, Maine.
 Treasurer—I. C. Libby, Waterville, Maine.
 Clerk of Corporation—Frank E. Rowell, Kittery, Me.
 General Counsel—H. M. Heath, Augusta, Maine.
 General Manager—A. F. Gerald, Fairfield, Maine.
 Superintendent—W. G. Meloon, Portsmouth, New Hampshire.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. F. Gerald, Fairfield, Maine.
 I. C. Libby, Waterville, Maine.
 Frank E. Rowell, Kittery, Maine.
 Horace Mitchell, Kittery Point, Maine.
 S. A. Nye, Fairfield, Maine.
 E. J. Lawrence, Fairfield, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

I. C. LIBBY,
 A. F. GERALD,
 E. J. LAWRENCE,
 S. A. NYE,
 HORACE MITCHELL,
 FRANK E. ROWELL,
 Directors.

I. C. LIBBY,
 Treasurer.

W. G. MELOON,
 Superintendent.

STATE OF MAINE.

KENNEBEC, ss. Waterville, October 1, 1898.

Then personally appeared the above named I. C. Libby, A. F. Gerald, E. J. Lawrence and S. A. Nye and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HARRY L. HOLMES, Notary Public.

**Report of the Rockland, Thomaston and Camden Street
Railway Company for the Year Ending June 30, 1898.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$68,223 24
Operating expenses		42,786 87
Gross income above operating expenses.....		\$25,436 37
Charges upon income accrued during the year:		
Interest on funded debt.....	\$12,560 00	
Interest and discount on unfunded debts and loans.....	1,257 02	
Taxes	375 56	
Total charges and deductions from income.....		14,132 58
Surplus for year ending June 30, 1898		\$11,303 79
Amount of surplus June 30, 1897		44,753 71
Total surplus June 30, 1898		\$56,057 50

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$48,028 90
Receipts from carriage of mails and parcels		2,285 86
Receipts from rentals of buildings and other property.....		75 00
Receipts from freight		5,223 30
Receipts from advertising in cars		320 00
Receipts from American Express Company		378 73
Other earnings from operation:		
Discounts		56 13
Power sold.....		11,855 32
Gross income from operation.....		\$68,223 24
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,778 07
Insurance		1,222 44
Other general expenses		1,352 62
Maintenance of roadway and buildings:		
Repairs of road-bed and track		4,954 66
Repairs of electric line construction		721 44
Removal of snow and ice		2,365 15
Repairs of buildings		73 80
Maintenance of equipment:		
Repairs of cars and other vehicles .	}	2,914 25
Repairs of electric equipment of cars.....		
Car cleaning		664 70
Transportation expenses:		
Station lighting.....		642 68
Cost of electric motive power.....		12,379 49
Wages and compensation of persons employed in conducting transportation ..		8,629 32
Damages for injuries to persons and property.....		152 65
Rentals of buildings and other property		108 33
Other transportation expenses.....		4,827 27
Total operating expenses.....		\$42,786 87

PROPERTY ACCOUNTS.

Additions:		
Extension of railway and tracks (length, 3,900 feet).....		
New electric line construction (length, 3,900 feet)		
Total additions to railway		\$1,233 71
Additions to other permanent property.....		87 30
Total additions to property accounts		\$1,321 01
Deductions:		
Property reduced in valuation and credited to property accounts.....		2,257 97
Net deductions from property accounts for the year.....		\$936 96

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments.....		\$317,133 31
Cash and current assets:		
Cash.....	\$2,122 79	
Bills and accounts receivable	3,822 65	
Due for stock issued	250,000 00	
Total cash and current assets		250,945 44
Miscellaneous assets:		
Materials and supplies	\$5,757 86	
Other assets.	3,573 48	
		9,331 34
Total		\$582,410 09
LIABILITIES.		
Capital stock:		
Total capital stock.....		\$250,000 00
Funded debt		250,000 00
Current liabilities:		
Loans and bills payable.....	\$25,000 00	
Miscellaneous current liabilities	1,352 59	
Total current liabilities		26,352 59
Profit and loss—balance.....		52,050 50
Total		\$582,410 09

CAPITAL STOCK.

Capital stock authorized by law, common	\$300,000 00	
Capital stock authorized by votes of the 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.....	41	
Number of stockholders in Maine, common.....	40	
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, 1922	\$250,000 00	\$12,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		960,578
Number of passengers carried per mile of railway track operated.....		57,727
Number of round trips run		8,071
Number of car miles run		268,609
Average number of persons employed.....		57

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for electric power		7	7
Open passenger cars equipped for trail	2		
Open passenger cars equipped for electric power... ..	2		
Total			10
Total passenger cars of all kinds.			17
Electric mail car... ..			1
Number of all above cars with 4 wheels.....			7
Number of all above cars with 8 wheels			1
Construction, repair and other work cars.....			1
Snow plows			2
Other rolling stock—Two 8-wheel flats; one 4-wheel box			3
One 8-wheel motor, freight cars			1
Electric motors			30

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	16.64	.....	.....	16.64
Length of sidings, switches, etc.....	.57	.....	.....	.57
Total length, computed as single track	17.21	.....	.....	17.21

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line	16.64	.....	16.64
Total length, computed as single track	17.21	.....	17.21

System of electric motive power in use by the company; General Electric, 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 CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, (9 in number) viz:		
With Rockport Railroad.....	1	1
With Lime Rock Railroad, Sea Street	1	1
With Lime Rock Railroad, Camden Street.....	1	1
With Lime Rock Railroad, North Main Street.....	1	1
With Lime Rock Railroad, Old County Road	1	1
With Maine Central Railroad, South Main Street	1	1
With Maine Central Railroad, Mechanic Street	1	1
With Maine Central Railroad, Park Street.....	2	1
With Maine Central Railroad, Thomaston Road.....	1	1
Total number of tracks at crossings	10	

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.
A. F. Crockett, Rockland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

GEO. E. MACOMBER,
W. S. WHITE,
S. M. BIRD,
A. F. CROCKETT,
H. L. SHEPHERD,
JOHN F. HILL,
W. T. COBB,
Directors.
A. D. BIRD,
Treasurer.
THOMAS HAWKEN,
Superintendent.

STATE OF MAINE.

KNOX, ss. July 31, 1898.

Then personally appeared the above named Geo. E. Macomber, W. S. White, S. M. Bird, A. F. Crockett, H. L. Shepherd, John F. Hill, W. T. Cobb, A. D. Bird and Thomas Hawken and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, J. W. CROCKER, Notary Public.

Report of the Skowhegan and Norridgewock Railway and Power Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$5,012 03
Operating expenses		5,207 27
Deficit from operation		\$195 24
Charges upon income accrued during the year:		
Interest on funded debt	\$3,000 00	
Interest and discount on unfunded debts and loans.....	49 50	
Taxes	10 00	
Total charges and deductions from income.....		3,059 50
Deficit for year ending June 30, 1898		\$3,254 74
Amount of deficit June 30, 1897		529 02
Total deficit June 30, 1898..		\$3,783 76

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$4,648 73
Receipts from carriage of mails and parcels		248 97
Other earnings from operation—from the Pines.....		114 33
Gross income from operation		\$5,012 03
EXPENSES OF OPERATION.		
General expenses:		
Insurance		\$ 8 70
Other general expenses—water, \$8; coal, \$40; the Pines, \$40		88 00
Maintenance of roadway and buildings:		
Repairs of road-bed and track		759 30
Repairs of electric line construction		15 00
Removal of snow and ice.....		528 81
Maintenance of equipment:		
Repairs of cars and other vehicles.....		233 49
Repairs of electric equipment of cars.....		391 66
Transportation expenses:		
Cost of electric motive power.....		685 39
Wages and compensation of persons employed in conducting transportation		2,464 65
Other transportation expenses—oil and grease		32 27
Total operating expenses.....		\$5,207 27

PROPERTY ACCOUNTS.

Additions:		
"The Pines".....		\$1,468 61

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of land and buildings owned.....		\$58,000 00
Other permanent property:—"The Pines".....		1,468 61
Total permanent investments.....		\$59,468 61
Cash and current assets:		
Cash.....	\$430 29	
Bills and accounts receivable	56 36	
Total cash and current assets.....		486 65
Miscellaneous assets:		
Materials and supplies.....		1,000 00
Profit and loss balance—deficit.		53,254 74
Total		\$114,210 00
LIABILITIES.		
Capital stock:		
Common		\$50,000 00
Funded debt.....		50,000 00
Current liabilities:		
Loans and bills payable.....	\$1,600 00	
Matured interest coupons unpaid, (including coupons due July 1).....	12,000 00	
Miscellaneous current liabilities—rent of power	600 00	
Total current liabilities.....		14,200 00
Accrued liabilities:		
Taxes accrued and not yet due.....		10 00
Total		\$114,210 00

CAPITAL STOCK.

Capital stock authorized by votes of company, common ..	\$50,000 00	
Capital stock issued and outstanding, common	50,000 00	
Total capital stock liability.....		\$50,000 00
Number of shares issued and outstanding, common .	500	
Number of stockholders, common	10	
Number of stockholders in Maine, common.....	8	
Total stock held in Maine.....	\$44,666 66	

REAL ESTATE MORTGAGES.

Road and equipment mortgaged; interest 6 per cent; due, 1914; amount \$50,000.

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		91,029
Number of passengers carried per mile of railway track operated.....		15,830
Number of round trips run		3,346
Number of car miles run		38,479
Average number of persons employed.		5
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	2	
Open passenger cars equipped for electric power.....	3	
Total passenger cars of all kinds....		5
Number of all above cars with 4 wheels.....		5
Number of electric cars equipped with fenders.....		2
Construction, repair and other work cars.....		1
Snow plows		1
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	5.75			
Total length of main track owned, etc	5.75			
Length of sidings, switches, etc .....	.10			
Total length of main track owned, etc.....	5.85			

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railway operated by the company is 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, (1 in number) viz:		
With Maine Central Railroad.....	2	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Skowhegan and Norridgewock Railway and Power Company.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Richard W. Brown, Skowhegan, Maine.
 Treasurer—John P. Clark, Skowhegan, Maine.
 Clerk of Corporation—Turner Buswell, Skowhegan, Maine.
 General Counsel—Walton & Walton, Skowhegan, Maine.
 Superintendent—John P. Clark, Skowhegan, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Richard W. Brown, Skowhegan, Maine.
 John P. Clark, Skowhegan, Maine.
 Albert H. Weston, Skowhegan, Maine.
 Amos F. Gerald, Fairfield, Maine.
 Levi C. Emery, Skowhegan, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

RICHARD W. BROWN,
 JOHN P. CLARK,
 A. H. WESTON,
 LEVI C. EMERY,
 Directors.

JOHN P. CLARK,
 Treasurer.

STATE OF MAINE.

SOMERSET, ss. August 9, 1898.

Then personally appeared the above named Richard W. Brown, John P. Clark and Levi C. Emery, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

TURNER BUSWELL, Justice of the Peace.

Report of the Somerset Traction Company for the Year Ending June 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$12,267 98
Operating expenses.....		7,082 56
Net income from operation		\$5,185 42
Miscellaneous income, less expense of collecting.....		88 00
Gross income above operating expenses.....		\$5,273 42
Charges upon income accrued during the year:		
Interest and discount on funded debts and loans	\$1,603 29	
Taxes	76 83	
Total charges and deductions from income.....		1,680 12
Net divisible income		\$3,593 30
Surplus for the year ending June 30, 1898		3,593 37
Amount of surplus June 30, 1897.....		5,368 60
Total surplus June 30, 1898		8,961 90

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried ...		\$11,723 36
Receipts from carriage of mails and parcels		544 62
Gross income from operation		\$12,267 98
EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies		\$ 33 28
Other general expenses—express, freight, oil, etc		384 95
Maintenance of roadway and buildings:		
Repairs of road-bed and track		240 59
Removal of snow and ice		7 27
Repairs of buildings.....		20 00
Maintenance of equipment:		
Repairs of cars and other vehicles.....		137 15
Repairs of electric equipment of cars.....		383 08
Transportation expenses:		
Cost of electric motive power		1,083 33
Wages and compensation of persons employed in conducting transportation		3,834 58
Rentals of buildings and other property.....		242 50
Other transportation expenses.....		2 40
Total operating expenses.....		\$7,682 56

PROPERTY ACCOUNTS.

Additions:		
Extension of railway and tracks (length, 1,525 feet).....	\$3,164 88	
New electric line construction (length, 1,525 feet).....	2,879 56	
Total additions to railway		\$6,044 54
Other additional rolling stock and vehicles.	\$441 00	
Other additional equipment	45 00	
Total additions to equipment.....		486 00
Additional land necessary for operation of railway		100 00
Total additions to property accounts.....		\$6,630 54

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks.....	\$50,562 80	
Electric line construction, including poles, wiring, feeder lines, etc.....	20,871 84	
Interest accrued during construction of railway.	55 56	
Salaries, engineering and other expenses incident to construction.....	1,495 98	
Total cost of railway owned		\$72,986 18
Equipment:		
Cars and other rolling stock and vehicles.....	\$9,158 81	
Electric equipment of same	4,675 83	
Other items of equipment	221 05	
Total cost of equipment owned		14,055 69
Land and buildings:		
Land necessary for operation of railway	\$1,011 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.....		8,877 60
Total permanent investments		\$95,919 47
Cash and current assets:		
Bills and accounts receivable.....		1,326 65
Total		\$97,246 12
LIABILITIES.		
Capital stock: common		\$30,000 00
Current liabilities: loans and bills payable.....		58,284 22
Profit and loss balance—surplus.....		8,961 90
Total		\$97,246 12

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000 00	
Capital stock authorized by votes of company, common..	75,000 00	
Capital stock issued and outstanding, common.		\$1,600 00
Amount paid in on 284 shares not yet issued.....		28,279 40
Number of shares issued and outstanding, common	16	
Number of stockholders, common	8	
Number of stockholders in Maine, common	8	
Amount of stock held in Maine, common	\$1,600 00	

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED, ETC.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
All the property of the corporation.....	5%	May 1, 1926	\$75,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		92,384
Number of passengers carried per mile of railway track operated... ..		7,698
Number of round trips run		3,269
Number of car miles run.....		77,371
Average number of persons employed.....		6

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 4 wheels... ..			7
Snow plows.....			1
Other rolling stock, 1 box car, 2 flat cars .. .			3
Electric motors .. .			16

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.....	12.00			
Total length of main track owned, etc	12.00			
Length of sidings, switches, etc .....	.23			
Total length, computed as single track.....	12.23			

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....		12.00		

System of electric motive 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.

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.

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,
J. P. OAK,
A. G. BLUNT,
J. O. SMITH,
S. W. GOULD,
T. H. ANDERSON,

Directors.

T. H. ANDERSON,

Treasurer.

STATE OF MAINE.

SOMERSET, ss. August 31, 1898.

Then personally appeared the above named R. B. Shepherd, Lewis Anderson, J. P. Oak, A. G. Blunt, J. O. Smith, S. W. Gould 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, 1898.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$40,228 97
Operating expenses.....		31,076 46
Net income from operation.....		\$9,152 51
Charges upon income accrued during the year:		
Interest on funded debt.....	\$12,000 00	
Other deductions from income:		
Water power, power house, car rails, copper wire, interest, etc.....	14,152 51	
Total charges and deductions from income.....		26,152 51
Deficit for the year ending June 30, 1898.....		\$17,000 00
Additions during the year—bonds.....		17,000 00
Surplus or deficit June 30, 1898.....		\$00,000 00

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried ...		\$20,132 95
Receipts from advertising in cars.....		75 00
Other earnings from operation, lighting, power and rents.....		20,021 02
Gross income from operation.....		\$40,228 97
EXPENSES OF OPERATION.		
General expenses:		
Insurance, tax and interest.....		\$4,153 20
Operating expense of railway.....		13,320 76
Operating expense of lights.....		13,603 01
Total operating expenses.....		\$31,076 97

PROPERTY ACCOUNTS.

Additions:		
Extension of railway and tracks (length, 1,300 feet).....		
New electric line construction (length, 1,300 feet)		
Additional cars (1 in number).....	\$1,000 00	
Electric equipment of same	1,180 00	
Total additions to equipment		\$2,180 00
New electric power stations, including machinery, etc..	\$4,047 84	
Additional equipment of power stations	600 00	4,647 84
Total additions to property accounts		\$6,827 84

GENERAL BALANCE SHEET.

ASSETS.		
Railway, equipment, land and buildings, electric light plant.....		\$300,000 00
Total miscellaneous assets.....		117,000 00
Total		\$417,000 00
LIABILITIES.		
Capital stock:		
Total capital stock.....		\$200,000 00
Funded debt		217,000 00
Total		\$417,000 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		402,659
Number of passengers carried per mile of railway track operated.....		92,353
Number of round trips run		10,890
Number of car miles run		94,960
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.....	4	
Total passenger cars of all kinds....		7
Number of all above cars with 4 wheels.....		7
Snow plows		1
Barges and omnibuses		1
Carts		2
Horses		1
Harnesses—double, 1; single, 1; total ..		2

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	4.75			
Total length of main track owned, etc	4.75			
Length of sidings, switches, etc .....	.05			
Total length of main track owned, etc.....	4.80			

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railway operated by the company is located—Waterville and Fairfield.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, (4 in number) viz:		
With Maine Central Railroad, Lower College Avenue..	2	1
With Maine Central Railroad, Upper College Avenue ..	2	1
With Maine Central Railroad, brick yard siding	1	1
With Maine Central Railroad, Fairfield	1	1
Total number of tracks at crossings.....	6	4

GENERAL REMARKS AND EXPLANATIONS.

In 1897 the company defaulted its bonds and the company was reorganized. The old 6% bonds were taken up, \$200,000 in all, at 6% and a new issue of bonds was made, secured by a new mortgage, and \$40,000 additional were issued as series A, and with the proceeds the property has been rehabilitated. New ties have been laid the whole length, an extension to the power plant, an auxiliary steam plant of 500 horse power has been added and a new water wheel has also been added, and the road has been extended from its southern terminal to Pine Grove Cemetery, 80 rods. The property is in good condition.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Waterville and Fairfield Railway and Light Company, Waterville, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—I. C. Libby, Waterville, Maine.

Treasurer—E. F. Webb, Waterville, Maine.

General Manager—J. A. Hamblin, Waterville, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

I. C. Libby, Waterville, Maine.

E. F. Webb, Waterville, Maine.

W. S. Spaulding, Boston, Mass.

C. F. Woodward, Bangor, Maine.

Elias Milliken, Augusta, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

I. C. LIBBY,
EDMUND F. WEBB,
ELIAS MILLIKEN,
Directors.

EDMUND F. WEBB,
Treasurer.

J. A. HAMBLIN,
General Manager.

STATE OF MAINE.

KENNEBEC, ss. October 8, 1898.

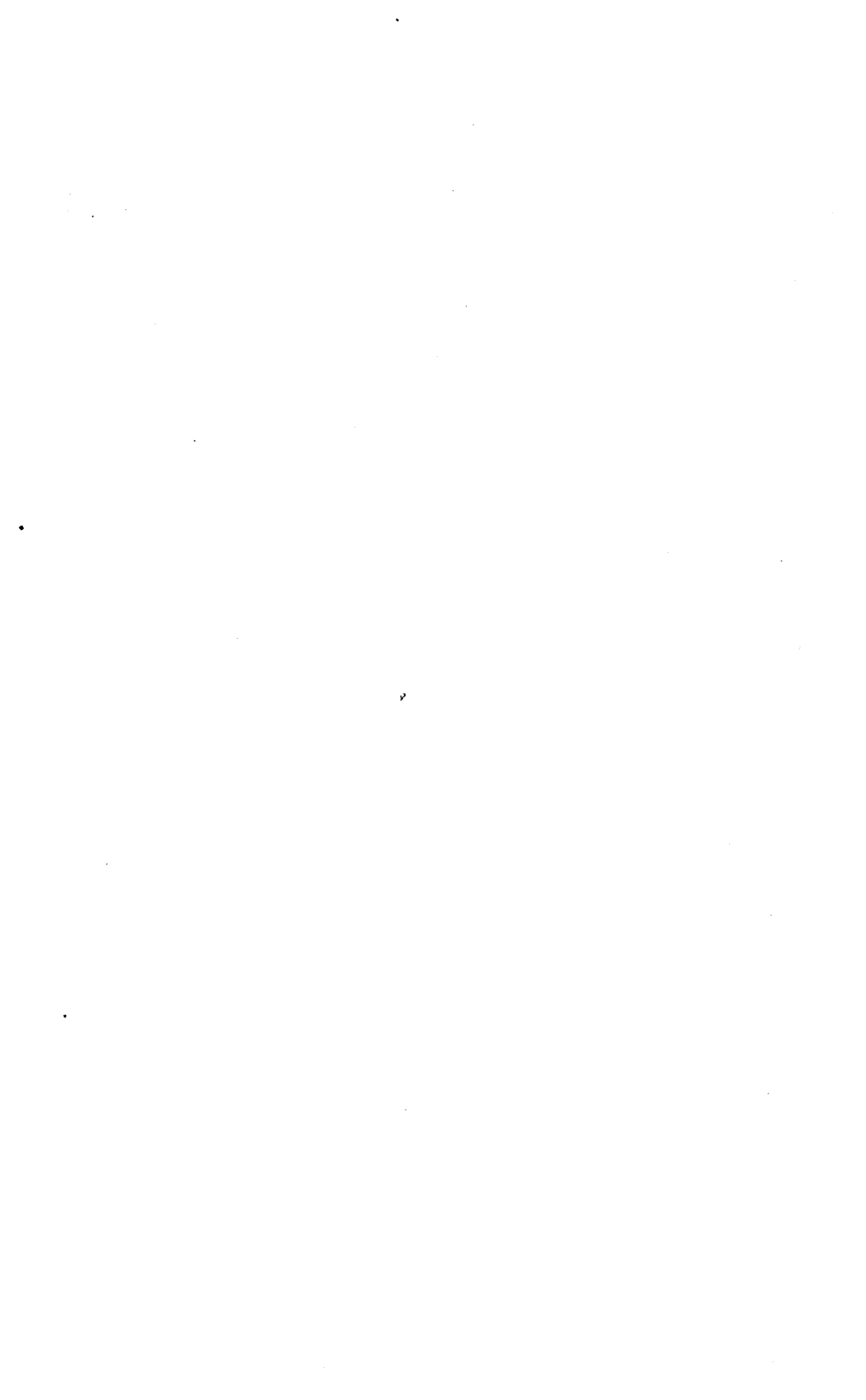
Then personally appeared the above named I. C. Libby, Elias Milliken, E. F. Webb and J. A. Hamblin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRED W. CLAIR, Justice of the Peace.

EXPENSE.

Appropriation.....	\$3,200 00	
Unexpended	22 68	\$3,222 68
Stationery, etc	\$318 40	
Express	159 52	
Magazines	55 60	
Postage.....	265 35	
Telegraph expense.....	58 16	
Map work.....	119 53	
Clerk hire.....	399 96	
Typewriter, desk, etc.....	151 50	
Books.....	82 20	
Miscellaneous, office.....	215 54	
Incidental Expenses of Commissioners and Clerk in Discharge of Official Duties.		
J. B. Peaks.....	330 49	
Benj. F. Chadbourne	582 10	
Frederic Danforth	446 12	
E. C. Farrington.....	17 01	
Unexpended	\$3,201 48
		21 20
		\$3,222 68

December 1, 1898.



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