

MAINE STATE LEGISLATURE

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



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

Public Documents of Maine:

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Departments  Institutions

FOR THE YEAR

1900.

VOLUME III.

AUGUSTA
KENNEBEC JOURNAL PRINT
1900



SOUTH WINDHAM,
On line of Westbrook, Windham and Naples Railway.

FORTY FIRST 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, 1899, INCLUDING
PETITIONS,

DECISIONS AND RULES  BOARD

MADE DURING THE YEAR ENDING NOVEMBER 30,

1899.

AUGUSTA
KENNEBEC JOURNAL PRINT
1899.

BOARD OF RAILROAD COMMISSIONERS.

JOSEPH B. PEAKS, *Chairman*, DOVER.

BENJ. F. CHADBOURNE, BIDDEFORD.

FREDERIC DANFORTH, GARDINER.

E. C. FARRINGTON, *Clerk*, AUGUSTA.

CONTENTS.

	PAGE
General Index.....	409
Part I—Railroad mileage, physical condition, new railroads, and statistical information, accidents, etc.	
Part II—Index preceding petitions, orders of notices, decisions by the Board, special reports upon accidents and comparative statements of the condition and operation of railroads.	
Appendix—Returns, organization, officers, etc., of all railroads.	
—————	
Part I—Railroad mileage, earnings, statistical information, etc..	1-2
Accidents, steam railroads.....	24-26
Accidents, street railroads.....	29
Accidents, special report of the Board. Part II.....	174-179
Engines, cars; passengers and freight per cent etc., 1898, 1899, tabulations.....	13-14
Gross earnings, dividend paying and other steam railroads, 1899, comparative statements.....	4-8
Gross income, operating expenses, all steam railroads,	9
Grab irons, couplers, grade crossings, bridges, etc....	17-19
Passengers carried, steam railroads; 1893-1899.....	10
Passengers, mileage, averages, rates, etc.....	15-16, 23
Tons of freight carried, steam railroads, 1893-1899....	11
Assets and liabilities, steam railroads, etc., 1897-1899..	12
Narrow gauge railroads, construction, etc., per mile..	21
Operating expenses, earnings, passenger and freight engines, etc.....	22-23
Street Railways—mileage, transportation, earnings, statistical information, etc.....	28-32
Street railways, gross earnings, 1894-1899.....	30
Street railways, passengers carried, 1894-1899.....	31
Street railway mileage, 1880-1899.....	28
Street Railways, comparative statements, earnings, income, expenses, etc.....	30
New railroads to November 30, 1899, physical condition	35
Inspection and physical condition of railroads.....	36-59
Comparative statements: Steam railroads showing in detail, earnings, etc. Part II.....	184-206
Comparative statements, showing in detail the operation of street railways. Part II.....	214-232
Views; pages 32, 34, 36, 37, 40, 43, 45, 50, 52, 54, 56, 60, 122, and 162.	

RULES OF THE BOARD OF COMMISSIONERS.

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

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

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

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

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

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

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

STATE OF MAINE.

To the Honorable Llewellyn Powers, Governor of Maine:

The Board of Railroad Commissioners has the honor to submit its forty-first annual report, as follows:

RAILROAD CONSTRUCTION.

The annual report of 1898 shows that on June 30, 1898, there was 1,748.95 miles of steam railroads in Maine.

During the year ending June 30, 1899, there has been constructed the following additional mileage.

Spurs upon the Bangor & Aroostook Railroad.	2.63	miles.
Extension of the Bridgton & Saco River Railroad	5.25	“
Washington County Railroad.	115.33	“
Portland & Rumford Falls Railway, branch.	5.59	“
Siding transferred to main line by same company, . . . . .	.72	“
Gain in remeasurement on Maine Central Railroad . . . . .	.02	“
Total	124.54	“
Loss, in straightening line on Bangor & Aroostook	1.64	“
Actual gain	122.90	“

This additional mileage makes the number of miles of steam railroads in Maine, on June 30, 1899, 1,871.85.

Of this mileage, 1,717.68 miles is broad or standard gauge, and 154.17 miles of narrow or two feet gauge.

GROSS EARNINGS FROM OPERATION.

The total gross earnings from operation in the State of Maine, of the steam railroads, as will be seen by the following comparative statement, show a gain of \$492,199.99.

By a careful estimate of the gross earnings of all railroads doing business in the State, which may properly be credited to earnings in Maine, for the year ending June 30, 1899, there were \$8,723,218.62, against the corresponding year of 1898, of \$8,231,018.63, which gives a gain of \$492,199.99.

The number of passengers carried in Maine to June 30, 1899, was 4,908,971, against 4,896,065 in 1898, a gain of 12,906.

The number of tons of freight carried in Maine to June 30, 1899, was 6,539,200, against 5,646,376, in 1898, a gain of 892,824 tons.

The total passenger train mileage in the State for the year ending June 30, 1899, was 3,239,616 miles against 3,270.28 in 1898, a decrease of 30,512 miles.

The total freight train mileage in the State for the year ending June 30, 1899, was 3,228,770 miles, against 3,049,226 in 1898, an increase of 179,544 miles.

The number of passengers carried one mile, was 130,969,634, against 127,113,104 in 1898, a gain of 3,856,530.

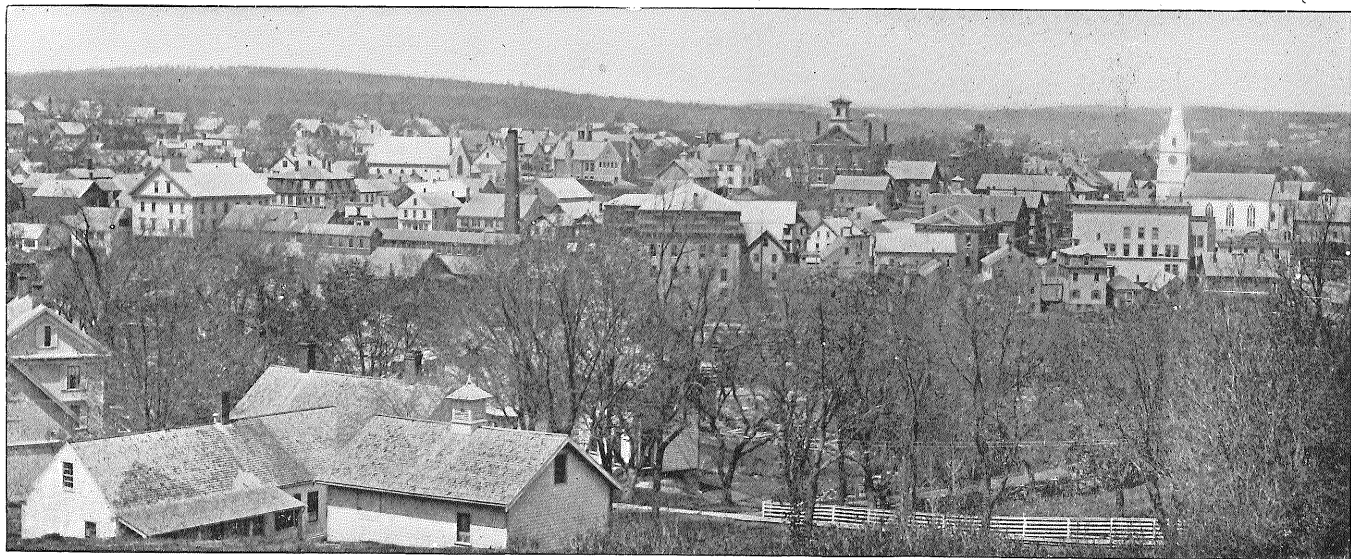
The number of tons of freight carried one mile, was 465,951,675, against 425,482,639 in 1898, a gain of 40,469,036 tons.

The switching train mileage was for the year ending June 30, 1899, 1,815,531 miles.

The construction train mileage for the corresponding year, was 528,183 miles.

The mileage of mixed trains was for the same period 83,312 miles.





MACHIAS, MAINE; WASHINGTON COUNTY RAILROAD.

Mileage of Steam Railroads for the Year Ending June 30, 1899.

Operating Railroads.	Miles in Maine.	Length of line operat'd.	Miles of 2d track operat'd.	Miles of Y ^d T ^k & sid'gs operat'd.	Miles of br. track operat'd.
Bangor & Aroostook Railroad:					
Brownville to Caribou	154.14				
Old Town to Greenville	76.00				
Bangor & Katahdin:					
Milo Junction to Katahdin	18.94				
Spurs .....	.44				
Fort Fairfield Jr. to Fort Fairfield ..	13.30	332.36	332.36	44.37	
Ashland Jr. to Ashland	42.82				
Caribou to Limestone	15.85				
Spurs	10.87				
Boston & Maine Railroad:					
Western Division ..	44.00				
Eastern Division	50.76				
Northern Division ..	2.92	105.45	1,715.79	310.31	45.96
Kennebunk & Kennebunkport	4.50				
Old Orchard Beach	3.27				
§Bridgton & Saco River Railroad		21.25	21.25	1.00	
Canadian Pacific Railway	144.50				
Aroostook River Branch	20.20	176.70	1,232.80	19.30	
Houlton Branch	3.00				
§Franklin & Megantic Railroad	16.70	26.70	25.00	50	
§Kingfield & Dead River Railroad ..	10.00				
Georges Valley Railroad		8.50	8.50		
Grand Trunk Railway:					
Portland to Boundary Line	82.60				
Lewiston Branch	5.41	89.37	171.99	64.11	
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	648.52	814.66	40.50	56.30
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 Point ..	74				
Quebec Junction 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	53.88	17.77	
Portland & Rumford Falls Railway:					
Rumford Falls Jr. to Rumford Falls ..	53.58	63.85	68.05	14.58	
Canton to Otis Falls	10.27				
†Rockport Railroad		3.00			
Rumford Falls & Rangeley Lakes Railroad		31.00	*32.42	5.97	
§Sandy River Railroad		18.00	18.00		
Sebastcook & Moosehead Railroad		8.00	8.00	.25	
Somerset Railway		42.06	42.06	4.45	
Washington County Railroad:					
Calais to Washington Junction	102.28				
Eastport Junction to Eastport	16.72	131.58	136.33	9.82	
St. Croix Junction to Princeton	17.33				
§Wisasset & Quebec Railroad		43.46	43.46		
York Harbor & Beach Railroad		11.17	11.17	1.11	
		1,871.85			

† 56 miles from Mattawamkeag to Vanceboro, operated on M. C. R. R. line.

* 1.27 miles, M. C. R. R. trackage rights. † 4.20 miles, M. C. R. R. trackage rights.

§ Narrow (two foot gauge). † Narrow (three foot gauge). Not operated.

* 1.42 miles, Portland and Rumford Falls Railway, trackage rights.

Table No. 1 gives the gross earnings; operating expenses; income from operation; income from other sources; interest, taxes and other charges; net divisible income; dividends paid and rate, and the surplus of all steam roads doing business in Maine, paying dividends for the year ending June 30, 1899.

TABLE No. 1.

Railroads.	Gross income.	Operating expenses.	Income from operation.	Income from other sources.	Interest, taxes and other charges.	Net divisible income.	Dividends paid.	Rate-%.	Surplus.
Boston and Maine Railroad	\$20,027,248 11	\$13,712,613 71	\$6,314,634 40	\$518,483 28	\$5,553,702 66	\$1,279,415 02	\$1,234,002 00	6	\$45,413 02
Bridgton and Saco River Railroad.....	35,790 40	24,235 17	11,555 23	704 68	6,583 93	5,675 93	4,078 00	4	1,597 93
Kennebec Central Railroad	15,561 92	10,527 54	5,034 38	.....	1,943 61	3,090 77	2,400 00	6	690 77
Lime Rock Railroad	72,410 45	28,221 39	44,189 06	2,547 69	24,620 84	22,115 91	6,750 00	1½	15,365 91
Maine Central Railroad.....	5,049,689 16	3,283,337 40	1,766,351 76	53,479 63	1,397,618 53	422,212 91	298,531 50	6	123,681 41
Portland and Rochester Railroad.....	266,041 20	211,232 19	54,809 01	3,451 08	21,960 74	36,299 35	35,524 22	6	775 13
Portland and Rumford Falls Railway	300,808 29	184,266 32	116,541 97	33,931 58	61,575 67	88,897 88	60,000 00	6	28,897 88
Sandy River Railroad.....	48,196 49	25,993 50	22,202 99	2,500 00	15,924 88	8,778 11	6,000 00	6	2,778 11
	\$25,815,746 02	\$17,480,457 22	\$8,335,318 80	\$615,097 94	\$7,083,930 80	\$1,866,485 80	\$1,647,285 72		\$219,200 16

Table No. 2 gives the volume of traffic on the roads named in table No. 1; the number of passengers carried, and tons of freight hauled; the average distance each passenger was carried, and each ton of freight hauled; the average amount received per passenger per mile and each ton of freight per mile carried, for the year 1899; also the average receipts per passenger and tons of freight per mile, for 1898.

It will be seen that there was a reduction in rates on nearly all the roads mentioned. The rates on the Maine Central system, being very nearly the same on passengers, but a reduction on freight which may be worthy of notice. In 1898, the rates on freight per ton per mile, showed a reduction over 1897, in receipts, \$101,741.85. In 1899 there appears to be a further reduction of .00183 cents per ton per mile, which for the tonnage carried, makes a reduction of earnings over what it would have been, had the rates of 1898 been adhered to, of \$469,447.29. In the two years, 1898 and 1899, the reduction in freight rates on the Maine Central Railroad alone, has saved to the public \$570,-189.14.

TABLE No. 2.

Name.	Passengers carried.	Average journey —miles.	Average receipts per passenger per mile.—cts.	Tons of freight hauled.	Average haul.	Average receipts per ton per mile.—cts.	Average receipts per passenger per mile, 1898.—cts.	Average receipts per ton per mile, 1898.—cts.
Boston & Maine Railroad	31,607,156	15.73	1.71	10,644,376	67.59	1.43	1.74	1.48
Bridgton & Saco River Railroad..	19,717	13.20	4.68	20,944	15.18	5.97	5.01	6.66
Kennebec Central Railroad.....	51,321	4.92	3.09	5,378	5.	24.93	3.05	29.16
Lime Rock Railroad.....				†247,485				
Maine Central Railroad	2,136,470	38.90	2.26	3,217,809	79.84	1.101	2.23	1.284
Portland & Rochester Railroad...	273,516	12.48	2.26	307,470	38.67	1.44	2.33	1.41
Portland & Rumford Falls Ry....	94,583	23.76	2.59	367,735	27.96	2.24	2.75	2.13
Sandy River Railroad.	24,179	14.04	3.90	42,055	14.04	5.35	3.90	5.35

† Lime-stone to kilns—no passengers—mileage not returned.

Table No. 3 is an exhibit of the earnings, operating expenses and income of the steam roads which did not declare any dividends, but which had a surplus after paying all expenses of operation and interest, taxes and other charges against income.

TABLE No. 3.

Railroads.	Gross income.	Operating expenses.	Income from operation.	Income from other sources.	Interest, taxes and other charges.	Surplus.
Bangor and Aroostook Railroad	\$29,253 56	\$573,161 33	\$356,092 23	.....	\$307,225 54	\$48,896 69
Franklin and Megantic Railroad	22,285 45	20,881 72	1,408 73	.....	715 64	688 09
Georges Valley Railroad	12,553 20	6,535 96	6,017 24	.....	3,498 07	2,519 17
Patten & Sherman Railroad.....	5,030 01	4,904 92	125 69	.....	74 20	51 49
Rumford Falls & Rangeley Lakes Railroad...	74,139 64	48,639 67	25,499 97	.....	21,371 75	4,128 22
Sebasticook & Moosehead Railroad.....	9,987 00	5,369 46	4,618 14	.....	.....	4,618 14
Somerset Railway.....	80,195 40	54,171 92	26,023 48	.....	15,664 47	10,357 01
York Harbor & Beach Railroad	20,586 51	19,497 09	1,089 42	\$1,107 73	422 54	1,774 61

Table No. 4 on the following page gives the volume of traffic of the roads mentioned in Table 3, together with the number of passengers carried; the number of tons of freight hauled; the average distance each passenger was carried and each ton of freight hauled; the average amount received from each passenger and each ton of freight in the year 1899; also the receipts per passenger and tons of freight per mile, for 1898.

It will be seen that a considerable reduction in rates was made upon the principal roads on passengers and freight carried.

TABLE No. 4.

Railroads.	Passengers carried.	Average journey—miles.	Average receipt per passenger per mile—cents.	Tons of freight carried.	Average haul—miles.	Average receipts per ton, per mile—cents.	Average receipts per passenger per mile, 1898—cents.	Average receipts per ton per mile, 1898—cents.
Bangor & Aroostook Railroad.....	239,092	40.46	2.44	408,858	94.72	1.57	2.54	1.55
Franklin & Megantic Railroad.....	7,590	15.01	3.75	19,898	22.20	3.66	3.29	5.41
Georges Valley Railroad..	5,600	*7.14	*1.92	37,455	*4.86	*3.20	1.92	3.20
Patten and Sherman Railroad.....	6,873	5.84	5.29	4,469	5.84	8.98	5.27	10.39
Rumford Falls & Rangeley Lakes Railroad.....	9,012	22.03	5.40	91,189	21.52	3.10	3.56	3.13
Sebasticook & Moosehead Railroad.....	7,711	8.00	5.00	15,049	8.00	5.00	5.70	8.60
Somerset Railway.....	24,429	23.60	3.58	100,245	19.49	2.72	3.54	3.25
York Harbor and Beach Railroad.....	87,222	8.97	1.88	5,793	7.58	11.56	3.23	10.59

*Estimated.

Table No. 5, shows the gross earnings; expenses and income from operation; deficit from operation; income from other sources; interest, taxes and other charges; deficit for the year ending June 30, 1899, on roads having no surplus.

TABLE No. 5.

Railroads.	Gross earnings from operation.	Operating expenses.	Income from operation.	Deficit from operation.	Income from other sources.	Interest, taxes and other charges.	Deficit.
Canadian Pacific Railway.....	\$435,350 48	\$455,841 08	\$29,509 40	.....	.....	\$79,527 02	\$50,017 62
Grand Trunk Railway.....	1,201,343 24	1,085,834 34	115,508 90	.....	\$2,740 23	595,394 89	477,145 76
Monson Railroad..	5,540 04	5,065 77	474 27	.....	12 00	4,882 69	4,396 42
Phillips & Rangeley Railroad....	34,928 86	26,358 65	8,570 21	.....	.....	13,423 24	4,853 03
St. Croix & Penobscot Railroad*....	*7,141 24	8,275 48	.....	\$1,134 24	.....	458 47	1,592 71
Washington Co. Railroad.....	73,730 67	81,648 85	.....	7,918 18	.....	604 60	8,522 78
Wiscasset and Quebec Railroad	18,979 25	21,904 70	.....	2,925 45	.....	9,621 33	12,546 78

*4 months operation, to October 31, 1898.

Table 6, gives the volume of traffic, in passengers and freight, and the average distance carried; the average amount received per passenger and ton of freight hauled, and the average amount received per passenger and ton of freight per mile for year 1899; also the average receipts per passenger and ton of freight per mile in 1898.

TABLE No. 6.

Railroads.	Passengers carried.	Average journey— miles.	Average receipts per passenger, per mile— cents.	Number of tons of freight carried.	Average haul.	Average amount received per ton per mile—cents.	Average receipts per passenger per mile, 1898—cents.	Average receipts per ton per mile, 1898— cents.
Canadian Pacific Railway	77,518	76.51	1.50	389,421	173.93	0.50	1.74	0.52
Grand Trunk Railway	232,428	32.55	2.02	1,117,752	72.26	0.64	2.03	0.76
Monson Railroad	3,849	6.16	4.91	6,110	6.16	10.52	4.73	9.48
Phillips & Rangeley Railroad..	10,729	25.36	3.54	195,434	17.90	4.54	3.64	7.37
St. Croix & Penobscot Railroad	2,404	16.50	2.02	15,924	4.85	7.40	1.97	5.61
Washington County Railroad	56,032	28.71	2.67	31,690	35.59	2.28	.....	.....
Wiscasset & Quebec Railroad..	9,767	18.00	2.90	7,980	27.70	4.37	3.09	4.69





CULVERT MASONRY, UNDER AN OLD TRESTLE, NOW FILLED.
Bangor and Aroostook Railroad.

**Table Showing the Gross Earnings from Operation of the Railroads doing Business in Maine for the Years Ending
June 30, 1893, 1894, 1895, 1896, 1897, 1898 and 1899.**

Railroad.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Bangor and Aroostook Railroad	\$184,580 68	\$245,902 53	\$582,832 12	\$699,661 50	\$754,780 66	\$779,206 76	\$929,253 56
Boston and Maine Railroad	17,257,986 65	16,922,653 02	16,937,967 93	120,499,768 27	19,640,846 30	19,850,984 06	20,027,248 11
Bridgton and Saco River Railroad	31,810 68	28,933 80	29,861 41	29,514 62	28,065 44	28,453 26	35,790 40
Canadian Pacific Railway	251,556 33	282,990 85	258,357 75	361,070 85	419,664 32	462,063 61	485,350 42
Franklin and Megantic Railway	7,937 51	9,338 81	15,582 48	12,678 85	13,866 68	15,843 02	22,285 45
Georges Valley Railroad	-	4,945 51	10,893 12	11,537 73	10,642 87	11,014 55	11,553 20
Grand Trunk Railway	1,231,704 16	1,049,668 43	975,004 87	1,027,235 35	1,163,233 20	1,274,505 67	1,201,343 24
Kennebec Central Railroad	14,202 64	14,055 11	14,417 89	13,250 64	15,253 65	16,275 39	15,591 92
Lime Rock Railroad	77,607 70	59,706 17	64,723 68	71,947 76	71,386 50	59,805 64	72,410 45
Maine Central Railroad	5,059,234 59	4,655,585 36	4,839,761 38	5,010,618 55	4,923,335 91	4,784,101 23	5,049,689 16
Monson Railroad	10,838 79	9,413 21	6,446 26	7,257 88	6,807 72	5,433 63	5,540 04
Patten and Sherman Railroad	-	-	-	-	4,225 34	4,806 42	5,030 61
Phillips and Rangeley Railroad	37,956 75	39,275 28	34,301 42	32,500 51	29,933 80	35,166 83	34,928 86
Portland and Rochester Railroad	260,062 20	222,278 84	256,449 34	263,297 37	242,419 18	253,373 45	266,041 20
Portland and Rumford Falls Railway	123,339 16	111,431 16	173,349 89	208,182 29	252,825 35	289,936 49	300,808 29
Rockport Railroad §	7,125 23	7,063 61	6,919 52	-	7,310 15	8,266 22	-
Rumford Falls and Rangeley Lakes Railroad ¶	-	-	-	148,000 74	96,449 84	81,500 82	74,139 64
Sandy River Railroad	51,879 62	51,279 53	44,667 95	47,653 99	43,996 05	44,306 68	48,196 49
Sebastiack and Moosehead Railroad	10,649 79	8,065 37	10,230 86	6,448 32	8,702 01	8,935 56	9,387 60
Somerset Railway	92,250 42	67,484 77	75,372 10	84,281 70	78,688 48	67,133 88	80,195 40
St. Croix and Penobscot Railroad	35,722 24	27,958 92	26,455 35	28,653 05	25,765 28	25,643 98	17,141 24
Washington County Railroad	-	-	-	-	-	-	73,730 67
Wisasset and Quebec Railroad ¶	-	-	12,845 55	18,715 13	19,177 28	20,935 45	18,979 25
York Harbor and Beach Railroad	40,410 59	32,448 16	35,180 47	37,178 09	36,456 70	30,819 04	20,586 51
	\$24,791,905 82	\$22,948,378 61	\$24,401,621 34	\$28,526,763 24	\$27,888,788 79	\$28,150,245 77	\$28,796,791 77

† Increase of mileage over 1895, 423.57.

§ Not in operation.

¶ Commenced operation of 18 miles September 1, 1895.

† Four months operation.

¶ Commenced operation February 25, 1895.

RAILROAD COMMISSIONERS' REPORT.

ASSETS AND LIABILITIES.

The gross assets and liabilities of the steam railroad corporations doing business in Maine to June 30, 1897, 1898, and 1899 are given in the following tables:

Gross Assets June 30, 1897, 1898 and 1899.

Assets.	1897.	Increase.	1898.	Increase.	1899.	Increase.
Construction.....	\$72,082,871 68	\$7,269,000 39	\$72,197,719 02	\$114,847 34	\$78,392,656 70	\$6,194,937 68
Equipment.....	7,778,853 87	87,096 92	9,504,470 31	1,725,616 44	10,070,503 20	566,032 89
Other permanent property.....	16,186,001 99	414,713 84	8,859,889 26	*7,326,112 73	8,585,017 58	*274,871 68
Cash and current assets.....	7,291,058 48	*62,101 49	6,647,511 96	*643,546 52	7,379,002 74	731,490 78
Miscellaneous assets.....	3,601,209 07	*1,496,875 64	5,126,682 01	1,525,472 94	5,333,457 56	206,775 55
Gross assets.....	\$106,939,995 09	\$6,211,834 02	\$102,336,272 56	\$4,603,722 53	\$109,760,637 78	\$7,424,365 22

Gross Liabilities June 30, 1897, 1898 and 1899.

Liabilities.	1897.	Increase.	1898.	Increase.	1899.	Increase.
Capital stock.....	\$40,217,529 34	\$2,267,659 88	\$40,875,898 10	\$658,368 76	\$43,358,512 10	\$2,482,614 00
Funded debt.....	46,123,768 37	4,158,866 56	46,687,877 16	564,108 79	51,574,051 30	4,886,174 14
Real estate mortgages.....	597,800 00	.....	771,185 94	173,385 94	594,800 00	*176,385 94
Current liabilities.....	6,464,062 82	*724,875 97	6,027,545 09	*436,517 73	5,945,466 42	*82,078 67
Accrued liabilities.....	10,443,959 53	639,361 45	4,308,074 06	*6,135,885 47	4,438,116 53	130,042 47
†Gross liabilities.....	\$103,847,120 06	\$6,341,011 86	\$98,670,580 35	*\$5,176,539 71	\$105,910,946 35	\$7,240,366 00
Surplus.....	3,092,875 03	†129,177 84	3,665,692 21	†572,817 18	3,849,691 43	183,999 22

* 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 1899 over those of 1898 of \$7,424,365.22 and an increase of liabilities of \$7,240,366.00, a balance of \$183,999.22 in favor of assets.

Condensed Table Showing the Number of Engines, Passenger and Freight ; Passenger and Freight Cars ; Passengers and Tons of Freight Carried per Engine and Car ; Average Distance Carried ; Amount Received per Passenger and Ton of Freight ; Average Amount Received per Passenger and Ton of Freight per mile, for the Year 1898.

Railroads.	Passenger engines.	Freight engines.	Passenger cars.	Freight cars.	Passengers carried per passenger locomotive.	Tons of freight carried per freight locomotive.	Passengers carried per passenger car.	Tons of freight carried per freight car.	Average haul of passengers—miles.	Average haul of tons of freight—miles.	Average amount received per passenger.	Average amount received per ton of freight.	Average amount per passenger per mile.	Average amount per ton per mile.
Bangor and Aroostook Railroad.....	14	16	24	1,269	14,917	20,199	8,285	255	38.72	97.03	\$.9874	\$1.510	\$.0254	\$.0155
Boston and Maine Railroad.....	300	228	991	11,945	107,254	45,051	32,466	859	15.10	67.01	26.29	.9931	.0174	.0148
Bridgton and Saco River Railroad.....	3	.....	2	31	4,341	5,184	6,512	500	13.90	14.80	.6985	.9234	.0501	.0661
Canadian Pacific Railway.....	.....	10	.....	1,000	.....	36,666	.....	364	65.27	167.52	1.1370	.8838	.0174	.0052
Franklin and Megantic Railroad.....	1	1	1	28	7,851	12,542	7,851	448	15.65	15.00	.5148	.8123	.0329	.0541
Georges Valley Railroad.....	1	.....	1	5	6,303	18,886	6,303	3,777	7.14	4.79	.2954	.4908	.0192	.0320
Grand Trunk Railway*.....	.....	.....	.....	.....	.....	.....	.....	.....	37.49	113.84	.7814	.6071	.0208	.0053
Kennebec Central Railroad.....	2	.....	5	8	24,863	2,703	9,945	675	4.95	5.00	.1511	1.4580	.0805	.2916
Lime Rock Railroad.....	.....	3	.....	413	.....	65,959	.....	479	.....	.....	.....	.....	.....	.....
Maine Central Railroad.....	60	66	167	3,250	34,523	41,621	12,403	842	40.23	74.15	.8980	.9524	.0223	.0128
Monson Railroad.....	2	.....	1	18	1,743	3,489	3,486	387	6.16	6.16	.2915	.5841	.0473	.0948
Patten and Sherman Railroad.....	1	.....	1	.....	7,289	3,351	7,289	.....	5.53	5.84	.3082	.6072	.0527	.1039
Phillips and Rangeley Railroad.....	4	.....	4	100	2,049	4,751	2,049	190	24.43	16.57	.8900	1.2210	.0364	.0737
Portland and Rochester Railroad.....	8	4	12	183	33,561	68,109	22,374	1,489	12.18	41.04	.2842	.5869	.0233	.0141
Portland and Rumford Falls Railway.....	3	7	8	70	32,809	39,840	12,303	3,984	35.72	23.84	.6565	.7610	.0275	.0213
Rumford Falls and Rangeley Lakes Railroad.....	2	4	4	166	5,687	32,559	2,843	791	20.57	16.53	.9628	.5188	.0356	.0313
Sandy River Railroad.....	3	1	4	61	8,619	29,008	6,465	4,754	13.73	15.28	.5129	.9350	.0373	.0611
Sebasticook and Moosehead Railroad.....	.....	2	.....	8	4,254	3,658	4,254	914	8.00	8.00	.4000	.7390	.....	.....
Somerset Railway.....	3	3	7	34	8,421	19,847	3,609	1,751	22.47	21.68	.7969	.7045	.0354	.0324
St. Croix and Penobscot Railroad.....	1	3	4	195	6,535	20,862	1,634	321	17.16	6.27	.4150	.3518	.0197	.0561
Wiscasset and Quebec Railroad.....	3	.....	2	35	3,751	2,718	5,618	233	17.03	27.17	.5289	1.276	.0309	.0469
York Harbor and Beach Railroad †.....	.....	.....	.....	.....	.....	.....	.....	.....	8.61	8.26	.2792	.8756	.0323	.1059

* Equipment furnished by Grand Trunk Railway system.

† Rolling stock furnished by Boston and Maine Railroad.

Condensed Table Showing the Number of Engines, Passenger and Freight; Passenger and Freight Cars; Passengers and Tons of Freight Carried per Engine and Car; Average Distance Carried; Amount Received per Passenger and Ton of Freight; Average Amount Received per Passenger and Ton of Freight per mile, for the Year 1899.

Railroads.	Passenger engines.	Freight engines.	Passenger cars.	Freight cars.	Passengers carried per passenger locomotive.	Tons of freight carried per freight locomotive.	Passengers carried per passenger car.	Tons of freight car-ried per freight car.	Average haul of passengers—miles.	Average haul of tons of freight—miles.	Average amount received per passenger.	Average amount received per ton of freight.	Average amount per passenger per mile.	Average amount per ton per mile.
Bangor and Aroostook Railroad	14	20	31	1,251	17,078	20,442	7,712	326	40.46	94.72	\$0.9911	\$1.493	\$.0244	\$.0157
Boston and Maine Railroad	289	241	989	11,791	109,367	44,167	31,958	902	15.73	67.59	.2696	.9663	.0171	.0142
Bridgton and Saco River Railroad	*3		2	37	6,572	6,981	8,858	566	13.20	15.18	.6188	.9075	.04682	.0597
Canadian Pacific Railway		10		1,000		38,942		389	76.51	173.93	1.155	.8861	.0150	.0050
Franklin and Megantic Railroad	2		1	28	3,795	9,949	7,590	710	15.01	22.20	.5634	.8140	.0375	.0366
Georges Valley Railroad	*1		1	6	560	3,745	560							
Grand Trunk Railway									37.39	113.84	.7514	.6071	.0280	.0053
Kennebec Central Railroad	2		5	8	25,660	2,689	10,660	647	4.92	.5	1.246	1.246	.0309	.2493
Lime Rock Railroad	3			413		82,436		399				.2893		
Maine Central Railroad	61	69	171	3,350	35,024	46,634	12,494	965	38.90	79.84	.8823	.8792	.0226	.0110
Monson Railroad	2		1	19	1,924	3,065	3,849	321	6.16	6.16	.3024	.6483	.0491	.1052
Patten and Sherman Railroad	1		*1		6,873	4,469	6,873	4,469	5.84	5.84	.3061	.5247	.0529	.0998
Phillips and Rangeley Railroad	14		4	100	10,729	6,514	2,182	195	35.36	17.90	.8980	.8134	.0354	.0454
Portland and Rochester Railroad	8	5	14	180	34,189	61,494	10,537	1,708	12.48	38.67	.2822	.5589	.0226	.0144
Portland and Rumford Falls Railway	4	6	9	119	23,645	61,289	10,509	3,091	23.76	27.96	.6159	.6262	.0259	.0224
Rumford Falls and Rangeley Lakes Railroad		*4	4	161	2,252	22,797	2,252	566	22.08	21.52	1.191	.6671	.0540	.0310
Sandy River Railroad	3	1	4	61	8,022	42,055	6,029	689	14.04	14.04	.5488	.7511	.0390	.0535
Sebasticook and Moosehead Railroad		*1	†2		7,711	15,049	3,855	7,524	8	8	.4000	.4000	.0500	.0500
Somerset Railway	3	3	1	55	8,143	33,415	3,489	1,822	23.60	19.49	.8467	.5402	.0358	.0272
St. Croix and Penobscot Railroad	1	3	4	195	2,404	5,308	601	17	16.50	4.85	.4258	.3593	.0202	.0740
Washington County Railroad	4	5	13	250	14,003	6,338	4,310	144	28.71	35.59	.7670	.8148	.0267	.0228
Wiscasset and Quebec Railroad	*3	3	3	35	*3,255	2,660	3,255	228	18	27.70	.5230	1.218	.0290	.0437
York Harbor and Beach Railroad||									8.92	7.58	.1693	.8772	.0188	.1156

* Mixed trains. † Passenger and freight. ‡ Four months operation § Rolling stock by Grand Trunk Railway system. || No data. || Rolling stock by Boston and Maine Railroad system.

The following Table gives the Total Number of Passengers Carried; the Average Distance Carried; the Passenger Train Mileage, and the Average Number of Passengers per Train Mile, for Years Ending June 30, 1898 and 1899, by Railroads Doing Business in Maine.

Railroads.	1898.				1899.			
	Passengers carried.	Average journey—miles.	Total passenger mileage.	Average passengers per train mile.	Passengers carried.	Average journey—miles.	Total passenger mileage.	Average passenger per train mile.
Bangor and Aroostook Railroad.....	228,838	38.72	8,862,711	21	239,092	40.46	9,673,469	23
Boston and Maine Railroad.....	32,176,210	15.10	485,787,694	58	31,607,156	15.73	497,027,121	59
Bridgton and Saco River Railroad.....	13,025	13.90	181,596	16	19,717	13.20	260,604	15
Canadian Pacific Railway.....	76,048	65.27	4,993,429	32	77,518	76.51	5,931,404	39
Franklin and Megantic Railroad.....	7,851	15.65	122,919	5	7,590	15.01	113,964	7
Georges Valley Railroad.....	6,303	7.14	59,575	13	5,600	.....	.....	.....
Grand Trunk Railway.....	387,342	34.25	13,264,884	30	232,426	32.55	7,566,606	31
Kennebec Central Railroad.....	49,727	4.95	246,203	17	51,321	4.92	252,303	18
Lime Rock Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine Central Railroad.....	2,071,431	40.23	82,335,917	49	2,136,470	38.90	83,103,024	47
Monson Railroad.....	3,486	6.16	21,473	12	3,849	6.16	23,710	12
Patten and Sherman Railroad.....	7,289	5.53	40,315	6	6,873	5.84	40,138	5
Phillips and Rangeley Railroad.....	10,198	24.43	249,102	9	10,729	25.36	272,076	11
Portland and Rochester Railroad.....	268,489	12.18	3,266,755	24	273,516	12.48	3,414,660	25
Portland and Rumford Falls Railway.....	98,427	23.84	2,246,917	26	94,583	23.76	2,247,204	24
Rockport Railroad*.....	.....	.....	.....	.....	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes Railroad.....	11,375	20.57	233,981	8	9,012	22.03	198,532	7
Sandy River Railroad.....	25,859	13.73	355,161	14	24,179	14.04	339,508	12
Sebastcook and Moosehead Railroad.....	8,508	8.00	68,064	13	7,711	8.00	61,688	14
Somerset Railway.....	25,263	22.47	567,667	13	24,425	23.60	575,332	12
St. Croix and Penobscot Railroad.....	6,535	17.16	112,168	17	12,404	16.50	39,667	17
Washington County Railroad.....	.....	.....	.....	.....	56,032	28.71	1,608,816	25
Wiscasset and Quebec Railroad.....	11,255	17.03	191,621	6	9,767	18.00	176,117	22
York Harbor and Beach Railroad.....	77,922	8.61	671,587	20	87,222	8.97	782,457	23

* Not operated.

† Mixed trains.

‡ Four months operation.

The Following Table Shows the Number of Tons of Freight Hauled; the Average Distance Hauled; the Freight Train Mileage and Average Number of Tons Hauled per Train Mile, for Years Ending June 30, 1898 and 1899 on Railroads Doing Business in Maine.

Railroads.	1898.				1899.			
	Tons of freight hauled.	Average haul—miles.	Total freight mileage.	Average tons per train mile.	Tons of freight hauled.	Average haul—miles.	Total freight mileage.	Average tons per train mile.
Bangor and Aroostook Railroad.....	323,190	97.03	31,363,880	80	408,855	94.72	38,727,843	80
Boston and Maine Railroad.....	10,271,875	67.01	688,351,187	125	10,644,376	67.59	717,460,569	131
Bridgton and Saco River Railroad.....	15,552	14.80	230,617	†7	20,944	15.18	317,918	†7
Canadian Pacific Railway.....	364,663	167.52	61,087,755	180	389,421	173.93	67,729,806	199
Franklin and Megantic Railroad.....	12,542	15.00	192,649	19	19,898	22.20	441,761	31
Georges Valley Railroad.....	18,886	4.79	160,531	†10	37,455	.....	.....	.....
Grand Trunk Railway.....	1,402,938	97.83	137,246,784	152	1,117,752	72.26	80,764,867	122
Kennebec Central Railroad.....	5,406	5.00	27,030	9	5,378	5.00	26,890	†9
Lime Rock Railroad.....	197,879	.....	.....	.....	247,485	.....	.....	.....
Maine Central Railroad.....	2,747,021	74.15	203,684,841	145	3,217,809	79.84	256,903,895	169
Monson Railroad.....	6,969	6.16	42,929	†3	6,110	6.16	37,637	†2
Patten and Sherman Railroad.....	3,351	5.84	15,740	5	4,469	5.84	26,093	5
Phillips and Rangeley Railroad.....	19,006	16.57	314,929	12	19,543	17.99	349,858	24
Portland and Rochester Railroad.....	272,437	41.04	11,285,258	118	307,470	38.67	11,891,593	122
Portland and Rumford Falls Railway.....	278,881	35.72	9,961,821	108	367,735	27.96	10,281,692	99
Rockport Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes Railroad.....	131,435	76.53	2,172,915	80	91,189	21.52	1,962,311	70
Sandy River Railroad.....	29,008	15.28	443,145	33	42,055	14.04	590,526	†8
Sebasticook and Moosehead Railroad.....	7,316	8.00	58,528	6	15,049	8.00	120,392	†9
Somerset Railway.....	59,543	21.68	1,291,045	62	100,245	19.49	1,953,923	87
St. Croix and Penobscot Railroad.....	62,586	6.27	392,443	86	†15,924	4.85	77,284	50
Washington County Railroad.....	.....	.....	.....	.....	31,690	35.59	1,127,740	32
Wiscasset and Quebec Railroad.....	8,155	27.17	221,551	8	7,980	27.70	221,022	†8
York Harbor and Beach Railroad.....	8,982	8.26	74,218	15	5,793	7.58	43,935	10

† Four months' operation.

† Mixed trains.

The following Table shows the Number Freight Cars Equipped with Grab Irons, the Number Not So Equipped; Freight Cars Equipped with Automatic Couplers, and the Number Not So Equipped; the Number of Engines Equipped with "Driving Wheel Brakes," the Number Not So Equipped; the Number of Engines Equipped with "Air Brakes," and the Number Not So Equipped, on June 30, 1899, on Railroads Doing Business in Maine.

Railroads.	Number of freight cars equipped with grab irons.	Number of freight cars not equipped with grab irons.	Number of freight cars equipped with automatic couplers.	Number of freight cars not equipped with automatic couplers.	Number of engines equipped with "driving wheel brakes."	Number of engines not equipped with "driving wheel brakes."	Number of engines equipped with "air brakes."	Number of engines not equipped with "air brakes."
Bangor and Aroostook Railroad.....	1,251		1,211		31	4	33	2
Boston and Maine Railroad.....	*11,718		9,007		576	95	600	71
Bridgton and Saco River Railroad†.....		37		37		3	3	
Canadian Pacific Railway.....	1,000		1,000		10		10	
Franklin and Megantic Railroad†.....		28		28		2	†2	
Georges Valley Railroad.....		6		6		1	1	
Grand Trunk Railway**.....								
Kennebec Central Railroad†.....		8		8		2	†2	
Lime Rock Railroad.....	\$				3			
Maine Central Railroad.....	3,350		3,245	105	125	35	138	23
Monson Railroad†.....		19		19		2	2	2
Patten and Sherman Railroad.....						1	1	
Phillips and Rangeley Railroad†.....								
Portland and Rochester Railroad.....	172	8	172	8	10	4	14	
Portland and Rumford Falls Railway.....	119		87	32	9	2	10	1
Rumford Falls and Rangeley Lakes Railroad.....		† 161		161		4	1	3
Sandy River Railroad †.....		61		61		4	†4	
Sebasticook and Moosehead Railroad.....						1		1
Somerset Railway.....	57		14	43	1	5	5	1
Washington County Railroad.....	250		250		10		†0	
Wiscasset and Quebec Railroad †.....	17	18		35		3	†3	
York Harbor and Beach Railroad ††.....								
	17,934	309	14,986	506	775	165	737	103

* 73 logging cars. † Narrow (two foot) gauge. † Eames Vacuum. § All flat and dump cars. ¶ 106 logging cars.
 ** Data not given, equipment furnished by Grand Trunk Railway system. †† Equipment furnished by the Boston and Maine Railroad.

The following table gives the gross income from operations, operating expenses, net income from operation, and per cent of operating expenses to gross income for year ending June 30, 1899, upon all the steam railroads doing business in Maine.

Gross income from operation.	\$28,796,791 78
Operating expenses	19,898,418 16
Income from operation.....	\$8,898,373 62
Per cent of expenses to income. ....	.69

Mileage of Steam Railroads and Increase from 1879 to June 30, 1899.

The mileage of the steam railroads in Maine, from 1879 to 1899, was as follows :

1879.....		
1880.....	1,023.32	
1881.....	1,036.15	12.83
1882.....	1,051.64	15.49
1883.....	1,063.27	11.63
1884.....	1,132.27	69.00
1885.....	1,132.27	
1886.....	1,141.43	9.16
1887.....	1,164.52	23.09
1888.....	1,164.07	*.45
1889.....	1,322.45	158.38
1890.....	1,360.26	37.81
1891.....	1,382.92	22.66
1892.....	1,385.00	2.08
1893.....	1,399.14	14.14
1894.....	1,515.99	116.85
1895.....	1,626.75	110.76
1896.....	1,720.41	93.66
1897.....	1,722.92	2.51
1898.....	1,748.95	26.03
1899.....	1,871.85	122.90
Increase		848.53

* Loss.

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, 1898 and 1899.

Railroad.	Miles.	1898.						1899.					
		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.	\$16.00	\$10,691 18	\$2,099 50	\$28,453 26	\$16,757 60	\$11,695 66	57	\$10,181 09	\$1,647 71	\$35,790 40	\$24,235 17	\$11,555 23	67
Franklin & Megantic Railroad...	*26.70	.....	.....	15,843 02	18,442 10	12,599 08	116	.....	.....	22,285 45	20,881 72	1,403 73	93
Kennebec Central Railroad.....	5.00	12,303 46	4,012 26	16,275 59	10,177 34	6,098 05	62	12,303 46	4,012 26	15,561 92	10,527 54	5,034 38	67
Monson Railroad.....	8.16	7,461 60	2,115 43	5,433 63	5,684 84	1251 31	104	7,461 60	2,115 43	5,540 04	5,065 77	474 27	91
Phillips & Rangeley Railroad...	28.60	8,352 93	2,013 58	35,166 83	29,866 30	5,300 53	84	8,354 35	2,013 58	34,928 86	26,358 65	8,570 21	75
Rockport Railroad.....	3.00	7,733 33	2,266 66	... † ...	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sandy River Railroad.....	18.00	11,603 44	2,620 42	44,306 68	22,151 35	22,155 33	49	12,009 55	2,620 42	48,196 49	25,993 50	22,202 99	54
Wiscasset & Quebec Railroad....	43.46	9,873 30	727 91	20,935 45	23,507 40	12,571 95	112	9,933 19	727 91	18,979 25	21,904 70	12,925 45	115
	148.92												

* Operates Kingfield and Dead River Railroad. Operated by the bondholders. † Not operated (three foot gauge). ‡ Deficit. \$21.25 miles in 1899.

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, 1897, 1898 and 1899.

Company.	1897.				1898.				1899.			
	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.....	\$28,065 44	\$19,019 60	\$9,045 84	67	\$28,453 26	\$16,757 60	\$11,695 66	57	\$35,790 40	\$24,235 17	\$11,555 23	67
Franklin and Megantic Railroad*	13,866 68	10,551 16	3,315 52	76	15,843 02	18,442 10	†2,599 08	116	22,285 45	20,881 72	1,403 73	93
Kennebec Central Railroad	15,253 66	9,991 26	5,266 40	65	16,275 39	10,177 34	6,098 05	62	15,561 92	10,527 54	5,034 38	67
Monson Railroad.....	6,807 72	5,124 04	1,683 68	75	5,433 63	5,684 84	†251 31	104	5,540 04	5,065 77	474 27	91
Phillips and Rangeley Railroad.....	29,933 80	26,682 93	3,250 87	89	35,166 83	29,866 30	5,300 53	84	34,928 86	26,358 65	8,570 21	75
Rockport Railroad †.....	2,266 22	2,131 40	134 82	94	Not operated.							
Sandy River Railroad.....	43,996 05	22,490 89	21,505 16	51	44,306 68	22,151 35	22,155 33	49	48,196 49	25,993 50	22,202 99	54
Wiscasset and Quebec Railroad.....	19,177 28	20,960 34	†1,783 06	108	20,935 45	23,507 40	†2,571 95	112	18,979 25	21,904 70	†2,925 45	115

* Operates Kingfield and Dead River Railroad, 10 miles.

† Not in operation.

‡ Deficit.

The Following Tables Give the Number of Passenger and Freight Engines; Passenger and Freight Cars; Passengers and Tons of Freight Carried per Engine, Passenger and Freight Car; Average Distance Each Passenger and Ton of Freight was Carried; the Average Amount Received per Passenger and per Ton of Freight and the Average Amount Received per Passenger and per Ton of Freight per Mile on the Narrow or Two Feet Gauge Roads in Maine for Years Ending June 30, 1898 and 1899.

Railroad.	1898.													
	Passenger engines.	Freight engines.	Passenger cars.	Freight cars.	Passengers per locomotive.	Tons of freight per locomotive.	Passengers carried per passenger car.	Tons of freight carried per freight car.	Average haul—passengers.	Average haul—freight.	Average amount received per passenger.	Average amount received per ton, freight.	Average amount passenger per mile.	Average amount received per ton per mile.
Bridgton and Saco River Railroad....	*3	.....	2	31	4,341	5,184	6,512	500	13.90	14.80	\$0.6985	\$0.9234	\$0.0501	\$0.0661
Franklin and Megantic Railroad.....	1	.....	1	23	7,851	12,542	7,851	448	15.65	15.00	.5148	.8123	.0329	.0541
Kennebec Central Railroad.....	2	.....	5	18	24,863	2,703	9,945	675	4.95	5.00	.1511	1.458	.0305	.2916
Monson Railroad.....	2	.....	1	18	1,743	3,489	3,486	387	6.16	6.16	.2915	.5841	.0473	.0948
Phillips and Rangeley Railroad.....	4	.....	4	100	2,049	4,751	2,049	190	24.43	16.57	.8900	1.221	.0364	.0737
Sandy River Railroad.....	3	.....	1	4	8,619	29,008	6,465	4,754	13.73	15.28	.5123	.9350	.0873	.0611
Wiscasset and Quebec Railroad.....	3	.....	2	35	3,751	2,718	5,618	233	17.03	27.17	.5269	1.276	.0309	.0469
	18		2	19	191									
									1899.					
Bridgton and Saco River Railroad....	*3	.....	2	37	6,572	6,981	8,858	566	13.20	15.18	.6188	.9075	.0468	.0597
Franklin and Megantic Railroad.....	2	.....	1	28	3,795	9,949	7,590	710	15.01	22.20	.5634	.8140	.0375	.0366
Kennebec Central Railroad.....	2	.....	5	8	25,660	2,689	10,660	647	4.92	5.00	.1549	1.246	.0309	.2493
Monson Railroad.....	2	.....	1	19	1,924	3,055	3,849	321	6.16	6.16	.3024	.6483	.0491	.1052
Phillips and Rangeley Railroad.....	*4	.....	4	100	10,729	6,514	2,182	195	25.36	17.90	.8980	.8134	.0354	.0454
Sandy River Railroad.....	3	.....	1	4	8,022	42,055	6,029	689	14.04	14.04	.5488	.7511	.0390	.0535
Wiscasset and Quebec Railroad.....	*3	.....	3	35	3,255	2,660	3,255	228	18.00	27.70	.5230	1.218	.0290	.437

* Passenger and freight trains.

ACCIDENTS IN MAINE UPON STEAM RAILROADS.

The year ending June 30, 1899, showed an immunity from accidents to passengers upon steam railroads, not experienced for many years.

According to the returns there were no passengers killed, and only nineteen injured. Nearly all the injuries were slight in their nature.

Upon railroads throughout the entire country in 1898, which was about an average year so far as accidents were concerned, there were 221 passengers killed and 2,945 injured. This is one killed to every 2,267,270 carried and one injured to 170,270 carried.

In this State there were none killed to 4,908,971 carried, and one injured to 263,682 carried.

The following table gives the causes of accidents.

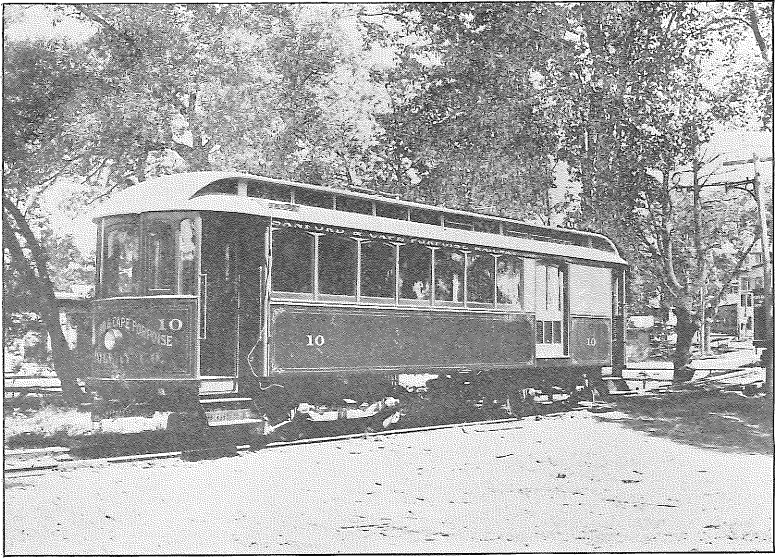
Kind of Accident.	PASSENGERS.	
	Killed.	Injured.
Other train accidents.....		1
At stations.....		12
Other causes		6
Total		19

EMPLOYEES.

There were employees, killed and injured, as follows: Trainmen, 6 killed and 100 injured. Switchmen, flagmen and watchmen, 2 killed and 19 injured. Other employees, 2 killed and 19 injured. Total, 10 killed and 138 injured.

For the corresponding year, 1898, there were 6 trainmen killed and 81 injured. Switchmen, flagmen and watchmen, 14 injured. Other employees, 3 killed and 27 injured. Total, 9 killed and 122 injured.





SANFORD AND CAPE PORPOISE RAILWAY; COMBINATION CAR.

Reference is had to the following table, giving causes of accidents.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		57	1	12		1	1	70
Falling from trains and engines	1	13		4		1	1	18
Overhead obstructions.		4						4
Collisions.		4	1				1	4
Derailments.	2	2					2	2
Other train accidents	2	6					2	6
At highway crossings.		1						1
At stations.		3				2		5
Other causes.	1	10		3	2	15	3	28
Total	6	100	2	19	2	19	10	138

TRESPASSERS AND OTHERS.

Of those trespassing, there were 21 killed and 28 injured. Those not trespassing, there were 5 killed and 7 injured. Total, 26 killed, and 35 injured.

For the corresponding year, 1898, there were, trespassers killed, 18 and 17 injured. Not trespassing, 15 injured. Total, 18 killed and 32 injured.

Reference is had to the following table.

Kind of Accident.	Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings	4	3	3	6	7	9
At stations.	3	10	1		4	10
Other causes.	14	15	1	1	15	16
Total	21	28	5	7	26	35

Passengers Killed and Injured in Maine in 1897, 1898 and 1899.

	1897.	1898.	1899.
Total number of passengers carried in Maine	4,821,569	4,896,065	4,908,971
Total number of miles traveled	123,376,462	127,113,104	130,969,634
Passengers killed from causes beyond their own control	0	5	0
Ratio to passengers carried	0, to 4,821,569	1, to 979,213	0, to 4,908,971
Ratio to total miles traveled	0, to 123,376,462	1, to 25,422,620	0, to 130,969,634
Passengers injured.....	25	100	19
Ratio to total number carried.....	1, to 192,862	1, to 48,960	1, to 258,367
Ratio to total miles traveled.....	1, to 4,936,058	1, to 1,271,131	1, to 6,893,133

RAILROAD EMPLOYEES AND WAGES; STEAM RAILROADS.

From an examination of the returns made by the different railroad companies, it appears that there were employed in railroad service in the State of Maine, 7,036 persons, against 5,852 for the corresponding year of 1898. The amount of money paid for wages for year ending June 30, 1899, was \$3,242,411.31, against \$2,822,550.87 in 1898, an increase in amount paid of \$409,860.44.

The number of days employed were 1,907,300. The average wages including general officers were \$1.70 per day.

As nearly as can be estimated, there were dependent of the number employed, 30,000 persons. The average wages which employees received, not including general officers, were about \$1.60 per day.

EMPLOYEES AND WAGES ON STREET RAILWAYS.

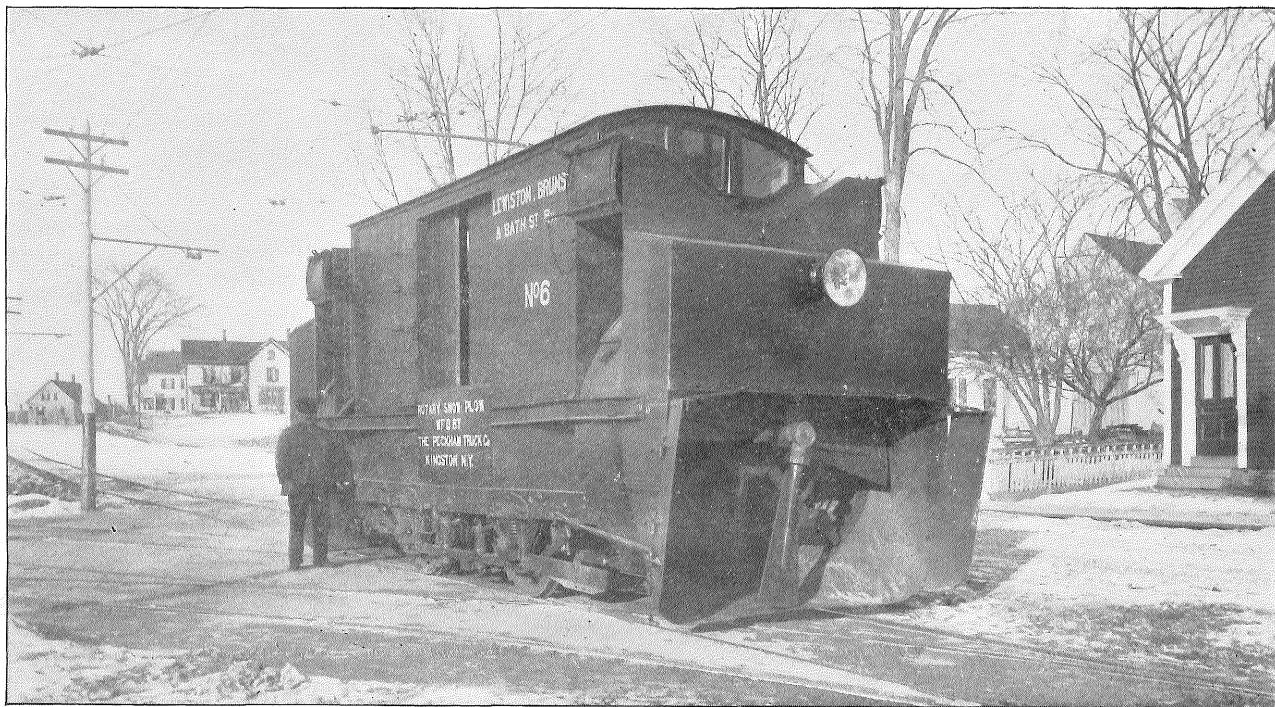
While the returns were not made as concisely as should have been done, sufficient information was received, to allow a fair estimate of the number employed and wages paid.

It is fair to conclude that there were about 864 persons employed, for the year ending June 30, 1899, against 725 in 1898.

The wages paid as nearly as can be ascertained amounted to \$390,250.50, against \$325,000 for the corresponding year 1898.

The wages paid, not including general officers is not far from \$1.50 per day. Motormen and conductors get as a rule from \$1.43 to \$1.60 per day.

It will be observed that there are about 7,900 persons employed by the steam and street railroads, who receive as wages \$3,632,-661.81, and dependent upon employees about 33,575 persons.



LEWISTON, BRUNSWICK & BATH STREET RAILWAY.

Rotary Snow Plow; 200 H. P., weight, 27 tons.

STREET RAILWAY MILEAGE.

There was an increase of street railway mileage for the year ending June 30, 1899, of 71.48 miles. The gain in mileage was from additional construction as follows:

Name of Road.	Miles.
Penobscot Central Railway	21.00
Portland and Yarmouth Electric Railway	12.78
Benton and Fairfield Railway	2.41
Portland Railroad	2.94
Portland and Cape Elizabeth Railway . . . . .	.92
Lewiston, Brunswick and Bath Street Railway	31.53
Total	71.58
Less, Portsmouth, Kittery and York Street Railway, remeasurement . . . . .	.10
Gain	71.48

MILEAGE OF STREET RAILWAYS.

Name of Road.	Owned.	Operated.	Increase.
Augusta, Hallowell and Gardiner Railroad	7.00	7.00	
Bangor, Hampden and Winterport Railway	4.52	16.13	
Bangor, Orono and Old Town Railway	16.20	16.20	
Bangor Street Railway	8.40	8.40	
Benton and Fairfield Railway *	2.41	2.41	
Biddeford and Saco Railroad	5.72	5.72	
Calais Street Railway	7.00	7.00	
Fryeburg Horse Railroad	3.00	3.00	
Lewiston, Brunswick and Bath Street Railway †	53.28	53.28	
Mousam River Railroad	2.94	2.61	
Norway and Paris Street Railway	2.13	2.13	
Penobscot Central Railway ‡	21.00	20.00	
Portland Railroad §	27.14	††39.58	
Portland and Cape Elizabeth Railway	12.44	12.44	
Portland and Yarmouth Electric Railway || . . . . .	12.78	12.78	
Portsmouth, Kittery and York Street Railway	15.10	15.10	
Rockland, Thomaston and Camden Street Railway	16.64	16.64	
Skowhegan and Norridgewock Railway	5.75	5.75	
Somerset Traction Company	12.00	12.00	
Waterville and Fairfield Railway	4.75	4.75	
Total	240.20	.....	71.48

* Operated in part from December 28, 1898.

† Includes the Lewiston and Auburn Horse Railroad, the Topsham and Brunswick Electric Railroad and Bath Street Railway.

‡ Put in operation June 8, 1899.

§ The Portland and Cape Elizabeth Railway became a part of this road February 28, 1899.

|| Company commenced operations January 1, 1899.

†† Trackage rights over Bangor Street Railway, 1.61 miles.

††† Includes mileage of Portland and Cape Elizabeth Railway.

STREET RAILWAY MILEAGE.

The Following Table Shows the Mileage of Each Street Railroad, the Year they were put in Operation, and the Increase of Each Year, From 1880 to June 30, 1899.

Railroad.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Augusta, Hallowell & Gardiner Railroad.....											7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
*Bangor, Hampden & Winterport Railway.....																		*	4.52	4.52
Bangor, Orono & Old Town Railway.....																		13.40	14.70	16.20
Bangor Street Railway.....										3.18	7.13	7.25	7.25	8.25	8.25	8.25	8.40	8.40	8.40	8.40
Bath Street Railway||.....															4.25	4.25	4.25	4.25	4.25	4.25
Benton & Fairfield Railway.....																				2.41
Benton & Saco Railroad.....																				5.72
Biddeford & Topsham Electric Ry.||.....										5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72
Brunswick Street Railway.....																				3.50
Calais Street Railway.....																				7.00
†Fryeburg Horse Railroad.....																				7.00
Lewiston & Auburn Horse Railroad||.....		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	14.00
Lewiston, Brunswick & Bath Street Ry.....																				3.00
Mousam River Railroad.....																				2.94
Norway & Paris Street Railway.....																				2.13
Penobscot Central Railway.....																				2.13
Portland & Cape Elizabeth Street Ry|||.....																				21.00
†Portsmouth, Kittery & York Street Ry.....																				9.75
†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	21.90	22.17	24.20	11.52
Portland & Yarmouth Electric Railway.....																				15.20
Rockland, Thomaston & Camden St. Ry.....														14.34	14.34	14.34	15.90	15.90	16.64	15.16
Skowhegan & Norridgewock Street Ry.....																				39.58
Somerset Traction Company.....																				12.78
Waterville & Fairfield Street Railway.....										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	240.20

RAILROAD COMMISSIONERS' REPORT.

* Commenced operation December 1, 1897. † Only horse railroad in Maine. ‡ Commenced operation August 12, 1897.
 †† Commenced operation in 1863, with 1.37 miles. § Ocean Street Horse Railroad, 1.5 included.
 || Now a part of the Lewiston, Brunswick and Bath Street Railway. |||| Now a part of the Portland Railroad.

ACCIDENTS UPON STREET RAILWAYS IN MAINE.

There were two persons killed and seven injured upon the street railways in Maine, for year ending June 30, 1899.

Of these, two were passengers who were injured from causes beyond their control.

Two employees were injured, one by his own carelessness and one from causes beyond his control.

Two "other persons" were killed and three injured, all from their own carelessness.

There was only one passenger injured to 8,394,187 carried, which fact shows with what comparative safety from accident persons are carried upon the street railways in the State.

One employee was injured to every 405 employed.

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	2	.....	.....	.....	2
Employees	1	.....	1	.....	2
Other persons	2	3	2	3
Totals	3	2	4	2	7

Table Showing the Gross Earnings from Operations of the Street Railroads in Maine for Years Ending June 30, 1894, 1895, 1896, 1897, 1898, 1899.

Railways.	1894.	1895.	1896.	1897.	1898.	1899.
Augusta, Hallowell and Gardiner Railroad	\$37,931 50	\$40,270 38	\$41,117 26	\$40,840 17	\$40,620 31	\$39,769 73
Bangor, Hampden and Winterport Railway.....					9,081 03	22,584 02
Bangor, Orono and Old Town Railway.....			56,121 53	65,658 79	63,675 99	49,182 93
Bangor Street Railway.....	50,850 00	56,669 30	58,071 20	69,492 90	65,291 38	63,674 14
Benton and Fairfield Railway*.....						*1,773 42
Biddeford and Saco Railroad.....	24,007 15	24,229 05	25,460 95	26,883 40	24,837 40	30,656 73
Calais Street Railway.....		25,055 56	25,706 70	23,982 35	23,251 70	22,291 68
Fryeburg Horse Railroad.....	692 49	708 79	717 64	691 86	501 93	614 15
Lewiston, Brunswick and Bath Street Railway†.....						†214,000 29
Mousam River Railroad.....	14,878 82	15,452 11	20,707 73	18,900 44	24,586 92	23,407 70
Norway and Paris Street Railway.....			8,108 93	7,648 48	7,283 95	5,894 06
Penobscot Central Railway‡.....						‡459 28
Portland Railroad§.....	199,634 62	212,060 42	247,565 98	276,857 53	302,126 48	\$335,864 68
Portland and Cape Elizabeth Railway.....			25,145 23	59,015 60	54,782 82	50,165 93
Portland and Yarmouth Electric Railway||.....						||27,477 03
Portsmouth, Kittery and York Street Railway.....					41,326 09	70,611 53
Rockland, Thomaston and Camden Street Railway.....	54,285 44	51,734 11	56,697 97	66,781 76	68,223 24	70,211 51
Skowhegan and Norridgewock Railway.....		4,557 54	6,195 67	4,882 54	5,012 03	4,655 03
Somerset Traction Company.....			758 76	9,997 02	12,267 98	12,976 35
Waterville and Franklin Railway.....	18,979 50	19,234 85	20,933 70	19,121 25	40,228 97	44,747 50
Total	\$401,349 52	\$449,963 14	\$593,309 25	\$690,254 09	\$741,772 13	\$1,090,417 69
Gross earnings of railroads to 1898, now a part of the Lewiston, Brunswick and Bath Street Railway.						
Bath Street Railway.....	\$16,200 03	\$21,603 25	\$21,047 65	\$20,002 65	\$21,265 80	.....
Brunswick and Topsham Electric Railway.....				3,586 72	4,816 40	.....
Lewiston and Auburn Horse Railroad.....	22,477 03	30,911 41	55,641 55	56,770 73	52,101 73	.....
Total	\$38,677 06	\$52,514 66	\$76,689 20	\$80,360 10	\$78,183 93	.....

* Operated in part from December 28, 1898. † Consolidation of the Lewiston and Auburn Horse R. R., Brunswick and Topsham Ry., and Bath Street Railway, with 31.53 miles additional; Sabattus Branch, Lewiston to Topsham, Brunswick to Bath. ‡ 19 days operation. § Includes operation of the Portland and Cape Elizabeth Railway, 12.44 miles from February 28, 1899. || Commenced operation January 1, 1899.

Table Showing Number of Passengers Carried for Year Ending June 30, 1894, 1895, 1896, 1897, 1898 and 1899, on the Street Railroads Doing Business in Maine.

Railways.	1894.	1895.	1896.	1897.	1898.	1899.
Augusta, Hallowell and Gardiner Railroad.....	758,630	805,407	833,544	823,920	816,115	809,586
Bangor, Hampden and Winterport Railway.....					161,186	397,560
Bangor, Orono and Old Town Railway.....			1,060,314	1,268,642	1,225,028	943,927
Bangor Street Railway.....	1,057,000	1,192,006	1,293,861	1,560,771	1,523,837	1,522,966
Benton and Fairfield Railway *.....						*13,610
Biddeford and Saco Railroad.....	325,759	327,606	350,925	365,488	337,860	414,505
Calais Street Railway.....		501,105	548,343	513,649	485,613	449,531
Fryeburg Horse Railroad.....	9,614	8,971	9,636	9,025	8,560	6,411
Lewiston, Brunswick and Bath Street Railway†.....	No data given.					**3,058,000
Mousam River Railroad.....	113,647	125,444	116,677	91,923	124,247	116,055
Norway and Paris Street Railway.....			177,102	185,531	172,831	120,632
Penobscot Central Railway †.....						†1,000
Portland Railroad.....	3,660,643	3,907,296	4,575,133	4,982,809	5,444,897	6,129,440
Portland and Cape Elizabeth Railway §.....			503,900	1,191,714	1,095,666	\$1,031,486
Portland and Yarmouth Electric Railway††.....						††557,057
Portsmouth, Kittery and York Street Railway.....					821,220	1,349,930
Rockland, Thomaston and Camden Street Railway.....	1,053,978	979,883	979,548	937,973	960,578	987,173
Skowhegan and Norridgewock Railway.....		45,575	59,836	48,836	91,029	72,442
Somerset Traction Company.....			7,134	90,253	92,384	117,448
Waterville and Fairfield Railway.....	384,877	384,697	416,675	382,425	402,659	397,615
	7,364,148	8,217,990	10,932,628	12,452,959	13,763,710	18,496,374
	Passengers carried upon the Lewiston and Auburn Horse Railroad, Brunswick and Topsham Electric Railway and the Bath Street Railway, to 1898; operated in 1899 by the Lewiston, Brunswick and Bath Street Railway.					
Bath Street Railway.....	327,696	437,762	440,560	419,969	451,907	
Brunswick and Topsham Electric Railway.....				71,933	96,328	
Lewiston and Auburn Horse Railroad.....	449,540	487,625	929,138	1,017,119	1,160,445	
Total.....	777,236	925,387	1,369,698	1,509,021	1,708,680	

* Operated in part from December 28, 1898. † Includes Lewiston & Auburn Horse R. R., Topsham & Brunswick Electric Ry. and Bath Street R'y. †† 19 days operation, number estimated. § Eight months' operation. †† Commenced operation January 1, 1899. ** Estimated.

The following Table Gives the Mileage, Gross Income from Operation, Operating Expenses, Per Cent of Expenses of Income, Net Income from Operation Per Mile of Road Operated to June 30, 1898 and 1899 of the Street Railway Doing Business in Maine.

Name.	1898.					1899.					
	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.	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	\$5,802 90	\$3,153 15	\$2,649 75	54	7.00	\$5,681 39	\$3,320 74	\$2,460 65	52	
Bangor, Hampden and Winterport Railway.....	6.13	1,481 40	1,399 33	82 07	94	6.13	3,684 17	3,186 77	497 40	86	
Bangor, Orono and Old Town Railway.....	17.40	3,659 36	3,231 67	427 69	88	16.20	3,289 82	2,385 82	904 00	72	
Bangor Street Railway.....	9.70	6,731 07	5,588 92	1,142 15	82	8.40	7,580 25	5,845 06	1,735 19	71	
Benton and Fairfield Railway.....							12.41	735 25	698 27	94	
Biddeford and Saco Railroad.....	5.72	4,363 33	2,925 03	1,438 30	67	5.72	5,359 56	2,863 75	2,494 81	53	
Calais Street Railway.....	7.00	3,221 67	2,644 08	577 59	79	7.00	3,184 52	2,560 03	594 49	81	
Fryeburg Horse Railroad.....	3.00	267 31	128 74	138 56	76	3.00	204 71	157 47	47 24	76	
Lewiston, Brunswick and Bath Street Railway.....							53.22	4,016 14	2,912 39	1,973 75	50
Mousam River Railroad.....	2.94	8,362 89	5,694 86	2,668 03	68	2.61	8,968 46	6,265 91	2,762 55	69	
Norway and Paris Street Railway.....	2.13	3,513 21	2,715 78	797 43	77	2.13	2,798 84	2,784 30	14 54	99	
Penobscot Central Railway.....							20.00	*22 96	7 31	15	
Portland Railroad.....	30.95	9,761 76	6,706 22	3,055 54	68	27.14	11,451 05	7,213 02	4,238 03	62	
Portland and Cape Elizabeth Railway.....	14.74	3,716 60	2,521 18	1,195 42	67	12.37	\$4,055 37	3,063 67	991 64	75	
Portsmouth, Kittery and York Street Railway.....	15.20	2,736 82	1,519 42	1,217 40	58	15.10	4,696 12	2,116 60	2,579 52	44	
Portland and Yarmouth Electric Railway.....							12.78	2,150 00	1,722 72	427 28	83
Rockland, Thomaston and Camden Street Railway.....	16.64	4,699 95	2,571 92	1,528 03	62	16.64	4,219 44	2,458 75	1,760 69	58	
Skowhegan and Norridgewock Railway.....	5.75	871 65	905 61	133 96	103	5.75	693 16	797 52	1104 36	114	
Somerset Traction Company.....	12.00	1,022 33	590 21	432 12	57	12.00	1,081 36	815 41	249 28	76	
Waterville and Fairfield Railway.....	4.75	8,465 25	6,544 22	1,921 03	77	4.75	9,420 52	6,060 62	3,359 90	64	

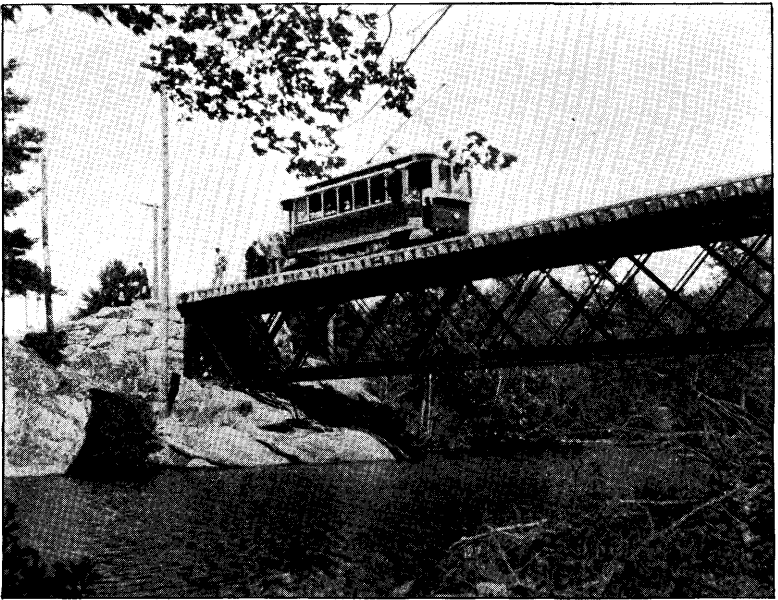
* 19 days operation.

† Deficit.

‡ Estimated, not including 4 months Portland and Cape Elizabeth Railway.

§ Operated 8 months.





SANFORD AND CAPE PORPOISE RAILWAY; BRIDGE ACROSS
MOUSAM RIVER.

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 1896, 1897, 1898 and 1899, 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	613,396 42	71	249,489 22
1899	1,090,417 69	686,419 96	63	403,997 73

NEW RAILROADS AND EXTENSIONS.

Since June 30th, the Van Buren extension of the Bangor and Aroostook Railroad has been opened, adding thirty-three and four-tenths miles to the steam railroad mileage of the State, making the total mileage of steam railroads on November 30, 1899, 1,905.25, of which 154.17 miles are of the narrow gauge.

Considerable addition has also been made to the street railway mileage of the State, since June 30th. Two new railroads the Westbrook, Windham and Naples Railway from Westbrook to South Windham (5.33 miles) with a branch in South Windham, 0.50 miles long and the Sanford and Cape Porpoise Railway from Sanford to Cape Porpoise in the town of Kennebunkport (20.50 miles) with branches in West Kennebunk and Kennebunk, 0.99 miles in length, have been opened.

The Benton and Fairfield Railway has been extended to Fairfield village 0.27 of a mile, and 0.37 of a mile has been added to the Portland and Yarmouth Electric Railway, in all 27.96 miles; making the total mileage of street railroads on November 30, 1899, 268.16 miles.

INSPECTION, PHYSICAL CONDITIONS.

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

Having made the necessary examinations, we find that the railroads are in a safe condition and that many improvements have been made, as will be seen more fully by the following reports of the condition of each railroad.

BANGOR AND AROOSTOOK RAILROAD.

The Bangor and Aroostook Railroad now extends from Old Town via Brownville, Houlton, Presque Isle and Caribou to Van Buren on the river St. John, with branches from Milo to Greenville, Brownville to Katahdin Iron Works, Ashland Junction to Ashland, Fort Fairfield Junction to Fort Fairfield, and from Caribou to Limestone, having a total mileage of three hundred and fifty-four (354) miles and sixty-six (66) miles of spurs and side tracks. Under an arrangement with the Maine Central Railroad, the trains of the Bangor and Aroostook Railroad are run to the city of Bangor without change at Old Town. The road-bed and track of the system are generally in excellent condition. During the past year the Bangor and Aroostook Railroad has purchased the Bangor and Piscataquis Railroad (previously held under a lease) and has made extensive improvements therein, practically rebuilding the same. Twenty-five (25) miles of the standard 70 pound rail have been laid, so that the Piscataquis Division from Old Town to Greenville is now all 70 pound steel rail, as is the line from Milo Junction to Caribou, the Fort



NEW VIADUCT AT BUNKER BROOK, SHOWING CUT IN
CHANGED LINE.
Bangor and Aroostook Railroad.

Fairfield branch and the Van Buren extension. This division has also been reballasted and new ties put in where needed, so it now compares well with the Bangor and Aroostook standard track. The general alignment has been much improved, curvature reduced and the line shortened in places. Fourteen of the old wooden bridges have been replaced with embankments and three eliminated by changes in location; twelve wooden bridges have been replaced with modern steel structures on first-class stone masonry. The released 56 pound steel has been used in some sidings and on the Katahdin Iron Works branch, in place of old iron, and the latter is now wholly laid with steel. The bridge at Milo has been replaced with a new steel structure on first-class masonry, and three bridges on this branch have been repaired and strengthened. The yards at Milo Junction and Caribou have been improved and enlarged, three-fifths of a mile of side track being added to the former and more than half a mile to the latter. In all, the side tracks have been increased nine and forty-seven one hundredths miles during the year.

The rolling stock has been maintained in excellent condition, eight locomotives, seven vestibuled passenger cars and one baggage and mail car have been purchased during the year. All locomotives and all passenger equipment are now equipped with Westinghouse air brakes; and by January 1, A. D. 1900, more than half of the freight cars will be so equipped, and all will be equipped with automatic couplers and grab irons.

The stations and other buildings are generally convenient and commodious and kept in good repair. New passenger and freight stations, engine house, coal shed, turntable, etc., have been erected at Millinockett, to accommodate the business of the large pulp and paper mill being constructed by the Great Northern Paper Company.

The Van Buren extension, thirty-three and four-tenths miles in length, extends from Caribou through New Sweden, Jemptland, New Stockholm and Township 3, Range 17, to Van Buren on the river St. John. This is being constructed in the same thorough manner that is characteristic of the Bangor and Aroostook management, with 70 pound steel rails, good ties, eighteen inches of ballast, modern steel bridges or substantial pile and timber trestles, and convenient station and other buildings. The

equipment ordered for this extension is as follows, viz: three locomotives, seventy-five box cars, seventy-five flat cars, four caboose cars, three snow plows and three flanger cars.

BOSTON AND MAINE RAILROAD.

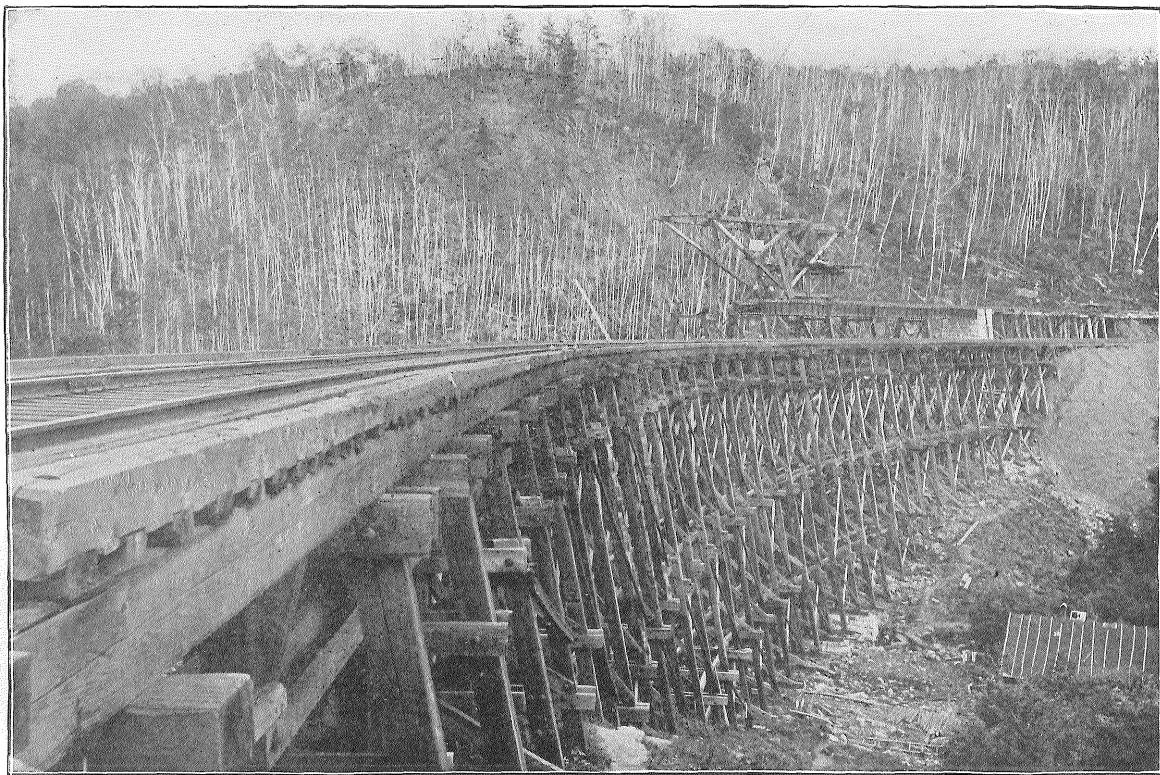
The road-bed and track on the Eastern Division has been improved by ballasting in a thorough manner eleven and one-half miles, laying twelve hundred and two tons of steel, and forty-six thousand and forty-two ties. On the Western Division there has been laid five hundred and fifty-one tons of steel, and twenty-eight thousand eight hundred and ten ties, besides more than one hundred tons of relaying rails on each division. Switch ties and fencing has been done to a considerable extent. On the Kennebunk and Kennebunkport branch and the Northern Division, and the Old Orchard branch the road-bed and track are in good condition. Under a well defined plan of maintenance the road-bed and track of this system is constantly being improved. Oiling the track has been done to quite an extent and to the satisfaction of the management, while the patrons of the road appreciate the freedom from dust.

The bridges on this system, in Maine, are in first-class condition. The new Common street bridge in Saco is a most excellent one. The pile bridges at Scarborough, Pine Point and Portland, rebuilt during the year are substantial structures in all respects and up to the high standard of this company. Other bridges have been repaired, and in some cases additional masonry has been built.

The rolling stock is first-class and kept in good repair. The demands upon it have been heavy during the past year, in both passenger and freight service. The demands have been fully met and trains run with commendable regularity and freedom from accident.

The stations and other buildings are in good condition, repairs being made wherever needed. All the station buildings are conveniently arranged and well kept.

New side tracks have been added or extended; trestle in siding at Biddeford; interlocking switch and signal system at North Berwick, and other changes, additions and improvements to keep this system up to the standard of the best roads.



OLD TRESTLE AT BUNKER BROOK, REPLACED BY A NEW VIADUCT.
Bangor and Aroostook Railroad.

CANADIAN PACIFIC RAILWAY.

The road-bed and track of this line, in this State has been greatly improved during the past three years. It has been retied entirely; a very large amount of ballast used and some new steel laid. The improvements have been kept up during the past year so that now it is in excellent condition in all respects.

The bridges are mostly of iron or steel, with a few stone arches, replacing trestles. All are in good condition. A few wooden bridges or trestles remain and such have been extensively repaired. Most of the trestles have been filled, involving the use of a large amount of earth.

The rolling stock is good and in good repair, especially good considering the demands upon the motive power drawing the heavy traffic over the line in the winter. Considerable additions have been made in compound engines.

The passenger cars are well built and comfortable, well kept, and in all respects first-class. The station buildings are in good condition. A new one has been built at Onawa.

GEORGES VALLEY RAILROAD.

This line runs from Warren, on the Knox and Lincoln Division of the Maine Central Railroad, to the village of Union, a distance of eight miles.

The road-bed and track are in fair condition. The bridges are comparatively new and are kept in good repair.

The rolling stock is fairly good. The traffic is limited and not much in the way of equipment is required. The station buildings are in good condition.

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 one from South Paris to Norway, the latter being now used for freight traffic only.

The road-bed and track have been maintained in excellent condition; seventeen and a quarter miles of 80 pound, 5 inch steel rails have been laid the past year, and there are now about sixty-

six miles of this rail in the State. Some sixteen thousand cubic yards of ballast, over thirty-eight thousand hard pine ties have been used in the track, and thirty-nine miles of new side tracks have been constructed during the year. There are now about fourteen miles of sidings in the Portland and Deering yards sufficient for two thousand one hundred cars. These with the elevator and grain shed (which will hold fifteen hundred car-loads of grain) give a total capacity of three thousand six hundred car-loads in Portland and vicinity.

The bridges are in good condition and safe for the rolling stock now in use. At Yarmouth, Mechanic Falls and Whitman's creek the abutments have been rebuilt and widened for the modern steel bridges soon to be erected.

The rolling stock is that of the Grand Trunk system and while the locomotives are lighter than used elsewhere, they are being changed, and it is expected that the heavy engines will be ready as soon as the new bridges are. The stations, although not new, are kept in good condition, general repairs being made and the buildings painted as needed.

LIME ROCK RAILROAD.

This line is an exclusively freight line, carrying only lime-rock from the quarries in and about Rockland to the kilns where it is burned. The road-bed and track are kept in good condition for the traffic on it. The bridges are mostly trestles at the kilns and they are well looked after and repaired wherever and whenever needed. Considerable filling has been done the past year.

The rolling stock is well adapted to its work and is kept in good repair.

MAINE CENTRAL RAILROAD.

This, as is well known, is the principal railroad in the State embracing more than one-third of the total mileage of the steam railroads, and extending from Portland to Vanceboro with branches to various parts of the State.

The road-bed and track of the main line and principal branches are in excellent condition, in good line and surface and well ditched. The other branches are maintained in good condition.





NO. 1. THE NEW STEEL GIRDER,
On the Maine Central Railroad at Thomaston, replacing the wooden bridge.

Between South Gardiner and Augusta, Clinton and Burnham, and Bangor and Webster, thirty-four and six-tenths miles of new 75 pound steel rails with Weber joints have been laid; between Bath and Lewiston twelve and six-tenths miles of 67 pound steel rails with Weber joints; between Bath and Rockland eleven and two-tenths miles of the 56 pound rails have been relaid with continuous joints and on the Bar Harbor branch thirteen miles of 67 pound steel rails have been laid, leaving only fourteen and six-tenths miles of the 52 pound rail on the branch, which is in good condition. About forty thousand yards of ballast and three hundred and forty thousand new ties have been used in the track during the year. New track scales have been erected at Old Town and those at Exchange street and Stillwater have been rebuilt. A branch track up the Cobbossee stream at Gardiner to the various mills, about a mile and one-sixth long, is being constructed; about half of it being now completed and in use.

The bridges on the main line between Portland and Bangor and between Cumberland Junction and Skowhegan, excepting the hard pine trestle at Gardiner, are of iron or steel and are well adapted for the modern equipment used on these divisions. Between Bath and Rockland, Bath and Lewiston and Farmington, and on the Belfast branch many of the bridges are of wood. All are in good condition and safe for the rolling stock used. At Thomaston a fine steel plate girder with first-class masonry, has taken the place of the wooden Pratt truss bridge. Six culverts have been rebuilt. The rolling stock on the Maine Central Railroad is in excellent condition. The principal trains are composed of modern vestibuled cars and the cars generally are in good condition, neat and clean. Six new locomotives have been added to the equipment the past year, and two have been renewed. Two new observation cars and one baggage and mail car have been added to the passenger equipment; while fifty coal cars, twenty-five flat cars and one hundred and thirty-seven box cars have been added to the freight equipment. By January 1, 1900, all locomotives, all passenger cars and sixty-one per cent of the freight cars will be equipped with air brakes. All freight cars will be equipped with automatic couplers and grab irons.

The stations and other buildings are in good condition. New passenger stations have been erected at Brunswick, Washington

Junction and West Baldwin, and new freight stations at Clinton, Hiram and South Windham. The new station at Brunswick is a fine stone and brick building, superior to any on the system, excepting Union Station, Portland. A new engine house has been constructed at Rockland, additions made to the repair shops at Thompson's Point, and an air brake testing room added to the Waterville shops.

PATTEN AND SHERMAN RAILROAD.

This is a short line running from Patten junction on the Bangor and Aroostook Railroad to the village of Patten.

The road-bed and track are in good condition. There are no bridges on the line. The rolling stock is good and well kept. The station buildings are particularly well designed and are kept in good condition.

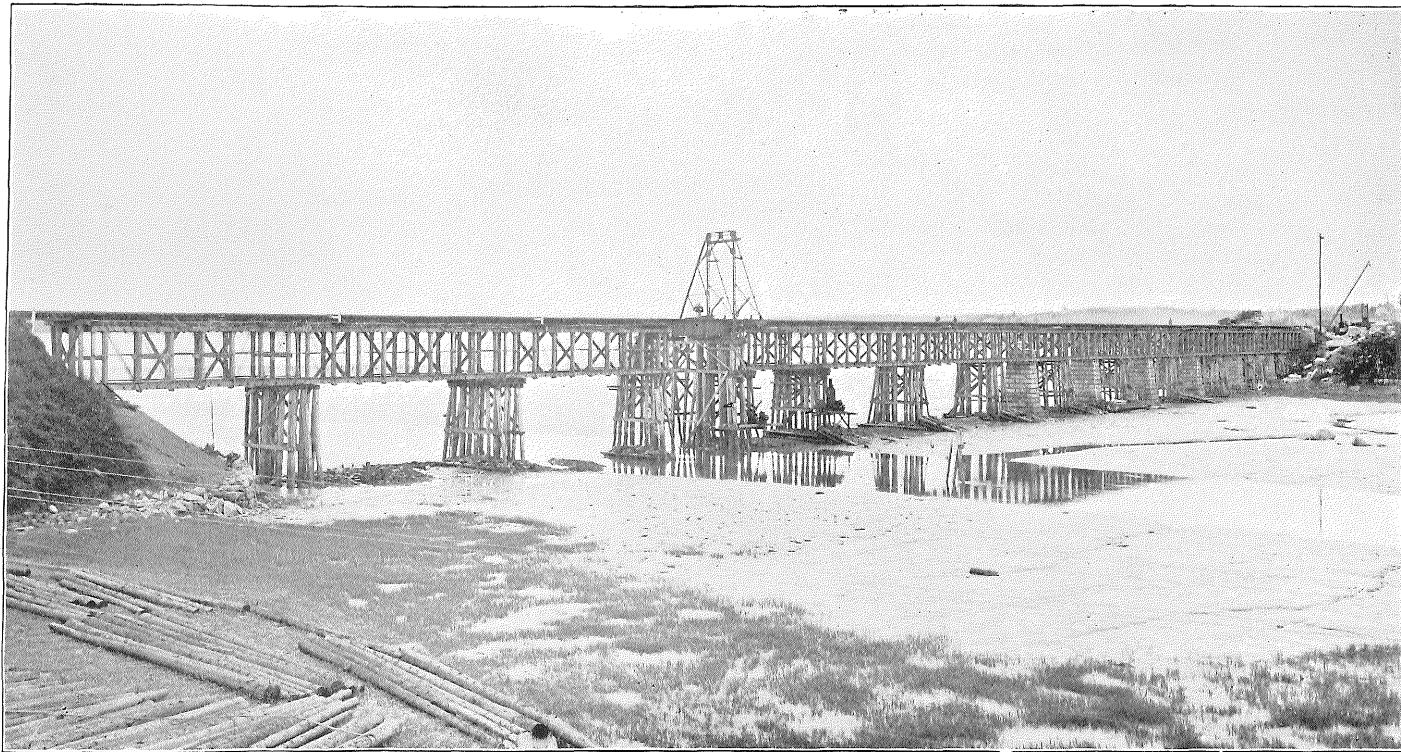
PORTLAND AND ROCHESTER RAILROAD.

The Portland and Rochester Railroad is soon to become a part of the Boston and Maine system.

Its road-bed and track are in good condition in all respects. The bridges are all first-class of their kind. The new pier built by this company at Saco river bridge is a fine piece of masonry. The wooden bridges are good trusses built of hard pine, well covered and in good repair. The iron and steel bridges are of good design and well maintained.

The rolling stock is good and kept in excellent condition.

The station buildings are in good order in all instances. The board cannot avoid the feeling that comes with a good-by, in making this last report of this line, as a distinct organization. It has always found the officials of this line, courteous, frank and progressive. They have for some years acted upon a well defined plan of improvements, that as they turn it over to the greater system, will reflect credit upon their good management. From one of the oldest lines in the State, that for years, simply eked out an existence, this management now turns over a line in excellent condition and doing a good business.



NO. 2. THE OLD WOODEN TRUSS BRIDGE,
On line of the Maine Central Railroad at Thomaston, now replaced by a steel girder bridge.



PORTLAND AND RUMFORD FALLS RAILWAY.

The Portland and Rumford Falls Railway extends from Rumford Junction in the city of Auburn to Rumford Falls, with a branch from Canton to Livermore Falls. The trains of this railroad also run over the track of the Maine Central Railroad from Rumford Junction to Lewiston.

The road-bed and track are maintained in excellent condition; the road being well ditched and the track in excellent line and surface. The yard at Chisholm's has been relaid in the form of ladder tracks, with cross-overs at each end, making a very convenient yard. Considerable ballasting has been done, some 70 pound rails with continuous joints laid and new ties put in where needed. The bridges are mostly of iron or steel, in excellent condition. The wooden bridges are maintained in good condition. At Thompson's brook, first-class masonry abutments for a new steel bridge are nearly completed.

The rolling stock is first-class and carefully looked after. The locomotives and the passenger cars are equipped with Westinghouse air brakes. Of the freight cars, sixty-three per cent are equipped with air brakes, ninety-two per cent with automatic couplers and all with grab irons. The buildings as a whole, are convenient and kept in good condition.

RUMFORD FALLS AND RANGELEY LAKES RAILROAD.

This railroad, extending from Rumford Falls to Bemis, is now controlled by the Portland and Rumford Falls Railway (with which it connects at Rumford Falls), that corporation having now a majority of the stock.

The track is in good line and surface and the road-bed is well ditched. North of the summit the line for over a quarter of a mile, has been changed and improved, reducing an eight degree curve to a five. The bridges are mostly spruce structures which are kept in good repair. The iron bridges are well designed and in good condition.

The rolling stock is mostly in good condition. The stations and other buildings are well cared for and adapted to the needs of the railroad.

SEBASTICOOK AND MOOSEHEAD RAILROAD.

This line extends from Pittsfield on the Maine Central Railroad to Hartland, eight miles, with an extension partially constructed to Harmony, nine miles further.

Since the receiver, Mr. A. B. Thompson, took charge of the road, some work has been done on the track which is in fairly good condition.

There is only one bridge on the line, the trestle bridge at Thompson's. This is in fair condition, but it will need to be rebuilt or replaced with earth embankment in the near future.

The rolling stock is maintained in quite good condition. The stations and other buildings are kept in good repair.

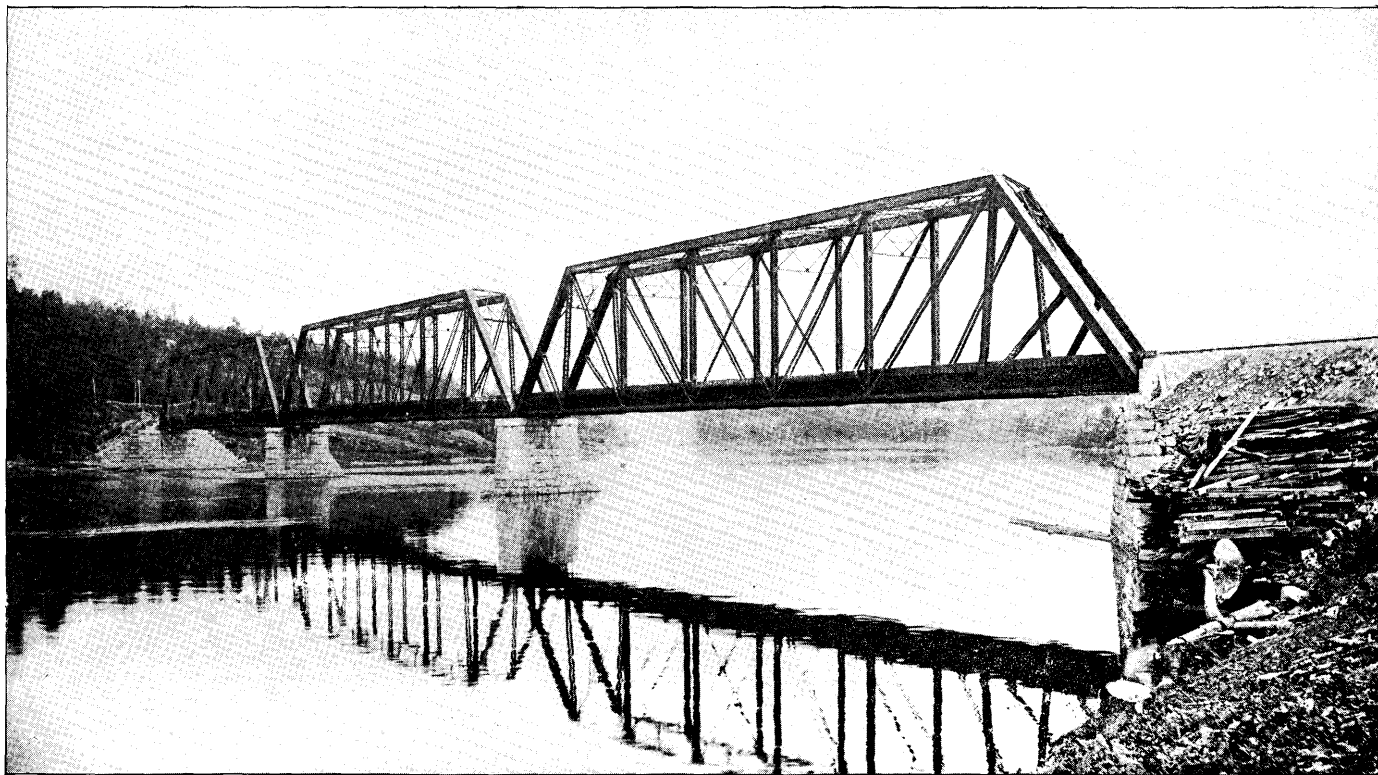
SOMERSET RAILWAY.

This railroad extends from Oakland northerly through Somerset county to Bingham, a distance of about forty-one miles with a branch to Dodlin Quarry in the town of Norridgewock, one mile in length.

The road-bed and track are in excellent condition; in good line and surface and well ditched. Four miles of new 70 pound steel rails have been laid between Oakland and Norridgewock, and one mile of 52 pound steel rails between Solon and Bingham. Twelve thousand cubic yards of ballast and fifteen thousand new ties have been used in the track. North of Solon, about a mile of the railroad has been changed, an entire new road being built on the hillside above reach of the freshets.

The bridges while mostly of wood, are well constructed and kept in good repair. At Mill street in Madison, the wooden structure has been replaced with steel I beams, on first-class masonry.

The rolling stock is maintained in good condition. Twenty new freight cars have been purchased. Four locomotives and all the passenger cars are equipped with Westinghouse air brakes; and one locomotive is equipped with the Eames vacuum brake. About twenty-six per cent of the freight cars are equipped with automatic couplers, and all are equipped with grab irons.



PORTLAND AND RUMFORD FALLS RAILWAY BRIDGE,
Across the Androscoggin River at Chisholm, Me.

The stations and other buildings are in good repair. Work has been commenced on a new granite and brick passenger station at Madison; and land has been purchased for a new passenger station at North Anson and for new freight stations at Madison and North Anson.

ST. CROIX & PENOBSCOT RAILROAD.

The St. Croix & Penobscot Railroad is now known as the St. Croix division of the Washington County Railroad, from Calais to Princeton. It is used in common from the St. Croix junction to Calais. From the junction to Princeton the road-bed and track have been improved very much by the laying of good re-laying rails and some new rails; putting in ties and ballasting.

The bridges are the same as have been in use for some years, repaired when needed to keep them in a condition of safety. New bridges are contemplated, to replace the larger ones.

The rolling stock is largely that of the Washington County Railroad and is in good condition. The buildings have been considerably repaired. The station at Princeton, burned during the past season is to be replaced by a modern structure.

WASHINGTON COUNTY RAILROAD.

This is a new line, completed during the past year, the finishing involving a good deal of work that should have been done by the contractor. The track has been ballasted its entire length; ties put in where they had been left out; spiking done; rail braces put in in large numbers, in fact the entire road-bed finished and put in good line and surface.

The bridges are in good condition, those of steel are first-class modern structures set on good masonry. Those of wood are pile and trestle, well built. The present management has done a great deal in the way of bracing that had been neglected. The long bridge at Great Works has been filled.

The rolling stock is good and well cared for, though hardly sufficient to meet the demands of the traffic which is larger than was expected.

The station buildings though originally built as cheaply as could be, consistently, are far from ill looking buildings and are

kept in good condition. The terminal station at Calais, and the freight house at Eastport are models of their kind.

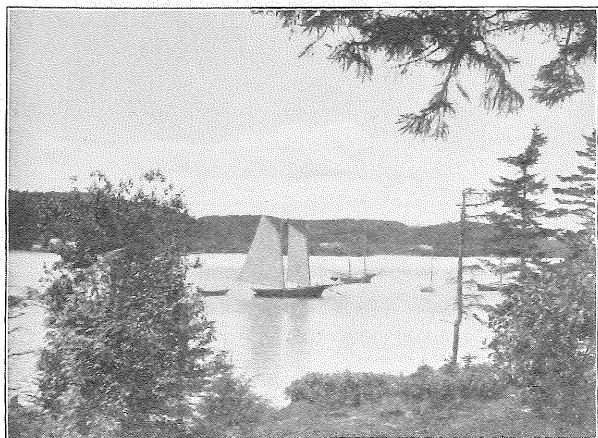
YORK HARBOR AND BEACH RAILROAD.

The York Harbor and Beach Railroad, though an organization distinct from the Boston and Maine Railroad is operated by that system. It is open for traffic for only a part of the year.

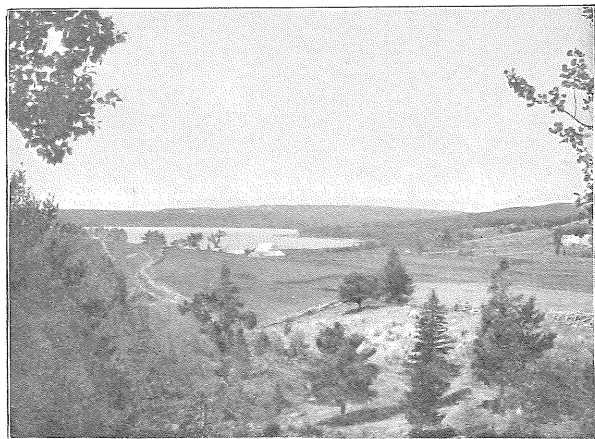
Its road-bed and track are generally in good condition. The bridges are pile structures kept in a good condition of safety, repairs being made as they are required under a careful system of inspection.

The rolling stock is furnished by the Boston and Maine Railroad.

The station buildings are well built, of tasty design and well maintained.



CUTLER HARBOR; REACHED VIA "SUNRISE ROUTE,"
WASHINGTON COUNTY RAILROAD.



VIEW IN CHARLOTTE, MAINE; "SUNRISE ROUTE,"
WASHINGTON COUNTY RAILROAD.

NARROW GAUGE RAILROADS.

The narrow gauge railroads in the State of Maine are all two feet in gauge, excepting the Rockport Railroad which has a gauge of three feet.

BRIDGTON AND SACO RIVER RAILROAD.

This is a narrow gauge line from Bridgton junction, on the Mountain Division of the Maine Central Railroad, in Hiram, to Harrison, a distance of twenty-one and one quarter miles. The last five and one quarter miles being an extension from Bridgton to Harrison.

The road-bed and track are in good line and surface, well ballasted, well tied, and with good ditches.

The bridges are in good condition. On the old line the bridges that were originally built have been filled or replaced with stringers set on good masonry. Those on the extension are first-class structures of their several kinds.

The rolling stock is in all respects up to its usual high standard. The station buildings are in good condition.

FRANKLIN AND MEGANTIC RAILROAD AND KINGFIELD AND DEAD RIVER RAILROAD.

These narrow gauge railroads are owned by the same parties, and both are operated by the Franklin and Megantic Railroad. The first extends from Strong on the line of the Sandy River Railroad, to Kingfield with a branch to Mt. Abram; the second from Kingfield to Carrabasset, with an extension, now being constructed, to Bigelow six miles beyond.

The road-bed and track are in good condition, the improvements on the Franklin and Megantic Railway in ballasting, sur-

facing and alignment have been continued. The trestle at Ledge hill has been replaced with an earth embankment, and the other bridges are in good condition. The rolling stock, all of which is owned by the Franklin and Megantic Railway, is maintained in good condition. The station and other buildings are kept in good repair.

KENNEBEC CENTRAL RAILROAD.

This line runs from Randolph to the Soldiers' Home, at Togus. It is a narrow gauge line with a traffic wholly connected with the Home.

The road-bed and track are in good condition of line and surface notwithstanding the fact that there is no good gravel to be found on or near the line.

The bridges are all in good order. Considerable repairing has been done on them during the year.

The rolling stock is first-class and well maintained. The station buildings are models. The whole line shows evidence of watchfulness and care in every detail.

MONSON RAILROAD.

This two foot gauge railroad extends from Monson Junction on the Piscataquis Division of the Bangor and Aroostook Railroad to Monson, six and sixteen one hundredths miles, with a branch to the slate quarries two miles long.

The road-bed and track are in fairly good condition. Some twelve hundred new ties have been placed in the track during the year. The bridges and culverts are carefully looked after. New cedar abutments have been built at Dry brook and at Leeman brook, and are to be built at other places. The old stringers at Mill stream have been replaced with 8 inch by 16 inch hard pine beams.

The rolling stock is good and well maintained. The station and other buildings are convenient for the business of the railroad and in good repair.

PHILLIPS AND RANGELEY RAILROAD.

This narrow gauge railroad connects with the Sandy River Railroad at Phillips and extends northwesterly to Rangeley, through trains being run over the two railroads between Farmington and Rangeley.

The track is in excellent condition, well aligned and surfaced, and the road-bed is fairly well ditched. At the first crossing of the Redington stream, the track for about a quarter of a mile, has been changed, taking out three curves and reducing the length of the bridge. The bridges have been generally repaired and strengthened. A new bridge has been placed at the Redington stream where the line was changed. Some filling has been done at the "Half Moon" trestle in Madrid. The rolling stock is in good condition, and the station and other buildings are kept in good repair.

ROCKPORT RAILROAD.

This is a three foot gauge railroad, used exclusively for freight and is not operated at present, therefore no examination has been made.

SANDY RIVER RAILROAD.

This line runs from Farmington to Phillips and is the outlet for all the narrow gauge roads in Franklin county. Its road-bed and track are in excellent condition, well aligned and surfaced and is fully ballasted.

There are but few bridges, and they are first-class structures and well maintained.

The rolling stock is first-class in all respects, and is kept in the best of repair. The station buildings are in a fair condition of repair, and are neatly kept.

WISCASSET AND QUEBEC RAILROAD.

This line now in the hands of a receiver runs from Wiscasset to Albion, a distance of forty-three and forty-six hundredths miles.

Its road-bed and track are in good condition. The bridges are well cared for and kept in good condition of safety.

The rolling stock is in good condition and generally well maintained. The station buildings are well built and kept in good repair. In fact, this line is kept in excellent condition, considering the burden under which it labors and the limited traffic that comes to it.

STREET RAILROADS.

The street railroads of the State are all electric railroads excepting the Fryeburg Horse Railroad, a short line which is still operated with horses.

AUGUSTA, HALLOWELL AND GARDINER RAILROAD.

This electric railroad extends from Edwards mills in the city of Augusta through the streets of Augusta, Hallowell, Farmingdale and Gardiner to Depot Square in said Gardiner, with a branch in State street in said Augusta.

The road-bed and track are in good condition. The general alignment has been improved and the grades reduced in many places. One-fifth of a mile of track has been relaid with 52 pound rails, eleven hundred new ties have been laid and about twelve hundred cubic yards of ballast used in surfacing the track. Seventy-five new poles have been put up and the whole line is now equipped with large poles.

All the trestle bridges have been replaced with stone culverts and earth embankments. At Seavey's the stone abutments have been rebuilt in a substantial manner and steel I beams put in to carry the track. The other bridges are in good condition.

The rolling stock is in good order. Two new vestibule cars with reversible seats have been added to the equipment and vestibules have been put onto one of the old cars, making all the main line cars vestibuled. One new one hundred and fifty horse power Rollins engine has been added to the power plant and the foundation built for a D. 62 generator.

BANGOR, HAMPDEN AND WINTERPORT RAILWAY.

The railroad as constructed, extends from the south line of Bangor to Hampden Lower Corner, with a short branch to Riverside Park owned and run by the company, and having trackage rights over the Bangor Street Railway to Market Square in the city of Bangor. This railroad does considerable freight business, in addition to its passenger business, having a track connection with the Maine Central Railroad at Bangor.

The road-bed and track are in excellent line and surface. Much of the track has been reballasted during the year and raised in low places (twenty feet in the valley near Stearn's mill) materially reducing some of the grades. The bridge over the Souadabscook river is a substantial Howe truss bridge of hard pine. The other bridges are small and in good condition.

The equipment is comparatively new. It was finely constructed and is well maintained. Two new open passenger cars, one gravel car and four G. E. 800 motors have been purchased during the year.

BANGOR, ORONO AND OLD TOWN RAILWAY.

This railroad extends from West Market Square in the city of Bangor through said city, the towns of Veazie and Orono, and the city of Old Town to Great Works in said Old Town; the line, however, between Main street in said Old Town and Great Works village not being operated at present.

The road-bed and track are in good condition. The reverse curves in Main street in the city of Old Town has been taken out and the track raised. Between Orono and Old Town the track is being reballasted, aligned and surfaced, nearly three thousand two hundred cubic yards of gravel having been used.

The bridges are well cared for. At Red bridge, the trestle has been replaced with earth embankments, and timber abutments built at the stream. The north approach of the Orono bridge has been thoroughly repaired, so that this end is now in good condition. The small trestle near Harris' has been filled. The equipment is maintained in good condition.

BANGOR STREET RAILWAY.

This electric railroad extends through the streets of the cities of Bangor and Brewer.

The road-bed and track are in fairly good condition, although the track would in many places be much improved, if the grade of the same were raised so as to keep it out of the mud. The bridges, excepting the Brewer trestle, are those of the cities through which it runs. They are well built and in good repair. The rolling stock is kept in good condition.

BENTON AND FAIRFIELD RAILWAY.

This is a new electric railway extending from Benton Falls in the town of Benton to Fairfield, where it connects with the Waterville and Fairfield Railway. It was opened in December, 1898, from Benton Falls to Benton, and to Fairfield in July, 1899.

The road-bed and track were well constructed and are in good condition. The only bridges are those over the Kennebec river, between Benton and Fairfield, which were strengthened so as to be safe for the electric cars. The rolling stock is in good condition.

BIDDEFORD AND SACO RAILROAD.

This line runs from Biddeford, through Saco to Old Orchard. The road-bed and track was originally built for a horse railroad, hence the electric equipment and the heavy summer traffic has been hard on the light rails between Main street in Saco and Old Orchard. The track in the cities of Saco and Biddeford has been relaid with a first-class nine inch, ninety pound girder rail, and it is well maintained. The bridges are those of the municipalities through which the line runs, and they are generally in good repair. As a precautionary measure, the bridge over the Saco river between Biddeford and Saco, should be replaced or strengthened.

The rolling stock is mainly in good condition. Some new modernly designed cars are to be put on the line soon. The buildings are a car barn and power house, the latter is well equipped and develops power at a very reasonable cost. These buildings have been painted and generally repaired during the year.





LEWISTON, BRUNSWICK & BATH STREET RAILWAY
Car House and Steam Power Plant at Lewiston.

CALAIS STREET RAILWAY.

This street railroad extends through the streets of Calais in this State and of St. Stephens in New Brunswick, crossing the St. Croix river twice.

The road-bed and track are in fairly good condition in line, surface, and ballast. The bridges are in good condition. At the bridge over the Washington County Railroad, the wooden timbers have been replaced with steel I-beams and the abutments rebuilt. The equipment is well maintained.

FRYEBURG HORSE RAILROAD.

This is the only horse railroad in the State. It runs from the Maine Central Railroad station at Fryeburg to the grounds of the Chautauqua Assembly, (Martha's Grove), a distance of three miles.

The road-bed and track are in fair condition. There are no bridges on the line. The rolling stock is kept in good condition.

LEWISTON, BRUNSWICK AND BATH STREET RAILWAY.

This line is a consolidation of street railroad lines in Lewiston, Auburn, Brunswick, Topsham and Bath with connecting lines built last year between Lewiston and Topsham and Brunswick and a new line from Lewiston to Sabattusville.

While the line is mainly located in the highways, for a considerable distance it runs over acquired right of way. The road-bed is well built, the new parts having been laid with sixty pound, sixty foot length steel on good cedar ties with angle splices. Ballasting has been carried on very extensively during the year so that the track is in good line and surface and well ditched.

The bridges are mostly those of the several municipalities strengthened or replaced by other bridges wherever needed. Those built by the company are first-class structures. They are all in good condition.

The equipment is excellent. Thirty-seven cars have four wheels, and twenty-one eight wheels. The latter are long and commodious and their superiority has been fully demonstrated in handling the large number of passengers carried over this line

during the past season. Large crowds have been attracted to Merrymeeting Park, an amusement place developed by this company. This park is beautifully located on the Merrymeeting bay, is extensive in area, and all its appointments are on a generous scale. The Casino is an imposing structure, of fine architecture, with capacious dining halls, amusement halls, and rooms, with a broad veranda around the whole building. In the park is a large summer theatre, a dance floor, where first-class entertainment is furnished free to patrons; also a zoological garden in which is a very large collection of animals and birds. These with other attractions provide an outing place that is highly appreciated as witnessed by the crowds that frequent this park.

The motive power is first-class, embodying several well developed schemes of water power, steam power, transformers and other economies the result of modern invention.

A steam plant has been installed in the new car barn at Lewiston with an additional generator run with electricity from the main power plant at Brunswick. This barn has been built during the year and is a fine brick structure in which are all the conveniences to be found in modern buildings of this character.

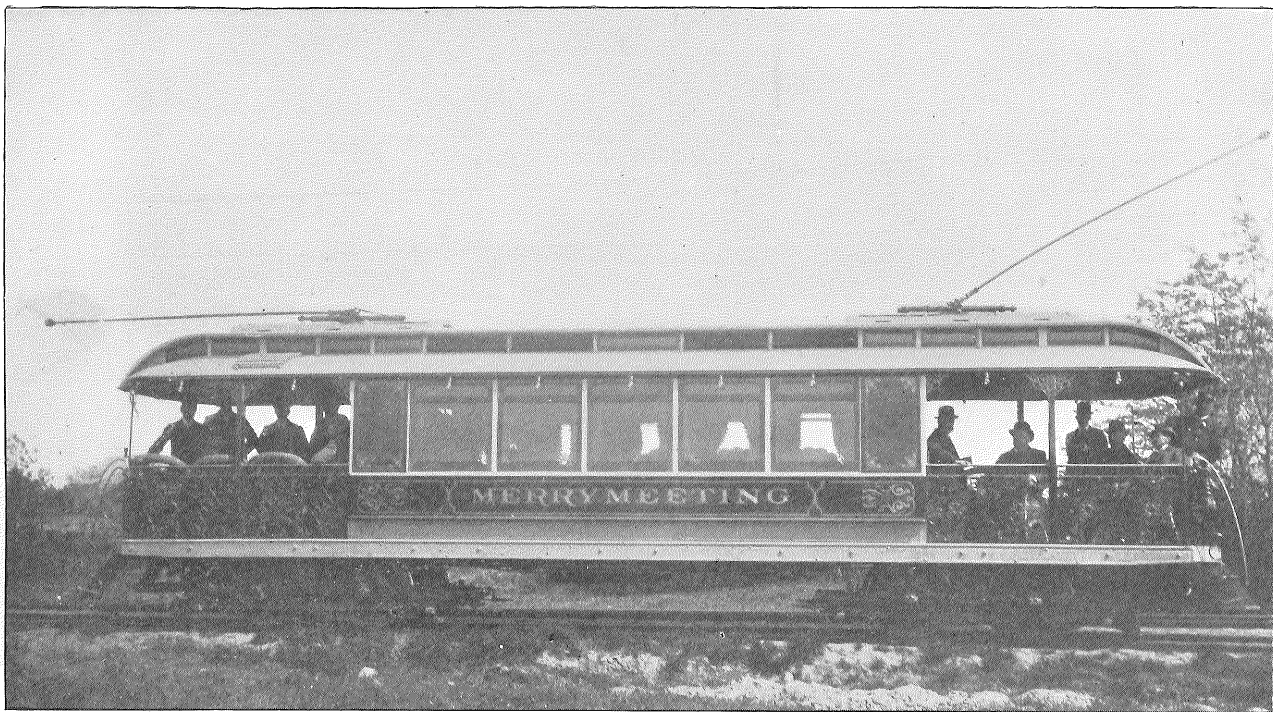
The road is well equipped in rotary snow plows, snow scrapers, gravel cars and other appliances now in use on first-class roads. The cars have been run over the road during the past year with commendable regularity and freedom from accident.

MOUSAM RIVER RAILROAD.

This line is now a part of the Sanford and Cape Porpoise Railway. The road-bed and track are in good condition. The bridges are of iron plate girders set on substantial masonry. The rolling stock is good and well maintained.

NORWAY AND PARIS STREET RAILWAY.

This line runs from South Paris to Norway, a distance of two and thirteen hundredths miles. The road-bed and track are in good condition. There is only one bridge on the line and that is owned by the town. The company strengthening the part used by the railroad. The rolling stock is good and well maintained.



LEWISTON, BRUNSWICK & BATH STREET RAILWAY.
Parlor Car for private parties; high speed Air Brakes.

PENOBSCOT CENTRAL RAILWAY.

The Penobscot Central Railway runs from Bangor to Corinth, a distance of twenty-one miles. It is intended to construct it to Charleston, the material being on hand for that purpose. The road-bed and track are in good condition.

The bridges are in part of the several municipalities, strengthened by the company, and others, of the longer bridges were built by the company under contract with the towns. They are very substantial wooden structures.

The rolling stock consists of the Patton motor; rather experimental. The company contemplate substituting the trolley system. Some standard cars from steam roads have been hauled. The buildings are car houses and stations and are well built and well kept.

PORTLAND RAILROAD.

The Portland Railroad is in its usual first-class condition. The road-bed and track are good in all particulars. Everything has been done that is necessary to keep it up to the high standard of the best roads. The belt line, so called, practically skirting the city of Portland proper, has been finished and is highly appreciated as a pleasure ride. Extensions and additions through the immediate suburbs are now in operation.

The bridges are those of the cities through which the line runs and are in excellent condition. The rolling stock is as good as can be found on any road and it is kept up to a high standard, in all particulars. The buildings of this company are first-class, notably so, the power house in which the company are installing a powerful engine of about fifteen hundred horse power, which is in addition to the excellent power formerly used.

The pleasure resort "Riverton," has been kept up to a high standard and has furnished, during the past season, first-class entertainments to a patronage the largest ever known. The large crowds visiting the resort have been taken care of with commendable dispatch and without accident.

PORTLAND AND CAPE ELIZABETH RAILWAY.

This line is now a part of the Portland Railroad system and is being operated on the same generous plan of that road. The road-bed and track are in good condition, in all particulars. Great improvements have been made during the past season. The new track laid from the corner of Broadway over the hill to near Willard is first-class in all particulars and considerably reduces the distance from Portland to the Casino and theater at Cape Cottage. The bridges are, in part, those of South Portland. The company has built a bridge outside from the county bridge, from Knightville to the draw in Portland bridge, and from the draw, westerly to Portland shore. It is a substantial pile bridge. The rolling stock is good and well maintained. The power station and car barns are in good condition. Considerable improvements have been made in the Casino and Theater and they have been enjoyed by a large patronage.

PORTSMOUTH, KITTERY AND YORK STREET RAILWAY.

This electric railroad extends from Kittery Point through the towns of Kittery and York to York Beach fifteen and one-tenth miles. The company also owns and operates a ferry between Kittery Point and Portsmouth, N. H., and is constructing an extension of its railroad from York Beach to St. Aspinquid Park in said town of York.

The road-bed and track are in good condition. Some improvements have been in the general alignment and grades, and the track has been surfaced, about one thousand yards of ballast being used. The bridges are maintained in good condition. The rolling stock is first-class and kept in good order. One eight wheel closed car and one Taunton snow plow have been added to the equipment.

PORTLAND AND YARMOUTH ELECTRIC RAILWAY.

The Portland and Yarmouth Electric Railway extends from Portland through Falmouth and Cumberland to Yarmouth. The road-bed and track have been greatly improved during the year. It is built of good material and is in good line and surface and is fairly well ditched. The bridges with one exception are

those of the cities and towns through which the road runs and are in good condition; the trestle built by the company is well built and well maintained. The rolling stock is first-class and is well kept. The buildings are good and well maintained. Those of Underwood Park, the pleasure grounds of the company, are fine structures, convenient, roomy and pleasant. The Casino electric fountain, summer houses, spring house and walks make Underwood Park a beautiful place. It has received a large patronage from the day of its opening.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY.

This line runs from Thomaston through and about Rockland and through Rockport to Camden.

The road-bed and track are in good condition. Considerable ballast has been put in, and more than five thousand ties laid. The line and surface is good. The bridges are in good condition. The rolling stock is first-class and is well maintained. The power house is a finely equipped station, containing many appliances for economy and good service,—brought out in modern inventions. Additions are made that keep the improvements up with the times.

SANFORD AND CAPE PORPOISE RAILWAY.

This is a new line from Sanford to Cape Porpoise. It is built with a view of hauling freight from tide water at Cape Porpoise and from the Western Division of the Boston and Maine Railroad at Kennebunk, as well as from the Eastern Division at West Kennebunk, to Sanford. The alignment and gradients are very favorable for an electric road, helped considerably by building outside the highway in several places. The materials used were good. The steel is sixty pound, sixty feet in length on good sound ties, is well ballasted, and put in good line and surface. The bridges are all good. Those of steel erected by the company being well designed with a good safety factor. The pile bridges built by the company are especially good. In fact, the whole line is built in good steam road construction.







GLIMPSE OF "WOODLAND STROLL,"
On line of Westbrook, Windham and Naples Railway.

PART II.

PETITIONS, ORDERS OF NOTICE, DECISIONS, CERTIFICATES AND SPECIAL REPORTS ON ACCIDENTS, OF THE BOARD OF RAILROAD COMMISSIONERS FOR YEAR ENDING NOVEMBER 30, 1899.

CONTENTS TO PART II.

	PAGE
Atlantic Shore Line Railway:	
Articles of Association: Dismissed.....	164-166
Bangor and Aroostook Railroad:	
Highway Crossing, Presque Isle.....	85-88
Location changes in Caribou and St. John River.....	91-96
Station at Dyer Brook, petition dismissed.....	110-111
Location, changes in, Caribou and Van Buren approved....	129-131
Crossing highways, Caribou and Van Buren approved....	139-144
Crossing highway in Brownville, approved.....	147-148
Certificate to operate extension, Caribou to Van Buren.....	172
Bangor, Hampden and Winterport Railway:	
Certificate to operate extension to Park.....	65
Benton and Fairfield Railway:	
Certificate to operate; M. C. R. R. to mills.....	68
Location of extension, Benton to Fairfield.....	76-80
Certificate to operate extension, Benton to Fairfield.....	80
Extension in Fairfield, approved.....	119-123
Crossing bridges between Benton and Fairfield, determined.	136-138
Certificate to operate extension in Fairfield.....	138
Boston and Maine Railroad:	
Branch track and crossing highway, Scarboro.....	100-102
Bridge over highway and Sanford and Cape Porpoise Ry.,	167-170
Bridgton and Saco River Railroad:	
Location, branch track, Hiram, approved.....	89-90
Location, branch track, and crossing highway in Harrison, approved	108-110
Canadian Pacific Railway:	
Highway crossing, Woodville, amended decision.....	65-67
Cape Elizabeth Street Railway:	
Extension of: Dismissed.....	163
Cherryfield and Milbridge Street Railway:	
Articles of Association: Dismissed.....	105-108
Cobbossee Contee Railroad:	
Location of, petition dismissed.....	116
Maine Central Railroad:	
Crossing overhead, Waterville and Wiscasset Railroad.....	97-99
Highway crossing, M. C. R. R., Milford, dismissed.....	99
Branch track and highway crossing in Bangor, approved...	144-146
Location of branch track and crossings in Gardiner to mills, approved	152-157

	PAGE
Penobscot Central Railway:	
Certificate to operate, Bangor to Corinth.....	69
Location, making certain.....	69-75
Portland Railroad:	
Certificate to operate extension, Green street to Stevens' Plains	117
Portland and Cape Elizabeth Railway:	
Certificate to operate extension, Broadway street to Angel avenue	117
Portland and Yarmouth Electric Railway:	
Certificate to operate loop, Underwood Park.....	139
Rumford Falls and Rangeley Lakes Railroad:	
Highway, taking land for highway crossing in Byron.....	102-104
Location at Bemis: Location and crossing at Roxbury....	131-135
Saco River Electric Railroad:	
Location in Biddeford and Saco; petition dismissed.....	114-115
Sanford and Cape Porpoise Railway:	
Extension in Kennebunk and Kennebunkport, approved....	123-129
Crossing bridges in Kennebunk—determined.....	149-151
Location of extension and changes in location, approved...	157-161
Certificate to operate, Sanford to Kennebunk...:	162
Bridge overhead by B. Me. & R.....	167-170
Bonds, issuing of, leave to withdraw.....	171-172
Certificate to operate, Kennebunk and Kennebunkport....	173
Somerset Railway:	
Highway crossing in Anson; petition dismissed.....	118
Van Buren and Caribou Railroad:	
Articles of Association, approved.....	81-84
Waterville and Wiscasset Railroad:	
Crossing overhead, M. C. R. R., Winslow.....	97-99
Washington County Railroad:	
Certificate to operate, Marion to Machias.....	67
Certificate to operate, Cherryfield to Machias.....	68
Change of highway in Pembroke.....	111-113
Westbrook, Windham and Naples Railway:	
Certificate to operate, Westbrook to South Windham.....	151
Comparative statements:	
Operation of street railroads.....	214
Special report of accidents, Portland and Rochester Railroad, Westbrook	174-176
Special report of accidents, Bangor and Aroostook Railroad, Milo	177-179
Comparative statements:	
Operations in detail; steam and street railroads.....	184

Appendix—Annual returns of steam and electric railroads.

PETITIONS AND DECISIONS OF THE BOARD.

BANGOR, HAMPDEN AND WINTERPORT RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Bangor, Hampden and Winterport Railway, from its main line in Hampden to the park, a distance of about twenty-three hundredths of one mile, hereby certify that we have found the same so constructed as to be safe for the passage of cars thereon.

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

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Decision of the Board Amended. Recommended by the Supreme Judicial Court. Highway crossing C. P. Railway in the town of Woodville. See pages 179-182, report, 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 determined that said crossing shall be made under the track of said railway company, at the point named in said petition, and we hereby determined 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.

On recommitment by the court, the Board amended the same by striking out all after the word "company," in the twenty-seventh line, and inserted the following.

"The slopes and fills, outside the limits of the bridge, shall be done at the expense of the town of Woodville.

The amount to be paid by said town to said railroad company and the time of payment shall be determined by the Railroad Commissioners, when said crossing is completed, upon petition of either party, unless the same is arranged by agreement. The whole work shall be done to the satisfaction of the Railroad Commissioners."

In witness whereof we have hereunto set our hands.

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, Board of Railroad Commissioners, having made a careful inspection of that part of the Washington County Railroad, from Marion to Machias, a distance of seventeen and sixty-three one hundredths (17.63) miles, hereby certify that we have found the same so constructed as to be safe for the passage of passenger trains thereon.

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

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

BENTON AND FAIRFIELD RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Benton and Fairfield Railway, a new road extending from the Maine Central Railroad at Benton, to the river, near the Kennebec Fibre Company's mill in Benton, a distance of about three miles, hereby certify that we have found the same so constructed as to be safe for the passage of cars thereon.

Dated at Augusta, this sixth day of December, 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, Board of Railroad Commissioners, having made a careful inspection of that portion of the Washington County Railroad from Cherryfield to Machias, a distance of about twenty-eight 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 December, A. D. 1898.

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

PENOBSCOT CENTRAL RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made inspection of the Penobscot Central Railway, extending from the junction of Cumberland street with Harlow street in the city of Bangor, thence through Harlow street, Valley avenue and other streets in said city to the town line of Glenburn, near Six Mile falls, thence to Kenduskeag village, thence over the main highway to the village of East Corinth to a point opposite the car house of said company in said village of East Corinth, 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 17th day of December, 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 Location of the Penobscot Central Railroad. Decision January 4, 1899.

To the Honorable Board of Railroad Commisisoners 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 Glenburn, 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 at the office of your Honorable Board.

Your petitioner respectfully represents that public convenience required a variation from its aforesaid location as so fixed and approved by your Honorable Board, within said towns of Glenburn, 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 an approval only in the courses and distances of said location as now built. Your petitioner avers that public convenience requires that all the courses and distances of said location within said towns of Glenburn, Kenduskeag, Corinth and Charleston should be so changed by your Honorable Board that wherever said location is now built it should be approved 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 or 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 and hearing, you will order such variation in the location in the streets, roads and ways as now fixed as in your judgment public convenience may require.

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 Glenburn, Kenduskeag, Corinth and Charleston, now on file, and the schedule of courses and distances herewith attached, respectfully and severally a part of this petition and of these proceedings.

Dated at Bangor, Maine, this 1st day of December, A. D. 1898.

Penobscot Central Railway,
F. O. BEAL, 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 suc-

cessively in the Bangor Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before the twenty-first day of December, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Glenburn, Corinth, Charleston and Kenduskeag before the date of hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

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

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition and order of notice thereon, the Board met at the time and place stated in said order and gave a hearing to all parties interested.

The municipal officers of the town of Charleston appeared for said town. No one appeared for the town of Corinth or Kenduskeag.

This petition was for the purpose of making certain the location of the Penobscot Central Railway in the towns named, so as to conform to the road as already built. We are not aware that any serious change from the original location has been made, and after viewing the entire route and the location of the road as it is built, we have no hesitation in allowing such changes from the original location as will conform to the road as now constructed. We therefore approve the location of said road, according to the following courses and distances.

Beginning at a point in the county road in the town of Charleston, distant 132 feet from the steps of the "Trustee House" hotel in said Charleston, measuring from the centre point of the lower step to the front entrance of said hotel, by a course W. 7 degrees, 30 minutes N., the point of beginning being numbered 0 on the accompanying plan. Thence S. 8 degrees W. 1,823 feet to point marked 1; thence S. 22 degrees E. 77 feet to 2;

thence S. 8 degrees, 15 minutes W. 700 feet to 3; thence S. 10 degrees, 35 minutes W. 330 feet to 4; thence S. 6 degrees, 15 minutes W. 525 feet to 5; thence S. 2 degrees, 45 minutes E. 363 feet to 6; thence S. 9 degrees E. 514 feet to 7; thence S. 14 degrees E. 579 feet to 8; thence S. 4 degrees, 10 minutes E. 225 feet to 9; thence S. 4 degrees, 30 minutes W. 1,965 feet to 10; thence S. 6 degrees, 30 minutes W. 564 feet to 11; thence S. 18 degrees W. 618 feet to 12; thence S. 16 degrees, 30 minutes W. 342 feet to 13; thence S. 6 degrees, 50 minutes W. 627 feet to 14; thence S. 5 degrees W. 786 feet to 15; thence S. 6 degrees, 30 minutes W. 1,329 feet to 16; thence S. 9 degrees W. 400 feet to 17; thence S. 7 degrees W. 1,100 feet to 18; thence S. 10 degrees, 15 minutes W. 240 feet to 19; thence S. 8 degrees W. 230 feet to 20; thence S. 7 degrees W. 790 feet to 21; thence S. 8 degrees, 45 minutes W. 453 feet to 22; thence S. 7 degrees, 45 minutes W. 414 feet to 23; thence S. 12 degrees W. 296 feet to 24; thence S. 33 degrees, 30 minutes W. 204 feet to 25; thence S. 38 degrees, 36 minutes W. 417 feet to 26; thence S. 34 degrees, 35 minutes W. 342 feet to 27; thence S. 49 degrees, 15 minutes W. 163 feet to 28; thence S. 55 degrees W. 714 feet to 29; thence S. 43 degrees, 50 minutes W. 366 feet to 30; thence S. 40 degrees, 30 minutes W. 384 feet to 31; thence S. 10 degrees, 10 minutes W. 240 feet to 32; thence S. 4 degrees, 50 minutes W. 363 feet to 33; thence S. 7 degrees, 30 minutes W. 2,554 feet to 34; thence S. 8 degrees, 15 minutes W. 513 feet to 35; thence S. 9 degrees, 45 minutes W. 2,355 feet to 36; thence S. 9 degrees, 10 minutes W. 1,320 feet to 37; thence S. 6 degrees, 30 minutes W. 3,160 feet to 38; thence S. 4 degrees, 45 minutes W. 1,124 feet to 39; thence S. 0 degrees, 40 minutes W. 259 feet to 40; thence S. 24 degrees, 45 minutes W. 33 feet to 41; thence S. 1 degree E. 4,265 feet to 42; thence S. 18 degrees, 45 minutes E. 50 feet to 43; thence S. 0 degrees, 30 minutes E. 1,102 feet to 44; thence S. 10 degrees W. 100 feet to 45; thence S. 13 degrees, 15 minutes E. 168 feet to 46; thence S. 23 degrees, 30 minutes E. 696 feet to 47; thence S. 24 degrees, 30 minutes E. 894 feet to 48; thence S. 35 degrees, 45 minutes E. 382 feet to 49; thence S. 38 degrees, 25 minutes E. 1,515 feet to 50; thence S. 39 degrees, 15 minutes E. 1,215 feet to 51; thence S. 38 degrees, 45 minutes E. 610 feet to 52; thence S. 38 degrees, 15 minutes E. 4,314 feet

to 53; thence S. 37 degrees, 30 minutes E. 1,062 feet to 54; thence S. 38 degrees, 45 minutes E. 2,400 feet to 55; thence S. 38 degrees, 30 minutes E. 1,464 feet to 56; thence S. 38 degrees E. 1,819 feet to 57; thence S. 37 degrees, 25 minutes E. 2,619 feet to 58; thence S. 31 degrees, 05 minutes E. 291 feet to 59; thence S. 21 degrees, 30 minutes E. 468 feet to 60; thence S. 39 degrees, 30 minutes E. 342 feet to 61; thence S. 24 degrees E. 597 feet to 62; thence S. 14 degrees E. 975 feet to 63; thence S. 24 degrees, 15 minutes E. 573 feet to 64; thence S. 8 degrees, 15 minutes E. 657 feet to 65; thence S. 4 degrees E. 1,035 feet to 66; thence S. 15 degrees, 30 minutes E. 369 feet to 67; thence S. 8 degrees, 45 minutes E. 532 feet to 68; thence S. 6 degrees, 40 minutes E. 453 feet to 69; thence S. 4 degrees, 40 minutes E. 962 feet to 70; thence S. 20 degrees, 20 minutes E. 408 feet to 71; thence S. 8 degrees, 50 minutes W. 552 feet to 72; thence S. 2 degrees W. 330 feet to 73; thence S. 29 degrees, 10 minutes W. 246 feet to 74; thence S. 45 degrees, 15 minutes W. 582 feet to 75; thence S. 10 degrees, 30 minutes W. 642 feet to 76; thence S. 24 degrees, 10 minutes E. 1,209 feet to 77; thence S. 16 degrees, 50 minutes E. 1,572 feet to 78; thence S. 7 degrees, 30 minutes E. 567 feet to 79; thence S. 9 degrees E. 1,008 feet to 80; thence S. 0 degrees, 10 minutes W. 1,245 feet to 81; thence S. 0 degrees, 45 minutes E. 775 feet to 82; thence S. 0 degrees, 45 minutes W. 1,880 feet to 83; thence S. 29 degrees, 25 minutes E. 469 feet to 84; thence S. 53 degrees, 25 minutes E. 642 feet to 85; thence S. 32 degrees, 40 minutes E. 438 feet to 86; all of said courses and distances from the point marked 0 to said point marked 86 being on the county road, so called, leading from the aforesaid hotel in the town of Charleston through the towns of Charleston, Corinth, to and into the town of Kenduskeag to said point marked 86; thence from said point marked 86 over the new road leading from Kenduskeag to Six Miles Falls in Bangor and called the new road, and starting from said point marked 86, thence S. 70 degrees E. 1,110 feet to 87; thence S. 68 degrees E. 726 feet to 88; thence S. 45 degrees E. 564 feet to 89; thence S. 46 degrees E. 855 feet to 90; thence S. 50 degrees, 15 minutes E. 1,986 feet to 91; thence S. 53 degrees E. 882 feet to 92; thence S. 54 degrees, 30 minutes E. 1,290 feet to 93; thence S. 40 degrees, 45 minutes E. 285 feet to 94; thence S. 25

degrees, 30 minutes E. 412 feet to 95; thence S. 22 degrees E. 612 feet to 96; thence S. 25 degrees, 30 minutes E. 553 feet to 97; thence S. 31 degrees, 45 minutes E. 1,110 feet to 98; thence S. 32 degrees, 20 minutes E. 1,290 feet to 99; thence S. 12 degrees, 50 minutes E. 1,520 feet to 100; thence S. 810 feet to 101; thence S. 10 degrees, 30 minutes E. 113 feet to 102; thence S. 22 degrees E. 422 feet to 103; thence S. 22 degrees, 30 minutes E. 960 feet to 104; thence S. 24 degrees E. 918 feet to 105; thence S. 22 degrees, 45 minutes E. 1,033 feet to 106; thence S. 23 degrees, 15 minutes E. 792 feet to 107; thence S. 34 degrees E. 870 feet to 108; thence S. 29 degrees, 30 minutes E. 417 feet to 109; thence S. 24 degrees, 30 minutes E. 663 feet to 110; thence S. 22 degrees E. 894 feet to 111; thence S. 23 degrees E. 1,140 feet to 112; thence S. 30 degrees, 30 minutes E. 1,731 feet to 113; thence S. 30 degrees, 15 minutes E. 876 feet to 114; thence S. 31 degrees E. 1,296 feet to 115; thence S. 30 degrees E. 765 feet to 116; thence S. 33 degrees, 30 minutes E. 514 feet to 117; thence S. 23 degrees, 30 minutes E. 588 feet to 118; thence S. 22 degrees E. 923 feet to 119; thence S. 22 degrees, 10 minutes E. 500 feet to 120, and the line between the town of Glenburn and the city of Bangor.

(Width of Location).

The width of location is as follows, viz: The above described line throughout said town division from said point marked 0 to said boundary line between Glenburn and Bangor is the center line of said location, connected by the proper curves at the points of change in direction, and the location throughout said entire distance between said points will have and maintain a width of ten (10) feet being five (5) feet on each side of the aforesaid center line except as follows:

For a distance of 500 feet south of the point marked A, the width of location will be 5 feet to the right of said center line and 16 feet to the left of said center line.

For a distance of 500 feet south from the point marked B, the width will be 5 feet to the right of said center line and 16 feet to the left of said center line. From the point marked C, the width will be 5 feet on each side of the center line of a proper curve to the north and westward, to the west line of the street. For a distance of 480 feet south of the point marked D, the

width will be 5 feet on the left of said center line, on the right the width will be 5 feet from the center line at the point marked D, increasing in width to the point marked E, where it will be 40 feet from said center line. From the point marked E to the point marked F, the width will be 40 feet on the right of said center line. From the point marked F, the right of way decreases in width to the point marked G, where it is 5 feet on the right of said center line.

For a distance of 500 feet south of the point marked H, the width will be 5 feet on the right of said center line and 16 feet on the left.

For a distance of 500 feet south of the point marked I, the width will be 5 feet on the left of said center line and 16 feet on the right.

For a distance of 300 feet south of the point marked J, the width will be 5 feet on the right of said center line and 22 feet on the left of said center line.

For a distance of 400 feet south of the point marked K, the width will be 5 feet on the left of said center line and 16 feet on the right.

For a distance of 500 feet north of the point marked L, the width will be 5 feet on the right of said center line and 20 feet on the left.

For a distance of 725 feet north of the point marked M, the width will be 5 feet on the right of said center line and 16 feet on the left.

For a distance of 500 feet south of the point marked N, the width will be 5 feet on the right of said center line and 16 feet on the left.

For a distance of 500 feet south of the point marked P, the width will be 5 feet on the right of said center line and 20 feet on the left.

For a distance of 500 feet south of the point marked R, the width will be 5 feet on the left of said center line and 16 feet on the right of said center line.

Dated at Augusta, this 4th day of January, A. D. 1899.

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 Benton and Fairfield Railway. Decision January 17, 1899.

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, and having constructed a street railway to be operated by electricity, from Benton Falls to the Maine Central station at Benton station, so called, hereby applies and petitions to the Railroad Commissioners for approval of the location, courses, distances, and boundaries of an extension of said Benton and Fairfield Railway Company which it proposes to build, of the same gauge as the existing road, as an extension to its already existing railway; said extension lying wholly within the town of Benton, in the county of Kennebec and State of Maine; and herewith presents a location of its said proposed extended line of road, with the courses, distances, and boundaries of the same, as follows—the line described being the centre line of said location :

Commencing at the southerly end of the line of said Benton and Fairfield Railway Company, on land of the Maine Central Railroad Company, at station No. 6+10 of said Benton and Fairfield Railway, as located, this point being adopted as the official (o) station in the present survey; thence south 28°, 40 minutes west 296.25 feet to station No. 2+96.25; thence on a curve to the right, or westerly, of 146 feet radius, 194.65 feet, to station No. 4+90.9; thence north 73°, 28 minutes west 93 feet to station No. 5+83.9; thence north 72° west 168.75 feet to station No. 7+52.6, at the east end of the iron public bridge extending from Benton to Fairfield, in the county of Somerset, over and across the Kennebec river, over Bunker's island, so called; thence north 74°, 33' west on said public bridge 112.5 feet, to station 8+65.1, to the middle of the easterly pier of said iron public bridge. The road from station o to station No. 3+90 extends upon and over land of the Maine Central Railroad Company. And from station No. 3+90 to station No. 7+52.6, it

passes over and upon a highway in said town of Benton called Bridge street. And from station No. 7+52.6 to station No. 8+65.1, said route passes over the iron public bridge aforesaid. The description, courses and distances in the foregoing, as stated to be on the land of the Maine Central Railroad Company, are upon private land and therefore outside of the limits of any street, and it is impracticable to locate that part of said railway within the limits of said street, road or way.

Accompanied with the 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 extended railroad is to be wholly constructed; together with a report and estimate prepared from actual survey by Ira E. Getchell, a civil engineer, and dated November 29, 1898.

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 third day of December, A. D. 1898.

Benton and Fairfield Railway Company,
By H. M. MANSFIELD, its Secretary; and EDW. W. HEATH, its
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 Waterville Evening Mail, a newspaper published at Waterville in the county of Kennebec, the first publication in said paper to be at least five days before the fourth day of January, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at their office at 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 Benton; also to the Maine Central Railroad Company, five days at least before the date of said hearing.

JOSEPH B. PEAKS, *Chairman,*
For the Board of Railroad Commissioners of Maine.
Dated at Augusta, this 12th day of December, A. D. 1898.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice was given as ordered, and the Board gave a hearing to all parties who appeared and claimed to be interested, at the time and place named in said order.

Mr. L. C. Cornish appeared for the petitioner.

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

The town of Fairfield, by its municipal officers, appeared and claimed to be an interested party, and asked to be made a party of record to the proceedings. The town was represented by its attorney, Mr. Charles F. Johnson.

Mr. Ruel Brown, of Benton, was also made a party of record by request.

The location asked for by the petition extends from its present location east of the Maine Central Railroad tracks, under the railroad bridge, through Bridge street to the bridge, and thence on the bridge to the town line between Fairfield and Benton, which is fixed at a point about twenty-one feet westerly of the first pier from the easterly shore.

The highway bridge across the Kennebec river at this point is partly in the town of Benton, and partly in the town of Fairfield. The easterly span of the bridge and the pier which supports the west end of the east span are wholly within the town of Benton, and were built and are maintained by the town of Benton. The town of Fairfield, however, by an arrangement with the town of Benton paid a portion of the expense of building this pier, for the purpose of supporting the end of the span of the bridge westerly of it, which is almost wholly within the town of Fairfield—so that while the pier is in Benton the town of Fairfield claims an interest in it for the reasons above stated, and therefore asks to be made a party of record, as provided by statute, and objects to any location on any part of the bridge.

But the petitioner claims that as no part of the proposed location is within the town of Fairfield, that town has no right to claim to be an interested party. The petitioner, through its counsel claims that the town of Fairfield, as a municipality has nothing to do with the easterly span, or pier, of this bridge, which are wholly in Benton. That the town of Fairfield is

neither under obligation to repair it, nor for any damage to persons who sustain injury upon it as a highway.

Whatever our opinion upon this contention might be if it was properly before us, we do not feel called upon in this proceeding to decide a matter of so much importance upon the construction of the statute.

We do not think it is left, by the statute, for the Board of Railroad Commissioners to decide arbitrarily, that any person or corporation is not an interested party.

The statute provides that "at such hearing any party claiming to be interested may appear in person, or by counsel, and such appearance shall be entered of record." The words *may* and *shall*, are often used interchangeably; and the court will construe the meaning of the word according to the evident intention of the legislature in using it.

But the statute further provides that "any party of record who is dissatisfied with such determination" (of the Railroad Commissioners) "may appeal therefrom, etc."

The right of the Board of Railroad Commissioners to decide that a person who claims it, is not an interested party, would carry with it the right of refusal to make such person a party of record, and deprive him of an appeal.

We cannot so construe the statute. We prefer to give it a more liberal construction, and make every person, or corporation, who claims the right, a party of record; and thus give the right of appeal. The statute gives the right of appeal in matters of this kind; and the Board of Railroad Commissioners has no desire, and we think has no right, to so nullify the statute.

We shall not attempt to decide the other legal questions involved, because we have no occasion to do so.

We must refuse so much of the proposed location as is upon the bridge across the Kennebec river, for reasons of our own.

The location of an electric street railway is not properly terminated upon a highway bridge. To discharge passengers upon a public bridge, and allow the car to stand there until passengers who desire transportation in the opposite direction, shall come to the car, would obstruct travel upon the bridge, and destroy, almost, the convenience to the public who have occasion to travel with teams.

To cross a bridge of this kind with electric cars, is not in any way so objectionable as many people seem to imagine. In fact the objections which were at first so general, in relation to the matter, are fast disappearing, and properly so.

But we should not feel justified in allowing the location of an electric street railway to terminate upon, and make a railway station of a highway bridge.

For this reason, and this alone, we cannot approve so much of the proposed location as is upon the bridge across the Kennebec river.

The rest of the proposed location, we do approve, and find that public convenience requires the construction of said railway.

Dated at Augusta, this seventeenth day of January, A. D. 1899.

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

BENTON AND FAIRFIELD RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the extension of the Benton and Fairfield Railway from or near the Maine Central Railroad station at Benton, to or near the bridge between the towns of Benton and Fairfield, a distance in all of about seven hundred feet, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this 19th day of January, A. D. 1899.

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

Petition, and Order of Notice and Approval of the Board of the Articles of Association of the Van Buren and Caribou Railroad Company. Approval, January 27, 1899.

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

We, the undersigned, directors of the Van Buren and Caribou Railroad Company, a corporation formed for the purpose of constructing and maintaining and operating a railroad of standard gauge from a point at or near Van Buren village in the town of Van Buren, to a point at or near the village of Caribou, in the town of Caribou, in the State of Maine, respectfully ask that the annexed articles of association may be approved.

Dated at Augusta, this nineteenth day of January, A. D. 1899.

James Crawford,
Thomas J. Cochran,
Simeon L. White,
John A. Nadeau,
Joseph F. Theriault,
Allan E. Hammond,
Michael A. Barrett,
Peter C. Keegan,

Directors.

By their Attorney, PETER C. KEEGAN.

On the foregoing petition,

Ordered, That the petitioners cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least five days before Friday the 27th day of January, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at half past 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 at Augusta, this 20th day of January, A. D. 1899.

ARTICLES OF ASSOCIATION.

These Articles of Association made and entered into this fourth day of January, A. D. 1899, by and between the undersigned, being not less than ten persons, a majority of whom are citizens of this State,

Witnesseth, That we, the undersigned, hereby associate ourselves together, to form a company to be known as the Van Buren and Caribou Railroad Company, for the purpose of constructing, equipping, maintaining and operating a railroad for public use in the conveyance of persons and property, within the State of Maine, from the Saint John river, at or near Van Buren village, in the town of Van Buren, thence in a southerly direction through the town of Van Buren, into and through Hamlin plantation, into and through the plantations of Cyr and Connor, and into and through the town of Caribou, to some point at or near the village of Caribou, in the county of Aroostook, and being some twenty-five miles in length, and of standard gauge, viz: four feet eight and one-half inches.

The capital stock of said company shall be one hundred and fifty thousand dollars, viz: six thousand dollars for every mile of road proposed to be constructed of the gauge of four feet eight and one-half inches, the number of shares of which stock shall consist of, one thousand five hundred shares of one hundred dollars each, and the following named persons, a majority of whom are citizens of the State, shall act as directors of said company, and manage its affairs until others are chosen in their places, viz: James Crawford of Van Buren, Simeon L. White of Caribou, Thomas J. Cochran of Edmundston, N. B., John A. Nadeau of Fort Kent, Joseph F. Theriault of Van Buren, Allan E. Hammond of Van Buren, Michael A. Barrett of Caribou, and Peter C. Keegan of Van Buren.

And we, the undersigned, subscribe each to the number of shares set against his name.

Van Buren, Me., January 4, 1899.

Names.	Residence.	No. of shares
Peter C. Keegan,	Van Buren, Maine,	150
Simeon L. White,	Caribou, Maine,	150
Michael A. Barrett,	Caribou, Maine,	150

Names.	Residence.	No. of shares
Allan E. Hammond,	Van Buren, Maine,	150
James Crawford,	Van Buren, Maine,	150
Joseph F. Theriault,	Van Buren, Maine,	150
John A. Nadeau,	Fort Kent, Maine,	150
John M. Stevens,	Edmundston, N. B.,	150
T. J. Cochran,	Edmundston, N. B.,	150
Duncan Ross,	Edmundston, N. B.,	150

We, the undersigned, being a majority of the directors of the Van Buren and Caribou Railroad Company, hereby certify that the amount of stock subscribed for in said company, viz: one hundred and fifty thousand dollars, being six thousand dollars per mile of road proposed to be constructed, of the gauge of four feet eight and one-half inches, and that five per cent has been paid thereon, viz: seven thousand five hundred dollars, to us the undersigned, as directors as aforesaid, and that it is intended in good faith to construct, equip, maintain and operate the road mentioned in the above Articles of Association of said company.

Simeon L. White, Caribou, Maine,
 Michael A. Barrett, Caribou, Maine,
 Allan E. Hammond, Van Buren, Maine.
 James Crawford, Van Buren, Maine,
 Joseph F. Theriault, Van Buren, Maine,
 John A. Nadeau, Fort Kent, Maine,
 T. J. Cochran, Edmundston, N. B.

STATE OF MAINE.

Aroostook, ss.

January 21, 1899.

Then personally appeared Simeon L. White and Michael A. Barrett and made oath to the truth of the foregoing certificate.

Before me,

BERTRAM L. FLETCHER,

Justice of the Peace.

STATE OF MAINE.

Aroostook, ss.

January 24, 1899.

Then personally appeared Allan E. Hammond, James Crawford and Joseph F. Theriault and made oath to the truth of the above affidavit by them subscribed.

Before me,

ABRAHAM J. DUBAY,
Justice of the Peace.

STATE OF MAINE.

Aroostook, ss.

Then personally appeared John A. Nadeau and made oath to the truth of the foregoing certificate.

Before me,

VINCENT M. THERIAULT,
Justice of the Peace.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

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

Dated at Augusta, this twenty-seventh day of January, A. D. 1899.

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

Petition and Order of Notice and Decision of the Board in relation to a Highway crossing the Bangor and Aroostook Railroad in the Town of Presque Isle. Decision January 27, 1899.

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 and State of Maine, respectfully represent that upon the 12th day of November, 1898, J. F. Ireland and twenty-two others, all inhabitants of said town of Presque Isle, presented in writing to the selectmen of said town, a petition representing that public convenience and necessity require the laying out and building of a town way in said town, as follows, to wit: Commencing 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 continuing across the land contained in the Y of said Bangor and Aroostook Railroad Company, and also across the main line of said railroad to the East Junction road, so called, at a point where said road touches the main line of the Bangor and Aroostook Railroad Company, and therein asked said selectmen to lay out said way and cause that same to be built; that in pursuance of said petition, the said selectmen, on the 14th day of November, 1898, gave written notice, in each notice describing the way, that on the 23rd day of November, 1898, at ten o'clock in the forenoon, they would meet at the station of the Bangor and Aroostook Railroad Company at Fort Fairfield junction, in said town, for the purpose of laying out said way, by posting the same in two public places in said town and in the vicinity of said way, to wit, on the door of the potato-house of Harris Erskine, and on the fence where the west junction road intersects the Churchill road, so called, both of which notices were posted for at least seven days before said time of meeting; that on said 14th day of November, 1898, they served a like written notice of the time and place of said meeting, for the purpose of laying out said way, on the Bangor and Aroostook Railroad Company, by giving the same to Fred E. Smith, the agent of said company at said Fort Fairfield junction; that the said selectmen met at the time and place specified in said notices, and upon

hearing then and there determined that public convenience and necessity require that a town way should be laid out as set forth in said petition. It further appeared at said meeting and hearing that the way asked for in said petition goes through and across land and right of way of said Bangor and Aroostook Railroad Company used for station purposes, and without laying out said way, said meeting and hearing was adjourned to meet at the same place on the 23rd day of December, 1898, at ten o'clock in the forenoon, for the purpose of laying out said way, if upon notice and hearing your honors should adjudge such way to be of public convenience and necessity. They therefore request you to give notice and hearing, and to adjudge whether public convenience and necessity require the laying out of said way.

Dated at said Presque Isle, this 25th day of November, A. D. 1898.

A. E. Irving,
S. C. Greenlaw,
C. H. Richardson,

Selectmen of said town of Presque Isle.

On the foregoing petition,

Ordered, That the petitioners shall cause a copy of the foregoing petition and this order of notice thereon, to be served upon the Bangor and Aroostook Railroad Company five days before the 20th day of December, by delivering the same to the station agent of said Bangor and Aroostook Railroad Company at Fort Fairfield junction. And also by sending a certified copy of the same by mail to F. W. Cram, general manager of said railroad company, five days before said hearing, which will be held by the Board of Railroad Commissioners at the station of said railroad company at Fort Fairfield junction on the said 20th day of December, A. D. 1898, at eleven o'clock in the forenoon.

Augusta, December 10, 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 having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all parties interested.

The municipal officers of the town of Presque Isle appeared personally.

The Bangor and Aroostook Railroad Company was represented by Messrs. Appleton & Chaplin.

The municipal officers of the town of Presque Isle, upon petition of certain citizens of said town, propose to lay a highway across the yard and station grounds of the Bangor and Aroostook Railroad at Fort Fairfield junction. The proposed highway would cross the tracks of the main line to Presque Isle, and the branch track to Fort Fairfield, a short distance north of the station buildings.

The trains arriving from Presque Isle and Fort Fairfield stop at this station, and in the usual way of running the trains they must necessarily stand across this proposed highway, when stopping at this station, and consequently make the crossing a dangerous one. Besides, the railroad company may need this land in the near future for additional side tracks, which would add another danger.

Section 21 of chapter 18 of the Revised Statutes provides, that "No way shall be laid out through or crossing any land or right of way of any railroad corporation used for station purposes, unless after notice and hearing, the Railroad Commissioners adjudge that public convenience and necessity require it."

The language of the statute is very strong. Before we should be authorized to allow this land to be taken for a highway, we must be satisfied by the evidence, that public convenience and necessity require that such a road should be laid.

There was not sufficient evidence offered at the hearing to satisfy us upon this point. We have no doubt that a way across the railroad near this point is required by public convenience and necessity; but it can be laid a few hundred feet further south, at a point where there will be only a minimum of danger compared with the location as proposed.

The public have a right to have some crossing provided near this point, but it is our duty to see that it is not made at a place where there will be so much danger to the public who travel, both on the highway and upon the railroad.

The municipal officers of the town contend that a crossing at the point intimated by us, would be expensive—that the land damage would be a matter of considerable importance.

That does not impress us as a very strong argument. Land is worth more or less according to the use to which it is put. And the taking of a very small piece of land from a railroad company near its station, where it is required for yard and station purposes, and necessary side tracks, may be of great damage to the railroad company; while if taken in another place, and perhaps only a few rods away, it might be of very little damage.

We think our duty is not to consider so much the expense of building a highway across a railroad, as it is to consider its safety when built.

We have in two instances on the Washington County Railroad, under the statute giving us that authority, changed the highways at Washington junction and at Eastport junction, so as to prevent the crossing of the yard and side tracks of the railroad. We did this entirely in the interest of safety to the public.

We certainly should not now feel justified in allowing a new highway to be laid across the yard and station grounds of this railroad, when we have heretofore made changes in the highway to avoid the very difficulty which would be met here.

For these reasons we feel compelled to find that public convenience and necessity does not require the laying of this highway across the station grounds of the Bangor and Aroostook Railroad, at the point proposed, and we therefore so find and determine.

Dated at Augusta, this twenty-seventh day of January, A. D. 1899.

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

Petition and Order of Notice and Decision of the Board relating to a Branch track of the Bridgton and Saco River Railroad in the town of Hiram. Decision May 3, 1899.

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

The Bridgton and Saco River Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it desires to locate a branch track from its main line near the junction of its road and that of the Maine Central Railroad in the town of Hiram to a lumber mill owned and operated by A. & P. B. Young of Hiram.

Wherefore your petitioner prays that it may, under your direction, locate, construct and maintain a branch railroad track to said mill; the line being described as follows: Beginning at a point in the center of the main line of its road and running in a northeasterly direction to the mill, a distance of about seven hundred feet.

And your petitioner further represents that such branch track will cross a public highway at a point on said road about three hundred and fifty feet from the main line, all of which is shown on plan hereto attached; that it is impossible for said track to pass over or under said way.

Wherefore your petitioner prays that you will authorize a crossing of said way at grade, and also determine the manner and conditions upon which said track may cross said way.

January 31, 1899.

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 Portland Daily Press, a newspaper published at Portland in the county of Cumberland, the first publication in said paper to be at least five days before Monday the tenth day of April, A. D. 1899, 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 selectmen of Hiram three days at least before date of hearing.

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

Dated this 24th day of March, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition, notice having been given as ordered, the Railroad Commissioners met at the time and place mentioned in said order, and no one appearing, the matter was continued to the office of said Commissioners at Augusta on the first Wednesday in May at ten o'clock in the forenoon.

We hereby approve said location, and find that public convenience requires the building of said branch track.

We further decide that the track shall be constructed across said public highway at grade, when said way is raised three and one-half feet above its present grade, and that the condition 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 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 third day of May, A. D. 1899.

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

Railroad Commissioners of Maine.

Petition and Order of Notice and Decision of the Board relating to a change in the Location of the Bangor and Aroostook Railroad between Caribou and St. John river in Van Buren. Decision May 18, 1899.

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

Respectfully represents the Bangor and Aroostook Railroad Company, that it deems it necessary and expedient that a change shall be made in the present location of its line between Caribou and the Saint John river in the town of Van Buren.

That said change in location commences at a point near its round house in the town of Caribou, and that the line as changed will run in a general northwesterly direction through the northeast corner of Woodland to and into the town of New Sweden; thence in a general northerly direction through the town of New Sweden, through Township 16, Range 3, W. E. L. S., through a portion of Township 17, Range 3, W. E. L. S.; thence in a general easterly direction through the town of Van Buren until it strikes a point on its present location.

A map of the proposed change on an appropriate scale and a profile of the change on the relative scales of profile paper in common use, accompany this petition, together with a description of the change by courses and distances.

Your petitioner asks your Honorable Board to approve such change in location and prays that it may make such change under the direction of your Honorable Board as provided by law.

Bangor and Aroostook Railroad Company,

By HUGH R. CHAPLIN, its Attorney.

May 6, 1899.

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 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 hearing, and in the Aroostook Republican, a newspaper published at Caribou, in the county of Aroostook, once before said day of

hearing, which said hearing will be on Wednesday, the 17th day of May, A. D. 1899, at the station of the Bangor and Aroostook Railroad in Caribou, 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.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 6th day of May, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

Present: Joseph B. Peaks, Frederic Danforth, Commissioners.

By this petition the Bangor and Aroostook Railroad Company asks permission to change the location of its road between Caribou and Van Buren, by authority of chapter 193 of the Public Laws of 1893.

Notice was given as ordered, and the Commissioners met at the time and place mentioned in said order.

Mr. Hugh R. Chaplin appeared as attorney for the Bangor and Aroostook Railroad Company.

Messrs. B. L. Fletcher, C. C. King and John P. Donworth appeared as a committee for the citizens of Caribou, to oppose the change of location.

By request and consent of all parties, the hearing was adjourned to Clark's Hall, in the village of Caribou, where all parties appearing were heard.

The petitioners claim that the line already surveyed and filed in 1892, is not the most practicable route from Caribou to Van Buren. The claim is that it runs through a portion of the county where no development can be expected, and that the expense of construction will be much larger than the proposed line, and that the proposed new line runs through a portion of the county where large developments in business may naturally be expected.

The citizens of Caribou, by their committee, object to the change of the line; and while they admit that one objection is that the new line will develop business north of Caribou, which will be naturally taken away from their village, they say their

main objection is that it is a longer line, and that it would materially increase the county tax, and that as Caribou pays one-twelfth of all the county tax, the town is interested to that extent, and hence they appear and make objection.

While an increase of county taxes may be a valid objection, under certain conditions and circumstances, it is worth mentioning that no other town in the county of Aroostook appeared either by committee or attorney to object to the new location, for that or any other reason. And while personal notice was ordered, and given upon the county commissioners of Aroostook county, no objection was raised by them, on behalf of the county. Hence, we are forced to conclude that the real objection of the citizens of Caribou is that if the line is diverted further west than the original survey, the business interests of Caribou may be affected.

Self interest is most natural among persons and communities, and always commendable; but under the circumstances of this case it does not seem to us that it should have great weight.

In coming to the conclusion at which we have arrived, we have taken into consideration the history of the Bangor and Aroostook Railroad Company, a brief statement of which we will give.

The company was organized under the general law for the building of a railroad from Brownville to Presque Isle. By chapter 166 of the Private Laws of 1891, said company was authorized to build a railroad from Presque Isle, "by the most practicable route through the village of Caribou to St. John river, in or near the town of Van Buren in said county." Or, "from some point of connection with the line which it is now authorized to build, by the most practicable route through the villages of Fort Fairfield, and Caribou, to the St. John river, in or near said town of Van Buren." By said act, and by chapter 250 of Private and Special Laws of 1891, the county of Aroostook was authorized to aid in the construction of a railroad through said county, and to acquire and hold preferred stock of the company building such railroad.

On April 20th, 1891, the towns in the county of Aroostook voted to aid the construction of said railroad as provided by the several acts above recited. At that time no location of the line

had been made from Caribou to Van Buren, but the act provided that the company should locate its line, and commence the construction of its road before July 1, 1892, and might build "by the most practicable route through the village of Caribou to St. John river, in or near the town of Van Buren," so that when the vote was taken on April 20, 1891, no location had been filed from Caribou to Van Buren. The location was filed with the county commissioners on June 7, 1892, and the opponents of the change, the citizens of Caribou, seem to have voted at that time in favor of the road, leaving the route to be settled afterwards.

It may be that when the Bangor and Aroostook Railroad Company filed the location of their line on June 7, 1892, with the county commissioners of Aroostook county, they were bound by that route, and could not afterwards change it, because at that time there was no statute authorizing such a change. But by chapter 193, Public Laws of 1893, it was provided that "any railroad corporation, under the direction of the Railroad Commissioners, may make any changes in the location of its road, which it deems necessary or expedient, and such changes shall be recorded where the original location was required by law to be recorded."

And it cannot be doubted that when the county of Aroostook voted aid to the Bangor and Aroostook Railroad Company the second time, under chapter 193 of the Public Laws of 1895, it was done with full knowledge on the part of the citizens of the county that this act of 1893, authorizing the change of route, was in full force; for it is a conclusive presumption that "all men are presumed to be cognizant of the law," and it would not be complimentary to the voters of Aroostook county to assume that they were ignorant of this statute, when they voted aid the second time.

There can be no doubt that under this statute of 1893, chapter 193, the Bangor and Aroostook Railroad Company have the right to change their line between Caribou and Van Buren, if it deems it necessary or expedient, but they must do it under the direction of the Railroad Commissioners.

Just what authority the Railroad Commissioners have, under this section, and what power the Board has to deny the company the right to change, it is not necessary to discuss or decide;

because by the act of 1891, Private and Special Laws, chapter 166, the company has the right to build a line from Presque Isle through Caribou to Van Buren, "by the most practicable route." That certainly cannot be construed as meaning a route which shall best convene the town of Caribou, or any other single town, but one which shall the best convene and benefit the whole county.

The policy of the legislature undoubtedly was to authorize this company to build a line of railroad through Aroostook county, by a route which would be the most practicable or expedient, and with a view to the largest development of the resources of the whole county. Each town in the county must pay its proportional part of any tax assessed for this purpose, and we cannot see why the town of Caribou can consistently claim any more right to object to a line which shall accommodate the town of New Sweden, than the town of Presque Isle had to make an objection when the road was built north from Presque Isle to Caribou, or Houlton had when the road was built north from that town.

The only question in our minds is and must necessarily be, which is the most practicable line between Caribou and Van Buren,—the line as located, or the new line as proposed? We have said we believed it to be the policy of the legislature, acting for the State, to authorize a line to be built in the interests of the largest development of Aroostook county as a whole.

The Railroad Commissioners are simply the servants of the State, and in this, as in all other matters, it should be their desire, as it certainly is their duty, to carry out the policy of the State, as voiced by the acts of its legislature.

The legislature has said that the Bangor and Aroostook Railroad Company should build this road "by the most practicable route." It has delegated to the Commissioners authority to say which is the most practicable route, and to allow a change in the location "if necessary or expedient."

We have no hesitation, after hearing the testimony of Mr. Burpee, in saying that the proposed route is the most practicable one from an engineering standpoint. Mr. Burpee is an engineer of large experience, capable, and with a reputation for integrity beyond attack, and he would not intentionally misstate any fact connected with the survey of the several lines.

We must frankly admit that we are also influenced by the statements of Mr. Albert Burleigh, the President, and Mr. F. W. Cram, the General Manager, that a railroad built over the old line would never pay, and would never properly develop northern Aroostook, while a road over the proposed route would do both.

It certainly seems to us that the parties who are to build and operate the road, and who have fully investigated the matter, are able to judge fairly of what is the best interest of all concerned.

It is contended by the opponents that this case does not come within the same legal rule which the court established in its decision in *Lowell vs. Washington County Railroad*, 90 Me. 80, sustaining the jurisdiction and powers of the Railroad Commissioners in that case.

We confess that we can see no difference. In that case the aid of the county was voted before the line was located. So it was here in the first instance, and afterwards with full knowledge of the statute authorizing a change of location. In that case the line had been located, and the location filed with the county commissioners, as it was in this case, and the Railroad Commissioners authorized the change under the same statute invoked in this case.

We have examined the matter carefully, and we are satisfied that this case is "on all fours" with the Washington county case, both as to the facts, and the law.

We therefore decide that it is expedient and necessary, that the line of the Bangor and Aroostook Railroad be changed between Caribou and Van Buren, as prayed for in said petition, and that public convenience requires such change, and we hereby approve the same.

Dated this 18th day of May, A. D. 1899.

JOSEPH B. PEAKS,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition and Order of Notice and Decision of the Board relating to the crossing overhead of the M. C. R. in the town of Winslow by the Waterville and Wiscasset Railroad. Decision June 7, 1899.

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

Respectively represents the Waterville and Wiscasset Railroad Company, that it has completed its survey from a point in the city of Waterville, through the towns of Winslow and Vassalboro to a point on the line of the Wiscasset and Quebec Railroad, near a station on said Wiscasset and Quebec Railroad known as Weeks' Mills in the town of China; that it has filed its location, in accordance with said survey, with the commissioners of Kennebec county as required by law, said location being wholly within said Kennebec county; that its line of railroad, when constructed in accordance with said survey and location, will cross the track of the Maine Central Railroad Company in the town of Winslow at a point on said Maine Central Railroad track southerly from Winslow station thereon and approximately one-half mile distant from said station, and between stations 109 and 111 as indicated upon the location of said Waterville and Wiscasset Railroad as filed with the commissioners of Kennebec county as aforesaid; that the track of the Waterville and Wiscasset Railroad Company, according to said survey and location, would be constructed above the track of the Maine Central Railroad Company leaving a distance between said two tracks of about twenty-three and one-half feet in the clear, and that said track of said Waterville and Wiscasset Railroad Company would cross said track of the Maine Central Railroad Company at an angle of about eighty-two degrees; that your petitioner desires to construct its said track, crossing said track of the Maine Central Railroad Company, in accordance with said survey and location by such an overhead crossing or bridge as your Honorable Board may determine suitable and proper.

Wherefore your petitioner prays that after due notice and hearing your Honorable Board will determine the manner and condition of constructing and maintaining such crossing.

Dated at Waterville, Maine, this 27th day of March, A. D. 1899.

Waterville and Wiscasset Railroad Company,
By WARREN C. PHILBROOK, 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 Waterville Evening Mail, a newspaper published at Waterville in the county of Kennebec, the first publication in said paper to be at least five days before Wednesday the fifth day of April, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad in Winslow at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Winslow, and to the general manager of the Maine Central Railroad Corporation, five days at least before the date of hearing.

JOSEPH B. PEAKS, *Chairman*,
For the Board of Railroad Commissioners of Maine.
Dated this 28th day of March, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

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

There seems to be no objection to a crossing as asked for in the said petition, and we therefore order that the Waterville and Wiscasset Railroad Company shall cross the Maine Central Railroad by an overhead bridge, which shall be, when completed, at least twenty-one feet in the clear, above the tracks of the Maine Central Railroad, and that there shall be at least eighty-five feet in the clear between the abutments of said bridge across the Maine Central Railroad.

That said bridge shall be a steel-plate girder, of sufficient size and strength, and shall be built to the satisfaction of the Railroad Commissioners, and that the whole of said work shall be done at the expense of the said Waterville and Wiscasset Railroad Company.

Dated this seventh day of June, A. D. 1899.

JOSEPH B. PEAKS,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition and Action of the Board relating to a Highway crossing the M. C. R. R. in the town of Milford. June 7, 1899.

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

The undersigned municipal officers of the town of Milford in the county of Penobscot in said State, respectfully represent that a town way has been legally laid out by them in said town, and accepted, beginning at a point on the county road leading through said town northward along the east bank of Penobscot river to Greenbush, said point of beginning being near and a short distance north of the Arthur Lamb house, so called; and thence running eastward nearly at right angles across the railroad track of the European and North American Railway or of the Maine Central Railroad Company as lessee of said European and North American Railway and operating said railroad.

And they respectfully request that you will examine the crossing of said town way and said railroad track, and determine whether said way shall be permitted to cross such track at grade therewith or not, the manner and condition of crossing the same, and by whom the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne.

Dated at said Milford this third day of December, A. D. 1898.

George W. Hathorn,
C. W. Stone,
Municipal Officers of Milford.

Petition dismissed without prejudice.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

Augusta, June 7, 1899.

Petition and Order of Notice and Decision of the Board relating to a Branch Track of the B. & Me. R. R. in the town of Scarborough. Decision June 7, 1899.

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

Respectfully represents the Boston and Maine Railroad, a corporation duly existing under the laws of Maine, that it is desirous of locating, constructing and maintaining a branch railroad track extending from its present line known as its Western Division in the town of Scarborough, in Cumberland county, to a gravel pit, as follows:

Beginning at a point on a side track of said Western Division thirty-three hundred forty-nine (3,349) feet westerly from Bragdon's crossing, so called, thence running easterly by a curved line with a radius of five hundred seventy-three and seven-tenths (573.7) feet to point of tangent at station five plus eighteen and sixty-seven one hundredths (5+18.67); thence by a straight line south seventy-eight degrees and fifteen minutes (78°, 15') east to the point of curve at station sixteen plus twenty-six and twenty one-hundredths (16+26.20); thence northeasterly by a curved line with a radius of five hundred seventy-three and seven-tenths (573.7) feet, to the westerly side of the highway at station sixteen plus thirty-nine (16+39.0); thence to the easterly side of the highway and land lately of Susan M. Colley (at station seventeen plus fifteen and two-tenths (17+15.2); and thence still by said curved line to station eighteen plus twelve and four-tenths (18+12.4) to the southeasterly line of said gravel pit lot, said location is to cover a width of two rods, being one rod on each side of the foregoing described line; that said location will cross the highway known as the "Black Point" road; that both said location and said highway are shown on the plan filed herewith; and your petitioner alleges that it is impracticable for said branch track to cross said highway otherwise than at grade therewith.

Wherefore your petitioner prays your Honorable Board to approve said location; and that it may under your direction locate, construct and maintain said branch, and that your honors will authorize a crossing of said highway at grade therewith,

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.

Boston and Maine Railroad,

By its Attorney, G. C. YEATON.

May 5, 1899.

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 Advertiser, a newspaper published at Portland in the county of Cumberland, the first publication in said paper to be at least five days before Monday the 22nd day of May, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the crossing of the "Black Point" road mentioned in the foregoing petition, at one o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Scarboro five days at least before date of hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 12th day of May, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. George F. Yeaton appeared for the Boston and Maine Railroad.

The municipal officers of the town of Scarboro appeared personally.

There seemed to be no objection to the construction of said branch track, provided proper safeguards shall be used to protect travellers at said crossing.

We therefore hereby approve the location of said branch track extension as shown on plan herewith signed and approved, to the

gravel pit mentioned in said petition, and we further determine and order that said branch track shall be constructed so as to cross said highway at grade therewith, and that the conditions of crossing shall be as follows :

The approaches on each side of the track within the location of the railroad shall be as wide as the said street is now constructed, and not steeper than one foot elevation to every twenty feet out from said railroad track. Said crossing and approaches shall be made and maintained by said Boston and Maine Railroad Company, in such manner that the same shall be safe and convenient for travellers on said highway with horses, teams and carriages. Suitable provision shall also be made for surface drainage.

Whenever the Boston and Maine Railroad Company shall operate its trains over said crossing, there shall be placed at said crossing a flagman to warn approaching travellers on each side of said crossing, to prevent accident.

Dated at Augusta this seventh day of June, A. D. 1899.

JOSEPH B. PEAKS,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition and Order of Notice and Decision of the Board relating to taking of land of the Runford Falls and Rangeley Lakes Railroad Company, for Highway Crossing in the town of Byron. Decision June 7, 1899.

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

We, the undersigned, selectmen of the town of Byron, county of Oxford, State of Maine, respectfully represent that upon application of O. B. Goldsmith and six others to lay out a town way in said town, we gave seven days notice of our intention to lay out the same, by posting said notice in two public places in said town and in the vicinity of the proposed way, viz: at the store of A. O. Reed, and the post office at Houghton in said town; and also served said notice on W. S. Crommett, station

agent of the Rumford Falls and Rangeley Lakes Railroad Company, at Houghton; and having met at the time and place according to notice, and finding that the laying out of the proposed way will take land of said railroad company used for station purposes, we immediately adjourned, and hereby petition your Honorable Board for permission to lay out said way as we are of the opinion that there is occasion for the laying out of the same.

We therefore request you to give notice and hearing and adjudge whether public convenience and necessity require the taking of such land.

Byron, Me., April 10, 1899.

H. H. Richards,
 Jotham Shaw,
 W. C. Easter,
 Selectmen of Byron.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Lewiston Evening Journal, a newspaper published at Lewiston in the county of Androscoggin, the first publication in said paper to be at least five days before Thursday the eleventh day of May, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the Rumford Falls and Rangeley Lakes Railroad passenger station in Byron—called Houghton station, 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 superintendent of the Rumford Falls and Rangeley Lakes Railroad Company.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this third day of May, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice having been given as ordered, the Board met at the time and place named in said order, and then and there adjourned said hearing to the same place on the 24th day of May, A. D. 1899, at ten o'clock in the forenoon, on which day the Commissioners met as per adjournment, and gave a hearing to all parties who appeared.

The only reason assigned for the building of a highway across the yard and tracks of the Rumford Falls and Rangeley Lakes Railroad at this point is that a certain farm belonging to one Mr. Houghton would be better accommodated than at present.

There was a crossing reserved by Mr. Houghton when the land was sold to the Railroad Company, and we do not think that public convenience and necessity calls for the taking of land of the railroad company for a highway to accommodate travel to and from a farm, and for farm purposes only, when there is already a farm crossing now in use.

In this case we see no reason for doing so, at any rate, and must therefore decide that public convenience and necessity does not require the taking of the land as prayed for.

Dated this 7th day of June, A. D. 1899.

JOSEPH B. PEAKS,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition and Order of Notice and Action of the Board relating to the Approval of Articles of Association of the Cherryfield and Milbridge Street Railway in the towns of Cherryfield and Milbridge. June 7, 1899.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned, Samuel D. Leavitt of Eastport, Geo. A. Curran and Geo. A. Murchie of Calais, and Wm. M. Nash, and Geo. R. Campbell of Cherryfield, all in the county of Washington, and State of Maine, and James Mitchell of Portland, in the county of Cumberland, and said State of Maine, respectfully petition your Honorable Board, and say, that they herewith present as a part of this petition, Articles of Association of the Cherryfield and Milbridge Street Railway Company, and that they have complied with all of the provisions of sections one and two of chapter 268 of the Public Laws of 1893, relating to the organization of street railroads and with all other provisions of law pertaining thereto; and they petition that your Honorable Board shall endorse upon the Articles of Association a certificate of your approval in writing of said articles.

S. D. Leavitt,
 Geo. A. Curran,
 Geo. A. Murchie,
 Wm. M. Nash,
 Geo. R. Campbell,

Dated at Eastport, this 12th day of November, A. D. 1895.

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 each paper to be at least five days before Wednesday the first day of January, A. D. 1896, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at 10 o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing peti-

tion and order by registered mail to the municipal officers of the towns of Cherryfield and Milbridge.

BENJ. F. CHADBOURNE,

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of December, A. D. 1895.

Dismissed without prejudice.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

June 7, 1899.

The undersigned, citizens of Maine, hereby form a company for the purpose of constructing, maintaining and operating by electricity a street railroad for public use for street traffic for the conveyance of persons and property, and for that purpose hereby make and sign these Articles of Association and hereby agree as follows, viz:

First. The name of the company shall be the Cherryfield and Milbridge Street Railway Company.

Second. The gauge of the road shall be four feet eight and one-half inches or uniform gauge, same as the Washington County Railroad.

Third. The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are as follows, viz:

Beginning in Cherryfield so as to connect with the Washington County Railroad at or near the upper corner, so called, and running thence southerly through Main street to South street and thence southerly along the bank of Narraguagus river, to Milbridge; thence along said river in Milbridge to and over the bridge crossing said river and thence in said Milbridge along the street to the lower steamboat wharf, so called, in said Milbridge.

Fourth. The length of the road as near as may be shall be five miles.

Fifth. The capital stock shall be thirty thousand dollars in shares of one hundred dollars each, being 300 shares.

Sixth. The following persons shall act as directors of said company and manage its affairs until others are chosen in their places, viz: Samuel D. Leavitt of Eastport, Me.; Geo. A. Cur-

ran and Geo. A. Murchie, both of Calais, Me.; William M. Nash and Gleason R. Campbell, both of Cherryfield, Me., and James Mitchell of Portland, Me.

In witness whereof the subscribers have hereto signed their respective names, residences, and the number of shares which he agrees to take in said company, this 12th day of November, A. D. 1895, and we hereby severally agree to take and pay for the number of shares below set against our respective names.

Samuel D. Leavitt, Eastport, Me., fifty shares; Geo. A. Curran, residence, Calais, Me., fifty shares; Geo. A. Murchie, residence, Calais, Me., fifty shares; Wm. M. Nash, residence, Cherryfield, Me., fifty shares; G. R. Campbell, residence, Cherryfield, Me., fifty shares; James Mitchell, residence, Portland, Me., fifty shares.

STATE OF MAINE.

Washington County, ss., November 12, 1895.

We, Samuel D. Leavitt, Geo. A. Curran, Geo. A. Murchie, William M. Nash and Gleason R. Campbell on oath declare and make affidavit that the amount of stock required by the foregoing Articles of Association to wit, thirty thousand dollars has been in good faith subscribed and five per cent thereon has been paid in cash, and it is intended in good faith to construct, maintain and operate the road mentioned in the foregoing articles as the Cherryfield and Milbridge Street Railway.

Samuel D. Leavitt,
Geo. A. Curran,
Geo. A. Murchie,
Wm. M. Nash,
G. R. Campbell,
James Mitchell.

November 12, 1895.

Personally appeared, Samuel D. Leavitt, Geo. A. Curran and Geo. A. Murchie and subscribed and made oath to the above.

Before me,

GEO. R. GARDINER,
Justice of the Peace.

Personally appeared Wm. M. Nash and Gleason R. Campbell and subscribed and made oath to the above this 22nd day of November, 1895.

Before me,

E. S. WILSON,

Justice of the Peace.

Personally appeared James Mitchell and subscribed and made oath to the above this 23rd day of November, 1895.

Before me,

E. S. WILSON,

Justice of the Peace.

Petition and Order of Notice and Decision of the Board relating to a Branch Track of the Bridgton and Saco River Railroad in the town of Harrison. Decision June 7, 1899.

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

The Bridgton and Saco River 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 to a gravel pit in the town of Harrison, in the county of Cumberland in said State; which it is desirous of using.

The location of said branch railroad track prayed for is described as follows:

Commence at a stake marked "o" near the present northerly end of a spur track of said company and on the southerly side line of the so called Bridgton and Harrison highway, which stake is two hundred and one and sixth-tenths (201.6) feet westerly from a point on said southerly line of said highway, which point is opposite and twenty-eight and seven-tenths (28.7) feet distant from the northwest corner of said company's passenger station in said Harrison; run thence from said stake marked "o" on said southerly side line of said highway on a course north eighteen degrees (18), fifteen minutes (15) east a distance of two hundred feet (200) to said gravel pit.

The above described location crosses said highway and is to cover a width of one rod from said stake to the end of said desired extension, all of which appears on plan hereto attached.

Said Bridgton and Saco River Railroad Company hereby desires your approval of the above described location that it may be constructed and maintained under your direction as provided by chapter 129 of the Public Laws of 1891 and your determination of the manner and condition by which said branch railroad track may cross the aforesaid highway.

Dated at Bridgton this twelfth day of May, A. D. 1899.

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 in one issue in the Bridgton News, a newspaper published at Bridgton, in the county of Cumberland, the publication in said paper to be before Tuesday the 23rd day of May, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Bridgton and Saco River Railroad in Harrison, at half past eleven o'clock in the forenoon, for the purposes indicated in said petition. Said petitioners shall send a copy of the foregoing petition and order to the municipal officers of the town of Harrison, five days at least before the date of hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 13th day of May, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

No one appeared to oppose the location as prayed for in said petition.

The branch track which the petitioner desires to construct, is to a gravel pit in the town of Harrison, a short distance from its station, and crosses the highway in said village of Harrison, called the Bridgton and Harrison Highway.

As the track will be but little used, we think there can be no reasonable objection to permitting said track to be constructed so as to cross said highway at grade.

We therefore hereby approve the location of said branch track, as shown on plan herewith signed and approved, to the gravel pit aforesaid. And we further determined and order that said branch track shall be constructed so as to cross said highway at grade therewith, and that the conditions of said crossing shall be as follows:

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

Dated at Augusta this seventh day of June, A. D. 1899.

JOSEPH B. PEAKS,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition of the Citizens of Dyer Brook for the Erection and Maintenance of a Station in Dyer Brook by the B. & A. R. R. Co., and the action of the Board thereon. June 7, 1899.

To the Railroad Commissioners of Maine:

We, the undersigned, citizens of Dyer Brook and vicinity, beg leave respectfully to represent that public convenience and necessity require the erection and maintenance of a depot and freight house at what is now known as Dyer Brook Crossing, on the B. & A. Railroad.

We therefore request your Honorable Board to investigate the matter and cause suitable buildings to be erected at said crossing as soon as convenient.

Dyer Brook, January 14, 1897.

John L. Moulton, Elbridge G. Powers, Asa R. Hall, Elmer E. Moulton, Nathaniel Reed, W. R. White, Wm. F. Ellis, A. F.

Lougee, Jessie Gerrish, D. N. Cookson, Henry A. Grant, Elmer E. White, A. F. Atherton, John I. Clark, E. A. Kelly, C. H. Flye, agent ties, Oscar H. Moulton, O. C. Grant, potato buyer, Geo. A. Small, Ora Gilpatrick, manufacturer last blocks, Lyman A. Kelly, Horace Drew, H. P. Wiseman, E. L. Cleveland, Jr., Charles E. Bell, John A. Brawn, James M. White, W. B. Stevens, Oscar A. Lougee, Alpheus Townsend, Geo. E. Huntley, E. M. Laughton, L. C. Randall, H. C. Atherton, Wm. H. Kelly, A. Drew.

Dismissed. Per order of the Board.

E. C. FARRINGTON, *Clerk.*

June 7, 1899.

Petition and Order of Notice and Decision of the Board relating to a change in a Highway in the Town of Pembroke on line of the Washington County Railroad. Decision June 7, 1899.

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

The Washington County Railroad Company respectfully represent that there is a highway leading from Charlotte to Pembroke, both in the county of Washington, State of Maine, which said highway is crossed by the location of said railroad company in the town of Pembroke, near the point where the Eastport branch of said railroad connects with the main line; that the present highway crosses both the main line and the Eastport branch at a distance of about five hundred (500) feet from the junction station of said railroad, near station 670+26, across the land of Myron Ayers and William H. Ayers.

That the public convenience and safety would be promoted by changing said highway, discontinuing the same where it crosses said railroad tracks and running the same westerly from its present crossing of said railroad to the proposed station on the main line, there crossing the track and running northeasterly until it connects again with the present highway according to the plan filed herewith.

Said Washington County Railroad Company therefore respectfully applies to your Honorable Board and asks that for the purpose of facilitating said crossing of said Washington

County Railroad Company your Honorable Board will alter the course of said highway by turning the same in the manner above described, and that your Honorable Board will thereupon discontinue all that portion of said highway between the points where the proposed new road diverges from and returns to the line of the present highway.

Said Washington County Railroad Company further requests that for the purpose aforesaid, your Honorable Board will take such land as may be necessary and award damages therefor, in accordance with the provisions of section 3 of chapter 282 of the Public Laws of the State of Maine in the year 1889 and 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.

Washington County Railroad Company,

By GEO. A. CURRAN, its President.

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 successively in the Daily Whig and Courier, a newspaper published at Bangor in the county of Penobscot and in two issues of the Calais Advertiser, a newspaper published at Calais in the county of Washington, the first publication in each paper to be at least five days before Friday the 22d day of April, A. D. 1898, on which day the Board of Railroad Commissioners will be in session at the Riverside Inn in Dennysville at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Washington county, also to the municipal officers of the town of Pembroke five days before the date of said hearing—also to serve notice upon Myron Ayers, owner of the land crossed by the proposed change of highway, at least fourteen 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, 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. Said petition has been continued from time to time until this time.

The petitioner was represented by George A. Curran, its president.

No one appeared for the municipal officers of Pembroke, nor for Myron Ayers, the land owner.

The change of highway, as petitioned for by said railroad company does away with two grade crossings, near the station of said railroad, and is a great convenience and safety to the public. And we herewith order the highway changed as follows :

Commencing in the center line of the present highway at a point two hundred and seven feet distant northerly, in a straight line from the center of the main line of the Washington County Railroad track where it crosses said highway; thence running south thirty-four degrees, sixteen minutes west two hundred and sixty-four feet; thence south eighteen degrees fifty-four minutes east one hundred and twenty-three feet; thence south sixty-nine degrees forty-four minutes east, two hundred and ninety feet, to the center of the highway above mentioned. Said line to be the center line and the way to be thirty-three feet each side of said center line; and all of the 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 land embraced in this location was formerly the land of Myron Ayers, and has been purchased of said Myron Ayers and William H. Ayers, for a highway, and we therefore have no reason to assess any damages for said Ayers for land so taken.

Dated at Augusta this 7th day of June, A. D. 1899.

JOSEPH B. PEAKS,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition and Order of Notice and Action of the Board relating to the Location of the Saco River Electric Railroad in the Cities of Biddeford and Saco. June 7, 1899.

To the Honorable Railroad Commissioners of the State of Maine:

The Saco River Electric Railroad, a corporation organized under the laws of the State of Maine, and existing by virtue of said laws, and having its principal place of business in the city of Biddeford, in the county of York and State of Maine, hereby applies and petitions to the Railroad Commissioners for approval of the location, courses, distances and boundaries of the street railway which it proposes to build, equip and operate within the cities of Biddeford and Saco, in York county, in the State of Maine.

Dated at Biddeford this 29th day of March, A. D. 1899.

CHARLES BUTLER, Clerk; JAMES O. BRADBURY, Attorney and 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 Biddeford Daily Record, a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least five days before May 8, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the aldermen's room in the city of Biddeford at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Biddeford and the city of Saco, and to the Biddeford and Saco Railroad Company, five days at least before the day of hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 28th day of April, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. James O. Bradbury and Mr. Charles F. Hamilton appeared for the petitioners.

Mr. Hadley Fairfield and Mr. H. B. Cléaves appeared for the Biddeford and Saco Railroad Company.

The municipal officers of the city of Biddeford had approved the location named in the petition, as to streets, roads and ways, conditionally. One of the conditions named being in violation of a statute of this State, and by two other conditions the municipal officers having attempted to assume the jurisdiction of the Railroad Commissioners, it was decided by the Board that the approval was not according to the statute.

The commissioners then suggested an adjournment of said hearing until such approval by the municipal officers of Biddeford could be legally made, but the petitioners asked to have the petition dismissed, and the same is hereby dismissed.

Dated at Augusta, this 7th day of June, A. D. 1899.

JOSEPH B. PEAKS,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition and Order of Notice and Action of the Board relating to the Location of the Cobbossee Contee Railroad in the City of Gardiner. June 7, 1899.

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

The Cobbossee Contee Railroad, a corporation duly organized under the laws of the State of Maine, respectfully represents that in accordance with the laws of said State, it has located the line of its railroad from a point of juncture with the Maine Central Railroad, near the north end of Causeway street in the city of Gardiner; thence in said city to dam number eight, all in said city, in the county of Kennebec and State of Maine.

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

Dated at Gardiner, Me., this twenty-seventh day of October, A. D. 1898.

Cobbossee Contee Railroad,
By JOSHUA GRAY, HENRY E. MERRIAM, Directors.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Reporter Journal, a newspaper published at Gardiner in the county of Kennebec, the first publication in said paper to be at least seven days before Wednesday the fifth day of October, A. D. 1898, on which day the Board of Railroad Commissioners will view the location and be in session at the common council room in Gardiner at one o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Gardiner and to the railroad corporation.

FREDERIC DANFORTH,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-seventh day of October, A. D. 1898.

Dismissed, per order of the Board,
June 7, 1899.

E. C. FARRINGTON, *Clerk.*

PORTLAND AND CAPE ELIZABETH RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Portland and Cape Elizabeth Railway, from Broadway in the city of South Portland, via Cape Cottage road to Angel avenue, a distance of eighty-five 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 tenth day of June, A. D. 1899.

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

PORTLAND RAILROAD.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the following additions to the Portland Railroad: An extension from Green street via Portland street, Grove street and Brighton avenue to Stevens Plains avenue, a distance of one and seventy-five hundredths miles, and from Spring street, via Stevens Plains avenue to Congress street, a distance of seventy-five hundredths miles, each in the city of Portland, 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 June, A. D. 1899.

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

Petition and Order of Notice and Action of the Board relating to a Highway Crossing on Somerset Railway in the town of Anson. July 5, 1899.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned, selectmen of the town of Anson, in the county of Somerset, and State of Maine, respectfully represent that the said selectmen, upon application of a portion of the inhabitants of said Anson, having laid a town way to cross the Somerset Railway in said town of Anson, pray your Honorable Board at your earliest opportunity to view said proposed crossing, and to determine whether said way shall be permitted to cross such track at grade therewith or not, and the manner and conditions of crossing the same and the expense of building and maintaining so much thereof, as is within the limits of such railroad company, or by the town in which such way is located, or shall be apportioned between such company or town. And as in duty bound will ever pray.

Anson, June 6, 1899.

T. F. Paine,
Otis M. Hilton,
L. H. Rand,
Selectmen of Anson.

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 five days before Saturday the 17th day of June, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Somerset Railway at North Anson 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 Somerset Railway, and also to the station agent of said railway at North Anson before the date of hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 8th day of June, A. D. 1899.

Dismissed. By order of the Board.

July 5, 1899.

E. C. FARRINGTON, *Clerk*.

Petition, Order of Notice and Decision of the Board relating to the Extension of the Benton and Fairfield Railway. Decision July 5, 1899.

STATE OF MAINE.

To the Honorable Railroad Commissioners of the State of Maine:

The Benton and Fairfield Railway Company, a corporation duly 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, and having constructed a street railway to be operated by electricity, compressed air or animal power, from Benton Falls, in the town of Benton, to the Maine Central Station, so called, at Benton station, in said Benton, for the purposes hereinafter set forth represents, that it has duly and lawfully increased its capital stock from twelve thousand dollars to twenty thousand dollars, that all the increased capital stock, viz: eight thousand dollars, has been subscribed thereto in good faith by responsible parties, and that five per cent, at least, has been paid thereon in cash to its treasurer, all of which are made to appear fully by a certificate and affidavit herewith filed. Wherefore said Benton and Fairfield Railway Company hereby applies and petitions to the Railroad Commissioners for approval of the location, courses, distances and boundaries of an extension of the road of said Benton and Fairfield Railway Company, which it proposes to build of the same gauge as the existing road, viz: 4 feet, 8½ inches, as an extension to its already existing railway, said extension lying wholly within the towns of Benton, in the county of Kennebec, and Fairfield, in the county of Somerset, and State of Maine, and not exceeding two miles in length; and herewith presents a location of its said proposed extended line of road, with courses, distances and boundaries of the same as follows: The line described being the center line of said location, with the right of way ten feet wide, five feet each side of said center line except as otherwise provided.

Beginning at the easterly end of the highway bridge, leading from the town of Benton to Bunker's island, in Fairfield, at

station No. 7+52.6 of the Benton and Fairfield Railway, as located, this point being adopted as the official station in the present survey; thence on a course of N. 74°, 33' W., on said bridge, 136.5 feet to station No. 8+89.1 to the division line between the aforesaid towns; thence, same course, 214 feet on the aforesaid bridge to station No. 11+03, the west end of said bridge; thence, the same course, 87.9 feet to station No. 11+91; thence on a curve to the right, of a radius of 318.59 feet, 151.2 feet to station No. 13+42.2; thence on a course of N. 47°, 13' W. 64.75 feet to station No. 14+7, the east end of the highway bridge leading from Bunker's island to Mill island; thence the same course on said bridge 288.6 feet to station No. 16+95.6, the west end of same; thence on a course of N. 53°, 58' W. 60 feet to station No. 17+55.6; thence on a course of N. 60°, 43' W. 3.75 feet to station No. 17+59.3; thence, same course, 28.9 feet to station No. 17+88.3; thence on a course of N. 66°, 53' W. 60 feet to station No. 18+48.3, it being the east end of the highway bridge leading from Mill island to Fairfield village; thence on a course of N. 73°, 33' across said bridge, 190.33 feet to station No. 20+38.6, the west end of same. Thence same course 10 feet to station No. 20+48.6; thence on a course of N. 75°, 31' W. 75.4 feet to station No. 21+24; thence on a curve to the left of a radius of 86.8 feet, 69.48 feet to station No. 21+93.

Also a branch beginning on the before described line, at station No. 17+59.3; thence from said tangent line describing a curve to the west and north of a radius of 57.9 feet, 63.4 feet to station No. 0+63.4 on this branch; thence N. 15° E. 166 feet to station No. 2+29.4; thence N. 0°, 50' E. 259.9 feet to station No. 4+89.3; thence N. 10°, 55' E. 236.25 feet to station No. 7+25.5; thence N. 10°, 35' E. 409 feet to station No. 11+34.5; thence N. 0°, 45' W. 257.5 feet to station No. 13+92; thence N. 10°, 40' E. 66 feet to station 14+58; thence same course 66 feet to station No. 15+24; thence 26°, 49' E. 124.66 feet to station No. 16+48.7; thence N. 48°, 12' E. 187.5 feet to station No. 18+36.2; thence N. 21°, 12' E. 100.6 feet to station No. 19+36.8; thence on a curve to the left of a radius of 100 feet, 76.16 feet to station No. 20+12.9; thence on a course of N. 24°, 30' W. 147 feet across the westerly canal or channel of the Kennebec river to station No. 21+59.9; thence same course, 310 feet to

station No. 24+69.9; the east line of Main street; thence on the same course 87.75 feet to station No. 25+57.6, on the west line of Main street; thence same course, 101.5 feet to station No. 26+59.2, on the south line of Davis street; thence 71 feet to station No. 27+30.1 on the N. line of Davis street; thence same course 439.1 feet to station No. 31+69.3; thence on a curve to the right of 477 feet, 208.9 feet to station No. 33+78.2, it being in the west line of land of the Somerset Fibre Company.

Also a siding on Bunker's island between stations 11+50 and 13+42.2.

Said location being 10 feet wide, 5 feet each side of the above center line, except between stations 11+50 and 13+42.2, where the location shall be 20 feet wide, 5 feet on the northerly side of said center line, and 15 feet on the southerly side.

Commencing at station 14+58 on Island street branch and continuing to station 24+69.9; and from station 25+57.6 to station 26+59.2, and from station 27+30.1 to station 33+78.2, the location is on private land owned by the Somerset Fibre Company and over the westerly canal or channel of the Kennebec river, aforesaid, and is therefore outside of any highway, and it is impracticable to locate so much of the railway as above described in any highway.

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 towns of Benton and Fairfield, 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 16th day of June, A. D. 1899.

Benton and Fairfield Railway Company,

By EDW. W. HEATH, its Treasurer; HARVEY M. MANSFIELD, its Secretary; GEO. G. WEEKS, 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, omitting courses and distances, three days successively in the Waterville Daily Mail, a newspaper published at Waterville in the county of Kennebec, the first publication in said paper to be at least four days before the fifth of July, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the Maine Central Railroad station in Fairfield at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Benton and Fairfield and to the Maine Central Railroad Company, three days before said hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 29th day of June, A. D. 1899.

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 gave a hearing to all parties interested.

This petition is for an extension of the Benton and Fairfield Railway from the east end of the bridge across the Kennebec river from Benton, to and into the town of Fairfield, to the point of connection with the Maine Central Railroad.

All the provisions of Revised Statutes have been complied with. The capital stock has been increased to cover the additional mileage. The municipal officers of the towns of Benton and Fairfield have approved the location as to streets, roads and ways.

We 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.

As there is no opposition to the building of said railway, we approve said location as called for in said petition, and find that

public convenience requires the construction of said street railway.

Dated at Augusta, this 5th day of July, A. D. 1899.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition and Order of Notice and Decision of the Board relating to the Extension, etc., of the Sanford and Cape Porpoise Railway, Kennebunk. Decision July 8, 1899.

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

The Sanford and Cape Porpoise Railway Company, a corporation organized under the General Laws of the State of Maine, and having its location and place of business in Sanford, in the county of York and State of Maine, hereby petitions your Honorable Board for the approval of the extension of, addition to and variation from the location, courses, distances and boundaries of its railway, approved by your Honorable Board on the 19th day of November, A. D. 1897, which extensions, addition and variation said railway company proposes to make and build within the towns of Kennebunk and Kennebunkport, as follows, namely:

Spur lines are located as follows: At West Kennebunk, a spur to connect with the Boston and Maine Railroad starts from station 622+54 and bears south forty-eight degrees, six minutes, 48°, 6', west two hundred thirteen and eighty hundredths, 213.80, feet; thence south sixty-seven degrees, forty-four minutes, 67°, 44', west one hundred fifty-nine and ninety-seven hundredths, 159.97, feet; thence south seventy-five degrees, three minutes, 75°, 3', west about one hundred fifty-four, 154, feet to such connection as may meet with the approval of the Boston and Maine Railroad. This spur is over a private way owned or controlled by the Boston and Maine Railroad.

At Kennebunk, a spur through the centre of Main street beginning at station 747+02.33; thence on a tangent of south seventy-three degrees, twenty-six minutes, $73^{\circ}, 26'$, west three hundred forty-five and forty-eight hundredths, 345.48, feet to station 3+45.48; thence on a four degree, 4° , curve to the left seventy-five, 75, feet to station 4+20.48; thence on a tangent of south seventy degrees, 70° , west one thousand two hundred seventy-two and fifty-eight hundredths, 1,272.58, feet to station 16+93.02; thence on a four degree, 4° , curve to the right one hundred eighty-five, 185, feet to station 18+78.06; thence on a tangent of south seventy-seven degrees twenty-four minutes, $77^{\circ}, 24'$, west three hundred fifty-two and ninety hundredths, 352.90, feet along the southerly side line of High street and distant seven, 7, feet therefrom to station 22+30.96.

At Kennebunk, a spur running through Storer street distant seven, 7, feet easterly from the westerly curb line thereof; beginning at station 718+39.50; thence on an eight degree, 8° , curve to the right three hundred seventy and forty-one hundredths, 370.41, feet to station 3+70.41; thence on a tangent of south three degrees eleven minutes, $3^{\circ}, 11'$, east two hundred twenty-eight, 228, feet to station 5+98.41; thence on a four degree, 4° , curve to the right sixty, 60, feet to station 6+58.41; thence on a tangent of south nineteen degrees, twenty-eight minutes, $19^{\circ}, 28'$, east four hundred fifty-four and eighty hundredths, 454.80; feet to station 11+13.21; thence on an eight degree, 8° , curve to the left two hundred thirty-five and eighty-three hundredths, 235.83, feet to station 13+49.04; thence on a tangent of south, nineteen degrees twenty-eight minutes, $19^{\circ}, 28'$, east nine hundred twelve, 912, feet to station 22+61.04; thence on a reversed curve of twenty-four degrees, 24° , one hundred ninety-one and twenty hundredths 191.20, feet to station 24+52.24; thence on a tangent of south twenty-six degrees fifty-eight minutes, $26^{\circ}, 58'$, east one hundred forty, 140, feet to station 25+92.24, and from this station connecting with the Main street line with switches of fifty, 50, and eighty, 80, feet radii.

At Kennebunk, a spur for passenger connection with the Boston and Maine Railroad beginning at station 706+66.55; thence on a course of south seventy-seven degrees, nineteen minutes, $77^{\circ}, 19'$, west five hundred forty, 540, feet along the

northerly side of the street leading to the Boston and Maine Railroad's passenger station.

At Kennebunk, a spur for freight connection with the Boston and Maine Railroad beginning at station 709+10.93; thence on a course of south forty-eight degrees, thirteen minutes, 48°, 13', west four hundred twenty-seven and sixty hundredths, 427.60, feet; thence on a course of south forty-seven degrees, twelve minutes, 47°, 12', west about one hundred ninety, 190, feet to such connections as may meet with the approval of the Boston and Maine Railroad. This spur is over a private way owned by the Boston and Maine Railroad.

Change of location at Durrell's bridge.

Beginning at a point in the road from Kennebunk to Cape Porpoise by way of Durrell's bridge at a point about three hundred, 300, feet westerly of Durrell's bridge and seven, 7, feet from the southerly line of said road; thence by a ten degree, 10°, curve with a total angle of fifteen degrees, 15°, 300 3-10 feet; thence by a tangent to the last named curve crossing the Kennebunk river 559 1-10 feet; thence curving to the right with a ten degree, 10°, curve of a total angle of 55°, 53', 559 3-10 feet; thence by a tangent to the last named curve 84 8-10 feet to a point in the road 7 feet from the southerly line of said road.

Said line above described is the centre line of said railway. The width of the location thereof, both of the main line and of the spur tracks on all streets, roads and ways will be 5 feet on each side of said centre line. Whenever said line crosses the land of private individuals outside the limits of streets, roads or ways the width of said location, both of the main line and of the spur tracks is twenty feet on each side of said centre line.

Said line as above described crosses land of private individuals outside the limits of streets, roads or ways, in the following instances, near Durrell's bridge beginning about 300 feet westerly of it across the river meeting the highway at a distance of about 1,203 feet from point of beginning, on land supposed to belong to George Morrill, W. B. Durrell and land of parties unknown between the point of beginning and the river.

And your petitioner avers that the location across said Kennebunk river at Durrell's bridge as aforesaid, has a uniform width of twenty feet on each side of the above described line; and that

it is located across said river outside of the limits of streets, roads and ways, because it is impracticable to locate it within the limits of any streets, roads or ways.

Wherefore your petitioner has by this location taken and does hereby by this location take, as for public uses, for the extension of addition to and variation from the location, construction and convenient use of its road, the land and all materials in and upon it where said railway crosses land of private individuals as aforesaid, and prays your Honorable Board to find that it so appears to be impracticable to locate such railway within the limits of streets, roads and ways, as aforesaid, and to approve said above described location so outside the limits of any street, road or way.

Now therefore, having complied with the provisions of the law in relation to the formation, extension, addition to and variation from, location and construction of railways, and believing that public convenience requires the construction of the extension of, addition to and variation from the location of the aforesaid street railway, as aforesaid, having presented herewith maps 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 towns in which said railway is to make its extension, addition and variation as aforesaid, and also a report and estimate thereof prepared by a skillful engineer, to wit, F. L. Straw, from actual survey; said corporation prays that your Honorable Board will, after notice and hearing, approve the extension of, addition to and variation from the location of said street railway herein described and authorize its construction and operation.

Dated at Sanford this 17th day of March, A. D. 1899.

Sanford and Cape Porpoise Railway Company,

By FRED J. ALLEN, 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, five days successively 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 five days before Tuesday the eleventh day of

April, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the Mousam House in Kennebunk at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall serve copies of the foregoing petition and order upon the municipal officers of the towns of Kennebunk and Kennebunkport, the station agent of the Boston and Maine Railroad Company at Kennebunk, and upon George Morrill and W. B. Durrell, owners of land, five days at least before the hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 20th day of March, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to 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.

Mr. Fred J. Allen appeared for the petitioner.

Mr. Seth M. Carter appeared for the Boston and Maine Railroad.

The municipal officers of Kennebunk appeared personally.

The municipal officers of Kennebunkport did not appear.

First: The first spur track called for in said petition, at West Kennebunk, a spur to connect the Boston and Maine Railroad, we approve. The courses and distances to be as follows:

Beginning at station 621+35.7, thence on a curve to the right of a hundred and twenty-two (122) feet radius 185.4 feet; thence on a tangent south 48°, 06' west 41.2 feet; thence on a curve to the right of four hundred and twenty (420) feet radius one hundred and ninety-seven and fifty-four one hundredths (197.54) feet; thence on a tangent of south 75°, 03' west two hundred and thirty-six and four-tenths (236.4) feet; thence on a curve to the left of one hundred and twenty-two (122) feet radius thirty-one and one-tenth (31.1) feet; thence on a tangent of south 60°, 52' west thirty-two and nine-tenths (32.9) feet; thence on a curve to the right of one hundred and twenty-two feet radius (122) eighteen and two-tenths (18.2) feet; thence

on a tangent of south 69° , $29'$ west about sixty (60) feet to a connection with the Boston and Maine Railroad freight tracks.

This location after leaving the highway crosses about two hundred and forty feet of land owned by Ivory Littlefield, and thence over land of the Boston and Maine Railroad.

Second: The second spur called for is a spur track through the center of Main street, in Kennebunk village, which we approve as stated in said petition.

Third: The third spur track called for in said petition, is a spur running through Storer street, which we approve as stated in said petition.

Fourth: The next spur track called for is at Kennebunk, for passenger connection with the Boston and Maine Railroad, which we approve as follows:

Beginning at station $774+25.22$; thence on a curve to the right of sixty (60) feet radius one hundred and seventeen and twelve one hundredths (117.12) feet; thence on a tangent of south 47° , $19'$ west two hundred and forty (240) feet over land of the Boston and Maine Railroad.

Fifth: The next spur track called for in said petition is for freight connection with the Boston and Maine Railroad at Kennebunk, which we approve as follows:

Beginning at station $776+30.3$; thence on a curve to the right of one hundred and forty (140) feet radius two hundred and five and five-tenths (205.5) feet; thence on a tangent south 47° , $57'$ west two hundred and twenty-four (224) feet; thence on a curve to the right of one hundred and forty (140) feet radius fifty-two (52) feet; thence on a tangent of south 69° , $14'$ west forty-seven and nine-tenths (47.9) feet; thence on a curve to the left of one hundred and forty (140) feet radius forty-seven and ninety-one one hundredths (47.91) feet; thence on a tangent of south 49° , $37'$ west one hundred and fifty (150) feet to a connection with the Boston and Maine Railroad freight tracks; passing over land of the Boston and Maine Railroad.

Sixth: The next thing called for in said petition is a change of location at Durrell's bridge, which we approve as stated in said petition.

A portion of these spur tracks and changes in location cross private land, and are outside of the limits of streets, roads and

ways, and as we believe it impracticable to locate these within the limits of streets, roads or ways, we hereby approve the same, as petitioned for in said petition.

The municipal officers of Kennebunk and Kennebunkport have approved these extensions and spur tracks and changes in location, as to streets, roads and ways, and as there is no opposition to said changes and locations, we hereby approve the same, and find that public convenience requires them.

Dated at Augusta, this eighth day of July, A. D. 1899.

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

Railroad Commissioners of Maine.

Petition and Order of Notice and Decision of the Board relating to Change in Location of the Bangor and Aroostook Railroad on its line, Caribou to Van Buren. Decision July 14, 1899.

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

Respectfully represents the Bangor and Aroostook Railroad Company, that it deems it necessary and expedient that a change shall be made in the present location of its line between Caribou and the St. John river in the town of Van Buren, approved by your Honorable Board May 18, 1899.

A map of the line changed as proposed, on an appropriate scale and a profile of said line on the relative scales of profile paper in common use, accompany this petition, together with a description of said line by courses and distances.

For the greater part of the distance the line is only slightly changed, and it is approximately the same line as approved May 18, 1899. This is true through Caribou, Woodland and New Sweden. There is a substantial deviation from the line approved May 18, 1899, commencing in the vicinity of the high-

way which passes Hammond's mill in Van Buren and running to the St. John river.

Your petitioner asks your Honorable Board to approve such change in location and prays that it may make such change under the direction of your Honorable Board as by law provided.

Bangor and Aroostook Railroad Company,
By HUGH R. CHAPLIN, its Attorney.

July 7, 1899.

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 14th day of July, A. D. 1899, 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 petitioners shall send copies of the foregoing petition and order to the municipal officers of the town of Van Buren.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this seventh day of July, A. D. 1899.

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 gave a hearing to all the parties interested.

Messrs. Appleton and Chaplin appeared for the Bangor and Aroostook Railroad Company.

No one appeared in opposition.

The petition asks for slight changes in location only, except at the northerly end of the route in the village of Van Buren. We are satisfied that the changes called for are in the interests of the public generally, as well as of the Bangor and Aroostook Railroad Company, and we hereby approve the same, and find

that public convenience requires the changes asked for in said petition, and order that the same may be made.

Dated this fourteenth day of July, A. D. 1899.

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

Railroad Commissioners of Maine.

Petition and Order of Notice and Decision of the Board relating to the Extension of the Rumford Falls and Rangeley Lakes Railroad at Bemis and Roxbury. Decision July 15, 1899.

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

The Rumford Falls and Rangeley Lakes Railroad Company, a corporation organized under the general laws of Maine, respectfully represents that it has a capital stock of one hundred and fifty thousand dollars (\$150,000); that it now owns and operates a standard gauge railroad from its point of connection with the Portland and Rumford Falls Railway at Rumford Falls in the town of Rumford, county of Oxford to Bemis near the Mooselucmeguntic lake in Rangeley plantation, county of Franklin; that under its said organization and its aforesaid capital stock it has only constructed ten miles of railroad.

Said corporation further represents that it desires to extend its railroad from Bemis to other points or places for public use, viz:

Beginning at the end of the present track at Bemis at a stake marked 1,432+30 in the center line of the location of the said Rumford Falls and Rangeley Lakes Railroad and 2,350 feet more or less northerly of Bemis passenger station and running thence by a tangent N. 6°, 01' W. 541 feet; thence by a curve to the right of 1,910.1 feet radius a distance of 1,425 feet; thence by a tangent N. 36°, 44' E. 384 feet; thence by a curve to the left of 716.8 feet radius a distance of 687.5 feet crossing in this distance Toothaker brook; thence by a tangent N. 18°, 16' W. 1,732.5 feet to station 1,480 near the easterly shore of Mooselucmeguntic lake. The whole distance being 4,770 feet.

The said location is to cover a width of four rods, being two rods on each side of the above described center line.

Also one other extension, viz: Beginning at a point in the main line of the Rumford Falls and Rangeley Lakes Railroad at station 1,393+21 and about 190 feet southerly of the turn-table at Bemis; thence extending and running by a curve to the left of 573.7 feet radius a distance of 368 feet; thence by a tangent N. 56°, 30' W. a distance of 411 feet to station 1,401 on shore of Mooselucmeguntic lake.

The said location is to cover a width of four rods, being two rods on each side of the above described center line beginning at the westerly bounds of said main line location.

Now therefore believing that public convenience requires the construction of such extensions and having a capital stock of more than six thousand dollars per mile for every mile of its said railroad including the extensions herein described and presenting herewith a map of the proposed route of said extensions 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 construction of railroads, said corporation prays that your Honorable Board will, after the notice and hearing, authorize the extensions of said railroad as herein described, approve the said proposed locations of the same and authorize the construction and operation of the same.

Your petitioner further represents that it is desirous of locating, constructing and maintaining two branch railroad tracks from its said railroad in the town of Roxbury, county of Oxford to certain manufacturing establishments in said Roxbury; that it has made the location of said branch tracks and has acquired title to the land covered by said location, which location is four rods wide, being two rods on each side of the center line thereof hereinafter described as follows, viz:

First: Beginning at a point in the main line of the Rumford Falls and Rangeley Lakes Railroad at station 382+50 near the northerly end of Chapman station house and running thence by a course N. 16°, 25' W. a distance of 65 feet; thence by a course N. 12°, 18' W. a distance of 205 feet; thence by a course N. 29°,

08' W. for a distance of 216 feet crossing the highway; thence by a course N. 3°, 06' W. a distance of 260 feet to the Chapman mill.

Second: Beginning at a point in the center line of the Roxbury siding of the Rumford Falls and Rangeley Lakes Railroad 453 feet northerly of the box culvert near John Reed's barn; thence running in a course N. 58°, 47' W. a distance of 368 feet to the center of the highway as now travelled; thence in a direct course a distance of 178 feet to a point 37 feet easterly of Swain & Reed's mill.

That the location of each of said branch tracks crosses a way in said Roxbury known as the Roxbury and Byron road; first at the Chapman mill so called near Gammon Falls, second near the Swain & Reed's mill at Roxbury station, all of which is shown on plan and profile accompanying this petition; that it is impossible for either of said branch tracks to pass over or under said way.

Therefore your petitioner prays your Honorable Board to approve the location of both of said branch tracks and that it may under your direction locate, construct and maintain the same as by law provided, and that your Honors will authorize the same to cross said way at grade and will determine the manner and condition of crossing said way and how the expenses of building and maintaining so much thereof as is within the limits of said location shall be borne between said town of Roxbury and your petitioner.

Rumford Falls and Rangeley Lakes Railroad Company,

By GEORGE D. BISBEE, its Attorney.

Dated at Rumford Falls, June 24, 1899.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of this petition, and order of notice thereon, in one issue of the Rumford Falls Times, a newspaper published at Rumford Falls, in the county of Oxford, the publication to be at least four days before Wednesday the fifth day of July, A. D. 1899, 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 Mr. E. S. Coe, the owner

of lands where said railroad is located, and to the municipal officers of the town of Roxbury five days at least before the date of said hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of June, A. D. 1899.

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 stated in said order, and gave a hearing to all parties interested.

Mr. George D. Bisbee appeared for the petitioner. No one appeared in opposition.

The petitioner asks, first: Authority to extend its railroad from Bemis, the present northern terminus, to two other points or places on Lake Mooselucmeguntic, under the statute authorizing railroads to extend to other points and places for public use.

As there is no opposition to said extension, and as all the provisions of the statute seem to have been complied with, and believing that public convenience requires the extension of said road to such points and places, we hereby approve said location, and authorize the said extension, according to the line and location stated in said petition.

The petitioner further asks to locate, construct and maintain two branch railroad tracks from its said railroad in the town of Roxbury, county of Oxford, to certain manufacturing establishments in said Roxbury.

We have some doubt of our authority to entertain this part of the petition, because the two matters are so dissimilar, and are authorized by different statutes. In the first matter there is no appeal from the decision of the Railroad Commissioners. In the latter there is an appeal; but as the attorney for the petitioner feels certain of his position we will entertain the petition, and make our decree accordingly.

The first branch track called for is to the Chapman mills, so called, in the town of Roxbury, crossing the highway near said

Chapman mill, known as the Roxbury and Byron road, near Gammon Falls.

As to this first branch track, we approve the same, and authorize the said railroad company to build said branch track across said highway at grade, under the following conditions :

Said track may cross said road at grade. The surface of the approaches on either side of said railroad track to be made and maintained by the said railroad company, as wide as the street now is, and to be not steeper than one foot elevation to every twenty feet out from said railroad track. Suitable provision shall be made for surface drainage.

The second branch track called for is to Swain & Reed's mill, and crosses the highway known as the Roxbury and Byron road, near Roxbury station.

We hereby authorize the said railroad company to build said branch track, and to cross said highway at grade. The surface of the approaches on either side of said railroad track to be made and maintained by said railroad company as wide as the street now is, and to be not steeper than one foot elevation to every twenty feet out from said railroad track. Suitable provision shall be made for surface drainage.

Dated at Augusta, this fifteenth day of July, A. D. 1899.

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

Petition and Order of Notice and Decision of the Board relating to the crossing of Bridges between Benton and Fairfield by the Benton and Fairfield Railway. Decision July 17, 1899.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Benton and Fairfield Railway Company that in the construction and maintenance of an extension of its road it will be necessary for it, under its legal location, to cross the following bridges over the Kennebec river:

1. The bridge over the east channel of said river, leading from the Benton shore to the east shore of Bunker's island, said bridge being situated partly in the town of Benton, in the county of Kennebec, and partly in the town of Fairfield, county of Somerset.

2. The bridge over the central channel of the Kennebec river, leading from the west shore of Bunker's island to the east shore of Mill island, said bridge being situated wholly in the said Fairfield.

3. The bridge over the west channel or canal of the Kennebec river, leading from the west shore of Mill island to the west shore of the Kennebec river, said bridge being situated wholly in the town of Fairfield aforesaid.

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 expense of such repairs, renewals, strengthening or rebuilding, and that such expense shall be apportioned by you between the Benton and Fairfield Railway Company, and said towns in such manner as shall be by your Honorable Board deemed just and fair.

Dated this 6th day of July, A. D. 1899.

Benton and Fairfield Railway Company,

By GEORGE G. WEEKS, its Solicitor.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of this petition and order of notice thereon, three days succes-

sively 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 Saturday the 15th day of July, A. D. 1899, on which day the Board of Railroad Commissioners will be in session in the office of George G. Weeks 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 Benton and Fairfield.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this seventh day of July, A. D. 1899.

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 bridges and heard the parties interested.

George G. Weeks, Attorney, and H. M. Mansfield, General Manager, appeared for the petitioners; the selectmen of Benton appeared for the town of Benton, and the selectmen of Fairfield appeared for the town of Fairfield.

This application is based upon the provisions of section 3, chapter 72 of the Public Laws of 1895, which require the Board to determine what repairs, renewals, strengthening or rebuilding of a bridge is necessary to make the same safe for the use of the railway and to apportion the expense of the same.

We find that the bridge over the west channel of the Kennebec river needs additional floor joists to make the same safe for electric cars. We therefore decide and determine that the said Benton and Fairfield Railway Company shall strengthen this bridge by additional stringers under the track, said stringers to be of sound hard pine timber, one 12" x 12" stringer under each rail. Said railway shall furnish and put in place said stringers at its own expense.

The bridges shall be planked and maintained by the aforesaid towns, and the said railway company shall pay said towns one-half the expense of planking and maintaining said bridges.

Dated at Augusta, this seventeenth day of July, A. D. 1899.

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

BENTON AND FAIRFIELD RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the extension of the Benton and Fairfield Railway from a point in the town of Benton at the east end of the bridge over the Kennebec river, to station 21+93 at the junction of Main street and Bridge street in the town of Fairfield, hereby certify that we have found the same so constructed as to be safe for public travel; provided, however, that freight cars shall not be hauled over the bridges and that no car shall be on any span of said bridges when such span is otherwise heavily loaded.

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

Dated at Augusta, this twentieth day of July, A. D. 1899.

PORTLAND AND YARMOUTH ELECTRIC
RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the "loop" from the main line of the Portland and Yarmouth Electric Railway in and through the Underwood park, a distance of thirty-seven one hundredths miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta, this 2d day of August, A. D. 1899.

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

Petition, Order of Notice and Decision of the Board relating to Crossing Highways on line of the Bangor and Aroostook Railroad between Caribou and Van Buren. Decision August 2, 1899.

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

Respectfully represents the Bangor and Aroostook Railroad Company, that its line of railroad from Caribou to the St. John river in the town of Van Buren, will cross the public ways and at the points hereinafter specified, viz:

Township.	No. of Crossing.	Description of Crossing.
Caribou,	60 F.	Limestone road in Caribou, near the B. & A. R. R. round house.
"	76	Caribou and Van Buren road between lots 18 and 19.
"	77	North and south road in lot 67, Caribou, sometimes called Green road.

Township.	No. of Crossing	Description of Crossing.
Woodland,	78	North and south road between lots 23 and 24 in Woodland, sometimes called "Ben Thomas road."
New Sweden,	79	East and west road in New Sweden between lots 122½ and 140½.
"	80	Madawaska road, so called, in lot 119.
"	81	East and west road in New Sweden in lot 162.
T. 16 R. 3,	82	North and south road near and north of Madawaska stream in settlement of New Stockholm.
Van Buren,	83	The "Lake Road," so called, between lots 28 and 42.
"	84	The "Lake Road," so called, near Hammond's mill.
"	85	Road to back settlement in Van Buren near the village of Van Buren.
"	86	Caribou and Van Buren road near Van Buren village.
"	87	"Grand Falls road," so called, near south end of Van Buren village.

Your petitioner further represents that it is impossible for its said railroad to pass either over or under any of said ways. Wherefore your petitioner prays that you will authorize a crossing of each of said ways at grade, and that you will determine the manner and condition upon which its said railroad may cross each of said ways and how the expense of building and maintaining so much of each of said ways as is within the limits of said railroad shall be borne between said railroad company and the respective towns and plantations in which said crossings are located.

Bangor and Aroostook Railroad Company,

By F. W. CRAM, Vice President.

Bangor, July 15, 1899.

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 Aroostook Republican, a newspaper published at Caribou, in the county of Aroostook; the said publication to be at least three

days before the 25th day of July, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the station of Bangor and Aroostook Railroad, in Caribou, at nine o'clock in the forenoon, for the purposes indicated in said petition, and thence proceed through the several towns where parties may be heard. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Caribou, Woodland, New Sweden and Van Buren three days before said hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 15th day of July, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

The Bangor and Aroostook Railroad Corporation, established by the laws of Maine, on the 15th day of July, A. D. 1899, presented to the Board its petition, setting forth that the said Bangor and Aroostook Railroad Company, on the line of its Van Buren branch, as now located and approved by this Board, is laid across highways and other public ways in the towns of Caribou, Woodland, New Sweden, Township No. 16, Range 3, and Van Buren, and asks this Board, after notice and hearing, to determine the manner and conditions in which said crossings should be made. In accordance with said petition the Board appointed the 25th day of July, A. D. 1899, at the station of the Bangor and Aroostook Railroad Company, in the town of Caribou, as the time and place for hearing, and ordered the petitioners to give notice thereof as required by law.

On the day designated the Board met at the time and place appointed, notice as ordered having been given, and then proceeded to view the location of said crossings and give hearings to all parties and persons who appeared and desired to be heard, relative to the same. 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 aforesaid crossings could reasonably be made otherwise than at grade.

Therefore we have determined to permit all of aforesaid crossings to be made at grade, and that the manner and conditions of crossings and maintaining the same, shall be as follows :

Number 60 F. In the town of Caribou, known as the Limestone road in Caribou, near the Bangor and Aroostook round house. Said highway shall be at grade, after the same has been raised one foot, and permission is given to raise said grade as aforesaid. The approach on said way, on each side of the railroad track, within the location of said railroad, shall be as wide as said way is now constructed and not steeper than one foot elevation to every twenty feet out from said track. Said crossing shall be made and maintained by said railroad company within its limits in such manner that the same shall be safe and convenient for travelers on said way with horses, teams and carriages. Suitable provisions shall be made for surface drainage.

Number 76. In the town of Caribou, known as the Caribou and Van Buren road, between lots 18 and 19. Permission is hereby given to lower the grade of said road $3\frac{1}{2}$ feet, and the highway shall then be at grade with the said railroad. The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

Number 77. In the town of Caribou, known as the north and south road, in lot 67, Caribou, sometimes called the "Green road." Permission is hereby given to raise the grade of said road $4\frac{1}{2}$ feet, and the highway shall then be at grade with the said railroad. The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

Number 78. In the town of Woodland, known as the north and south road, between lots Number 23 and 24 in Woodland, sometimes called "Ben Thomas road." Permission is hereby given to raise the grade of said road 2 feet, so that when constructed it shall be on a grade with the said railroad. The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

Number 79. In the town of New Sweden, known as the east and west road in New Sweden, between lots $122\frac{1}{2}$ and $140\frac{1}{2}$. Permission is hereby given to raise the said highway $4\frac{1}{2}$ feet, so that when constructed it shall be at grade with the said railroad.

The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

Number 80. In New Sweden, known as the Madawaska road, so called, in lot 119. Permission is hereby given to lower the grade of said road $1\frac{1}{2}$ feet, so that said highway when constructed shall be at grade with said railroad. The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

Number 81. In New Sweden, known as the east and west road, in lot 162. Permission is hereby given to lower the grade of said road 3 feet, so that when constructed it shall be at grade with said railroad. The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

Number 82. In Township 16, Range 3, known as the north and south road, near and north of Madawaska stream, in settlement of New Stockholm. Said highway may be raised 2 feet so that when constructed it shall be at grade with said railroad. The conditions of construction and maintenance shall be the same as provided in Number 60 F.

Number 83. In the town of Van Buren, known as the Lake road, so called, between lots 28 and 42. Permission is hereby granted to raise the grade of said highway 3 feet, so that when constructed it shall be at grade with said railroad. The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

Number 84. In Van Buren, known as the Lake road, so called, near Hammond mills. Permission is hereby given to lower the grade of said highway 4 feet, so that when constructed it shall be at grade with said railroad. The conditions of construction and maintenance shall be the same as provided in Number 60 F.

Number 85. In Van Buren, known as the road to back settlement in Van Buren, near the village of Van Buren. Permission is hereby given to raise the grade of said road $1\frac{1}{2}$ feet, so that when constructed it shall be at grade with said railroad. The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

Number 86. In Van Buren, known as the Caribou and Van Buren road near Van Buren village. Permission is hereby given to raise the grade of said highway 7 feet, so that when

constructed it shall be at grade with said railroad. The conditions as to construction and maintenance to be the same as provided in Number 60 F.

Number 87. In Van Buren, known as the Grand Falls road, near south end of Van Buren village. Permission is hereby given to raise the grade of said highway $5\frac{1}{2}$ feet, so that when constructed it shall be at grade with said railroad. The conditions as to construction and maintenance shall be the same as provided in Number 60 F.

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

In witness whereof we have hereunto set our hands this 2nd day of August, A. D. 1899.

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

Petition, Order of Notice and Decision of the Board relating to a Branch Track of the M. C. R. R. in the City of Bangor. Decision August 2, 1899.

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

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining temporarily a branch railroad track in the city of Bangor, in the county of Penobscot in said State of Maine, extending from its coal-shed side track to a gravel pit on the southerly side of Dutton street in said Bangor.

The centre line of said location is described as follows: Commencing in the centre of said side track of said company at a point 482 feet northerly measured along said track from the face of the bridge seat of the north abutment of the "Dutton street bridge," so called; thence southerly on a curve to the right

or westerly of 573.7 feet radius a distance of 280 feet; thence on a line tangent to said curve a distance of 620 feet.

This location to cover a width of ten (10) feet on each side of the above described line.

The above described location crosses a highway in said Bangor known as Dutton street, all of which is shown on plan attached hereto, signed by Theo. L. Dunn, Chief Engineer.

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

G. F. EVANS, Vice President and General Manager.

Portland, Me., June 10, 1899.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, five days successively in the Daily Commercial, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Thursday the 22d day of June, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the office of the Division Superintendent of the Maine Central Railroad Company in Bangor at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send a copy of the foregoing petition and order to the municipal officers of the city of Bangor four days at least before date of hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of June, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

After notice and hearing upon the foregoing petition of the Maine Central Railroad Company for approval of location of temporary branch track in the city of Bangor, extending from its coal-shed side track to a gravel pit on the southerly side of Dutton street, in said Bangor, such location as shown on plan attached to said petition, and signed by Theo. L. Dunn, Chief Engineer, is hereby approved.

The Board find that the crossing of the highway known as Dutton street named in said petition, shall be at grade as said highway now exists, the grade of said highway to be kept and maintained at the present elevation. The railroad company shall make suitable provisions for surface drainage and said crossing 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.

Dated at Augusta, this second day of August, A. D. 1899.

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 B. & A. R. R. in the town of Brownville. Decision August 2, 1899.

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

The undersigned municipal officers of the town of Brownville, in the county of Piscataquis, respectfully represent, that the municipal officers of said town, for the years A. D. 1898-9 on the twenty-fourth day of February, A. D. 1899, on petition of Geo. Christie, et als., laid out and located a town way in said town of Brownville, to wit—in the village of Henderson, which said way as laid out and located by said municipal officers crosses the railroad track of the Bangor and Aroostook Railway Company; said town way having been located and established by metes and bounds, as appears from the following copy of the records of said town; viz:

Beginning at the westerly terminus of "Van Horn avenue" thence running north 84 degrees, 40 minutes west, twenty-six rods and three links; thence north six degrees east, thirty-one rods and seventeen links; thence north 84 degrees west, twenty-two rods and 8 links to land of Geo. Christie. The line described to be the middle of the said way, and said way to be three rods wide.

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

Dated at Brownville, this first day of July, A. D. 1899.

E. L. Chase,

A. O. Manuel,

J. W. Davis,

Selectmen of Brownville.

On the foregoing petition,

Ordered, That the Commissioners will be in session at the Bangor and Aroostook Railroad station at Henderson, in the town of Brownville at four o'clock in the afternoon, July 27, A. D. 1899, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the general manager of the Bangor and Aroostook Railroad Company three days before said hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 22nd day of July, A. D. 1899.

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.

We determined to allow said crossing to be at grade with said railroad.

The manner and conditions of crossing, and the construction and maintenance shall be as follows:

The approaches on said way on each side of the railroad, within the limits of the right of way of said railroad, shall be constructed by said railroad company, and shall be not steeper than one foot elevation to every twenty feet out from said track.

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

Dated at Augusta, this second day of August, A. D. 1899.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to crossing Bridges in the Town of Kennebunk. Decision August 2, 1899.

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

The Sanford and Cape Porpoise Railway Company, a corporation organized under the general laws of the State of Maine, and having its location and place of business in Sanford, in the county of York, and State aforesaid; hereby petitions your Honorable Board for the approval of the ways and means of crossing the overhead bridges at the Eastern and Western Divisions of the Boston and Maine Railroad, in the town of Kennebunk, in said county, as follows:

At Kennebunk, over the Western Division, the bridge is to be supported by four 15 inch 70 pound I beams, 33 feet and 6 inches long to be set in stone masonry abutments. There is to be 4 inch plank on I beams and another course of plank to cover to top of rails, with a small place cut out for the flanges of car wheels. The outer ends of the plank being supported by a queen truss 6 feet high and 34 feet long.

The distance between the abutments is 30 feet and 6 inches.

At West Kennebunk, the bridge is to be supported by four 15 inch 60 pound I beams 26 feet long to be set on stone masonry, and planked the same as at the Western Division, with a lighter I beam to carry the ends of the plank flooring, with a fence similar to the one there now and 4 feet northeast of present fence.

The distance between abutments is 22 feet.

Sanford, Me., May 12, 1899.

Sanford and Cape Porpoise Railway Company,

By FRED J. ALLEN, 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 Biddeford Daily Journal, a newspaper published at Biddeford, in the county of York, the first publication in said paper to be at least five days before the seventh day of June, A. D. 1899, 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 Boston and Maine Railroad Company, or its general manager at Boston, five days before said hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 22nd day of May, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Fred J. Allen appeared for the petitioner.

Mr. Seth M. Carter appeared for the Boston and Maine Railroad Company.

This is a petition for crossing the Boston and Maine Railroad over its track of the western division at Kennebunk by an overhead bridge, and over its eastern division at West Kennebunk by another overhead bridge.

We hereby approve both crossings, with the following specifications to be adhered to :

At Kennebunk the bridge is to be built substantially as specified in said petition, and to be built to the satisfaction and acceptance of the Railroad Commissioners.

At West Kennebunk the bridge is to be built substantially as stated in said petition, except that the bridge is to be raised so as to give eight inches more head room above the track of the Boston and Maine Railroad. The roadway on said bridge is also to be widened eight feet, and in addition thereto there shall be a sidewalk five feet wide.

The Sanford and Cape Porpoise Railway Company are to assume the entire cost of said bridges, except the cost of grading the approaches to conform to the raised structure; and the Boston and Maine Railroad Company is to pay the said Sanford and Cape Porpoise Railway the sum of one hundred and forty-five dollars, estimated cost of the new bridge at West Kennebunk, duplicating the old.

The future maintenance of said bridges is to be assumed by the Boston and Maine Railroad, and the Sanford and Cape Porpoise Railway shall pay to the Boston and Maine Railroad fifty per cent of the cost of all repairs hereafter to be made upon them by said Boston and Maine Railroad Company.

Dated at Augusta, this second day of August, A. D. 1899.

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

WESTBROOK, WINDHAM AND NAPLES RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Westbrook, Windham and Naples Railway, a new street railway, extending from the corner of Bridge and Main streets, in the city of Westbrook, to South Windham village in the town of Gorham, a distance of five and one-third miles, also a branch track extending from the main line at the junction of the Westbrook and Gorham village road to a gravel pit, near the Brown place, a distance of one-half of one mile, hereby certify that we have found the same so constructed as to be safe for the passage of passenger cars thereon.

Dated at Augusta, this twelfth day of August, A. D. 1899.

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

Petition, Order of Notice and Decision of the Board relating to a Branch Track of the M. C. R. R. in the city of Gardiner. Decision August 17, 1899.

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

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the city of Gardiner in the county of Kennebec in said State of Maine extending from a point in its main line north of the junction of Bridge street and the Causeway, virtually along Cobbossee Contee river, to certain mills and manufacturing establishments erected in said city of Gardiner and known as the Cobbossee Mills, the Aroostook Mills and the Copsecook Mills, at or near dam number six in said city.

The location of the center line of said branch railroad track is described as follows, viz :

MAINE CENTRAL RAILROAD.

DESCRIPTION OF CENTER LINE OF LOCATION OF BRANCH RAILROAD UP COBBOSSEE CONTEE STREAM.

Commencing in the city of Gardiner, county of Kennebec and State of Maine, in the centre of the Maine Central Railroad west bound track at a stake marked 0+30.6 situated 682.8 feet distant northerly measured along the centre of said track from the face of the bridge seat of the north abutment of Gardiner sluice railroad bridge ;

Thence on a curve to the right or westerly of 1,910.1 feet radius a distance of 100 feet to station 1+30.6 ;

Thence on a tangent south 15 degrees, 33 minutes W. a distance of 56.4 feet to station 1+87 ;

Thence on a curve to the right of 410.3 feet radius a distance of 306.6 feet to station 4+93.6 ;

Thence on a tangent S. 58 degrees, 28 minutes W. a distance of 295.6 feet to station 7+89.2 ;

Thence on a curve to the left of 819.02 feet radius a distance of 200 feet to station 9+89.2 ;

Thence on a tangent S. 44 degrees, 28 minutes W. a distance of 130.5 feet to station 11+19.7;

Thence on a curve to the right of 319.62 feet radius a distance of 275.9 feet to station 13+95.6;

Thence on a tangent N. 85 degrees, 52 minutes W. a distance of 287.2 feet to station 16+82.8;

Thence on a curve to the right of 319.62 feet radius a distance of 64.2 feet to station 17+47;

Thence on a tangent N. 74 degrees, 18½ minutes W. a distance of 100 feet to station 18+47;

Thence on a curve to the left of 319.62 feet radius a distance of 345.5 feet to station 21+93.5=station 21+76.5;

Thence on a tangent S. 43 degrees, 19½ minutes W. a distance of 715.7 feet to station 28+92.2;

Thence on a curve to the right of 319.62 feet radius a distance of 227.8 feet to station 31+20;

Thence on a tangent S. 84 degrees, 19½ minutes W. a distance of 341.6 feet to station 34+61.6;

Thence on a curve to the left of 319.62 feet radius a distance of 349.1 feet to station 38+10.7;

Thence on a tangent S. 21 degrees, 29 minutes W. a distance of 149.1 feet to station 39+59.8;

Thence on a curve to the right of 319.62 feet radius a distance of 314.4 feet to station 42+74.2;

Thence on a tangent S. 78 degrees, 5 minutes W. a distance of 140.8 feet to station 44+15=station 44;

Thence on a curve to the left of 716.78 feet radius a distance of 292.5 feet to station 46+92.5;

Thence on a tangent S. 54 degrees, 41 minutes W. a distance of 103.6 feet to station 47+96.1;

Thence on a curve to the left of 573.69 feet radius a distance of 60 feet to station 48+56.1;

Thence on a tangent S. 48 degrees, 41 minutes W. a distance of 243.9 feet to station 51;

Thence on a curve to the left of 1,146.28 feet radius a distance of 334 feet to station 54+34.

Thence on a tangent S. 31 degrees, 59 minutes W. a distance of 167.5 feet to station 56+01.5;

Thence on a curve to the right of 1,146.28 feet radius a distance of 66 feet to station 56+67.5;

Thence on a tangent S. 35 degrees, 17 minutes W. a distance of 432.5 feet to station 61;

This location is to cover widths as follows:

Station 0+36.6 to 3+95 H. W. Jewett, owner, J. S. Maxcy, mortgagee, 1 rod each side of centre line;

Station 3+95 to 4+35, A. G. Bowie and Gardiner Real Estate Association, owners, (in Causeway street,) 1 rod on each side of centre line;

Station 4+35 to 12+60, Gardiner Real Estate Association, owner, 2 rods each side of centre line, (land of A. G. Bowie not included);

Station 12+60 to 13+20, heirs of Harvey Scribner, (in Bridge and Summer streets) 6 feet each side of centre line;

Station 13+20 to 17+60, Gardiner Real Estate Association, owner, (in Summer street) 6 feet each side of centre line;

Station 17+60 to 19+70, S. N. Maxcy Manufacturing Company, owner, (in Summer street) 6 feet each side of centre line;

Station 19+70 to 21+10, S. N. Maxcy Manufacturing Company, owner, (partly in Summer street) 6 feet on north side and 2 rods on south side of centre line;

Station 21+10 to 21+93.5, Joshua Gray, owner, (partly in Summer street) 6 feet on north side and 2 rods on south side of centre line;

Station 21+93.5=21+76.5 to 29+65, Joshua Gray owner, (in Summer street) 6 feet on each side of centre line;

Station 29+65 to 30+15, William G. Buker, owner, (in Summer street) 6 feet on each side of centre line;

Station 30+15 to 30+40, Gardiner Real Estate, owner, 6 feet on each side of centre line;

Station 30+40 to 40+10, Gardiner Real Estate Association and Kennebec Light and Heat Company, owners, 2 rods each side of centre line;

Station 40+10 to 41, Hollingsworth & Whitney Company, owner, 2 rods each side of centre line;

Station 41 to 55+10, Hollingsworth & Whitney Company, owner, 1 rod each side of centre line;

Station 55+10 to 61, S. D. Warren et als., trustees of estate of S. D. Warren, 1 rod each side of centre line;

All of which is shown on the plan accompanying, dated June 1st, 1899, and signed by Theodore L. Dunn, Chief Engineer.

Said railroad company also represents that said branch railroad track as herein described would pass along a certain highway or town way in said city of Gardiner known as Summer street, and would cross certain highways or town ways in said city, to wit: The Causeway below its junction with Bridge street (so called) Bridge street and Summer street at or near their junction and Winter street at its crossing of Summer street, as fully appears on said plan.

Said railroad company further represents that said branch railroad track would cross the Augusta, Hallowell and Gardiner Railroad (electric) in said Causeway about two hundred feet southwardly from said Bridge street (so called), as fully appears on said plan.

Said Maine Central Railroad Company desires your approval of location herein described, that said branch railroad track may be constructed and maintained under your direction, that you will determine the manner and conditions of passing along said Summer street and of the crossings of the aforesaid streets or ways; and will also determine the manner and conditions of construction and maintenance of crossing of said Augusta, Hallowell and Gardiner Railroad (electric).

GEO. F. EVANS, Vice President and General Manager.

Portland, Me., August 10, 1899.

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 Reporter Journal, a newspaper published at Gardiner, in the county of Kennebec, the first publication to be at least four days before Thursday the 17th day of August, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the common council rooms in Gardiner at ten o'clock in the forenoon for the purpose indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the Augusta, Hallowell and Gardiner Railroad Company at Augusta, and to each of the persons or corporations named in the petition as interested in or owners of land which the railroad location

covers, and to the municipal officers of the city of Gardiner, three days at least before the date of hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 11th day of August, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition, the Board met at the time and place designated in said order, and gave a hearing to all parties interested.

Messrs. White & Carter and Mr. A. M. Spear appeared for the Maine Central Railroad Company.

Mr. Freeman Patten, mayor of the city of Gardiner, appeared for the city of Gardiner.

Mr. George E. Macomber appeared for the Augusta, Hallowell and Gardiner Railroad Company.

Mr. Gardner appeared for the Gardner Real Estate Company.

From an inspection of the several crossings and from the facts brought out at said hearing it appeared that none of said crossings could reasonably be made otherwise than at grade.

The municipal officers of the city of Gardiner approved of the passing along of said road in Summer street.

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:

The crossing of Causeway street shall be at grade after said street has been filled one foot.

The crossing of Bridge street shall be at grade after the same has been excavated two feet.

The crossing of Winter street shall be at grade after said street shall have been filled one and one-half feet.

Permission is hereby granted to fill and excavate at said crossings as above designated.

The grade along Summer street to be as shown on profile submitted. The approaches at the several crossings shall not be steeper than one foot elevation for every twenty feet out from said track.

The crossing of the Augusta, Hallowell and Gardiner Railroad shall be at grade after said crossing has been raised one foot and the Augusta, Hallowell and Gardiner Railroad shall be raised to conform to said grade as raised. The street shall be graded after being raised to the satisfaction of the Board of Railroad Commissioners. All the expense of crossing and maintaining said street railroad and raising and grading said street shall be borne by said Maine Central Railroad Company.

All trains on said branch track before crossing the Augusta, Hallowell and Gardiner Railroad, and all cars on the Augusta, Hallowell and Gardiner Railroad before crossing said branch track shall come to a full stop within one hundred feet of said crossing.

We therefore hereby approve the location of said branch track as shown on plan herewith signed and approved, to the manufacturing establishments aforesaid, and find that public convenience requires that it shall be built.

Dated at Augusta, this 17th day of August, A. D. 1899.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the Extension of and Variations in line of the Sanford and Cape Porpoise Railway. Decision August 18, 1899.

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

The Sanford and Cape Porpoise Railway Company, a corporation organized under the General Laws of the State of Maine, and having its location and place of business in Sanford, in the county of York and State of Maine, hereby petitions your Honorable Board for the approval of the extension of, addition to and variation from the location, courses, distances and boundaries of its railway, approved by your Honorable Board on the 19th day of November, A. D. 1897, which extension, addition and

variation said railway company proposes to make and build within the towns of Sanford and Kennebunk, as follows, namely :

A change of its location from the easterly to the westerly side of the highway in Sanford leading past the residence of Otis R. Willard as follows :

Beginning at station 143 on a tangent of south 37 degrees, 32 minutes E. as granted in the original petition ; thence on a ten degree curve to the right 175 feet to station 144+75, entering Wells road at station 144+30 ; thence on a tangent of south, 20 degrees and 2 minutes E. 40 feet to station 145+15 ; thence on a six degree curve to the left 340.7 feet to station 148+55.7 ; thence on a tangent of south 40 degrees and 30 minutes E. 181.7 feet to station 150+37.4, said tangent and all other tangents on Wells road being 7 feet from the southerly side line thereof ; thence on a four degree curve to the left 94.85 feet to station 151+32.25 ; thence on a tangent of south 44 degrees, 20 minutes E. 606.55 to station 157+38.8 ; thence on a five degree curve to the right 325.2 feet to station 160+64 ; thence on a tangent of south 28 degrees, 04 minutes E. 604 feet to station 166+68 ; thence on a two degree curve to the right 93.65 feet to station 167+61.65 ; thence on a tangent of south 26 degrees, 11 minutes \pm . 438.35 feet to station 172 ; thence on a 1 degree, 44 minute curve to the right 50 feet to station 172+50 ; thence on a tangent south 25 degrees, 19 minutes 303.7 feet to station 175+53.7 ; thence on a six degree curve to the right 144.8 feet to station 176+98.5 ; thence on a tangent of south 16 degrees and 38 minutes E. 350.5 feet to station 180+49 ; thence on 1 degree, 35 minute curve to the left 162.2 feet to station 182+11.2 ; thence on a tangent of south 19 degrees, 04 minutes E. 161.8 feet to station 183+73 ; thence on a six degree curve to the right 140 feet to station 185+13 ; thence on a tangent of south 10 degrees and 39 minutes E. 248 feet to station 187+61 ; thence on a 11 degree, 46 minute curve to the left 204 feet to station 189+65 ; thence on a tangent of south 35 degrees, 47 minutes E. 199.3 feet to station 191+64.3 ; thence on a compound curve to the left, 1st, 12 degrees and 36 minutes curve 226.7 feet to station 193+91 ; 2nd, 12 degrees, 40 minutes curve 150 feet to station 195+41 ; 3d, 8 degree curve 150 feet to 196+91.

A change of its location from the easterly side of Summer street, in the village of Kennebunk, to the centre of said street as follows: Beginning on the approved location at station 746+94.99; thence on a 4 degree, 30 minute curve to the right 150 feet to station 748+44.99; thence on a 7 degree, 14 minute curve to the right 200 feet to station 750+44.99; thence on a 2 degree curve to the right 100 feet to station 751+44.99; thence on a 9 degree curve to the right 315.8 feet to station 754+60.82; thence on a tangent south 30 degrees, 25 minutes east 288.68 feet to station 757+49.5 feet; thence on an 8 degree curve to the left 156.45 feet to station 759+05.95; thence on a tangent south 42 degrees, 56 minutes E. 262.56 feet to station 761+68.51; thence on a 5 degree curve to the right 96.67 feet to station 762+65.18; thence on a tangent of south 38 degrees, 6 minutes east 187.2 feet to station 764+52.2; thence on a 2 degree curve to the right 95.8 feet to station 765+48; thence on a tangent south 36 degrees, 11 minutes east 403.18 feet to station 769+51.18; thence on a 2 degree curve to the right 73.31 feet to station 770+24.51; thence on a tangent of south 34 degrees, 43 minutes east 315.42 feet to station 773+39.93; thence on a 6 degree curve to the left 120 feet to station 774+59.93; thence on a tangent of south 41 degrees, 55 minutes, 32.67 feet to station 774+92.60; thence on 6 degree curve to the right 85 feet to station 775+77.60; thence on a tangent of south 36 degrees, 49 minutes east 110.45 feet to station 776+88.05; thence on a curve to the right 140 foot radius 8.71 feet to station 776+96.76; thence on a reverse curve of 140 feet radii 110.78 feet to station 778+07.54; thence on a tangent of south 33 degrees, 7 minutes east 411.7 feet to station 782+18.61; thence on a 6 degree curve to the left 216.93 feet to station 783+35.54; thence on a tangent of south 46 degrees, 8 minutes east 104.88 feet to station 785+40.42; thence on a 17 degree curve to the left 186.41 feet to station 787+26.83; thence on a tangent of south 77.49 east 349.53 feet to station 790+76.36; thence on a 6 degree curve to the left 141.33 to station 792+17.69.

Said line above described is the center line of said railway. The width of the location thereof, both of the main line and of the spur tracks on all streets, roads and ways will be five feet on each side of said center line.

Now therefore, having complied with the provisions of the law in relation to the formation, extension, addition to and variation from, the location and construction of railways, and believing that public convenience requires the construction of the extension of, addition to and variation from the location of the aforesaid street railway, as aforesaid, having presented herewith maps 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 towns in which said railway is to make its extension, addition and variation as aforesaid, and also a report and estimate thereof prepared by a skillful engineer to wit, Percy H. Richardson, from actual survey; said corporation prays that your Honorable Board will, after notice and hearing, approve the extension of, addition to and variation of said railway herein described and authorize its construction and operation.

Dated at Sanford this tenth day of August, A. D. 1899.

Sanford and Cape Porpoise Railway Company,

By FRED J. ALLEN, 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, five days successively 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 five days before Friday the 18th day of August, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the Mousam House in Kennebunk, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall serve copies of the foregoing petition and order upon the municipal officers of the towns of Sanford and Kennebunk, five days at least before the hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 11th day of August, A. D. 1899.

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, viewed the location of the desired changes, and heard the parties interested.

Mr. Fred J. Allen appeared for the petitioners.

Mr. W. L. Dane appeared for the abutting land owners in the town of Kennebunk.

Mr. A. E. Haley and Mr. L. W. Nash, selectmen of Kennebunk, appeared for said town. No one appeared in opposition to the proposed changes.

The petitioners presented to the Board a request from the abutting land owners in the town of Sanford asking for the proposed change in said town and the approval of said change by the selectmen of said town.

They also presented a petition from the abutting land owners in the town of Kennebunk, asking for the proposed change in said town and the approval of said change by the selectmen of said town of Kennebunk.

There was no opposition to either of the proposed changes.

After hearing the parties and viewing the proposed changes in location, we are of the opinion that both the changes mentioned in the petition should be allowed.

We, therefore, find that public convenience requires such changes of location, and we hereby approve of the same.

Dated at Augusta, this 18th day of August, A. D. 1899.

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

Railroad Commissioners of Maine.

SANFORD AND CAPE PORPOISE RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Sanford and Cape Porpoise Railway, a new railway extending from a point opposite the Sanford Hotel in the town of Sanford, through Sanford, Alfred, Lyman and Kennebunk to the bridge over the Western Division of the Boston and Maine Railroad in said town of Kennebunk, a distance of fourteen and two-thirds miles; also a branch in the village of West Kennebunk, extending from said main line to the passenger station on the Eastern Division of said Boston and Maine Railroad at said West Kennebunk, a distance of one-tenth of one mile, hereby certify that we have found the same so constructed as to be safe for the passage of cars thereon.

Dated at Augusta, this 19th day of August, A. D. 1899.

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

Railroad Commissioners of Maine.

Petition, and Action of the Board relating to an Extension of the Cape Elizabeth Street Railway. Decision September 6, 1899.

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

The Cape Elizabeth Street Railway Company, a corporation organized under the general laws of the State of Maine, and existing by virtue of said laws, and having its place of business in the city of Portland and its location in the city of South Portland and town of Cape Elizabeth, in the county of Cumberland and State of Maine, hereby applies and petitions to the Board of Railroad Commissioners for approval of location of an addition to, and extension of its street railway. Beginning at the junction of the Rigby and Saco roads in said city of South Portland, thence over said Saco road to the boundary line between the city of South Portland and the town of Scarborough, thence continuing over said Saco road through the town of Scarborough to the boundary line between said town and the city of Saco, thence continuing over and through said road into the city of Saco with a branch from Dunstans Corner, so called, through the city of Saco and town of Old Orchard to a point near the Boston and Maine Railroad station at Old Orchard Beach.

Said road being more particularly described by a map and estimate prepared by a skillful engineer, to wit, F. J. Illsley, which map accompanied by the written approval of the municipal officers of the cities and town included by said location will form a part of this petition.

Your petitioner says that public convenience requires the construction of said addition to, and extension of its railway and location as herein prayed for. Your petitioner further asks that the Honorable Railroad Commissioners will give a hearing thereon at the time and place designated by them after they have ordered such a notice to be given as they shall deem meet.

Dated at Portland, Me., this tenth day of June, A. D. 1899.

Cape Elizabeth Street Railway Company,

By CLARENCE HALE, its President ; by C. F. BERRY, its Secretary.

Dismissed. By order of the Board.

E. C. FARRINGTON, *Clerk.*

Dated September 6, 1899.

*Petition, Order of Notice and Action of the Board regarding
Petition for Approval of Articles of Association of the Atlantic
Shore Line Railway. October 19, 1899.*

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

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad in and through Biddeford, Kennebunkport, Kennebunk and Wells, to the terminus of the Portsmouth, Kittery and York Street Railway in the town of York, to be known by the name of Atlantic Shore Line Railway Company, hereby respectfully request that your Honorable Board will approve the Articles of Association of said railway company hereto annexed, accompanied with a map of the proposed route on an appropriate scale, and that you will endorse said approval in writing upon said articles.

Your petitioners further aver that public convenience requires the construction of said railroad.

They therefore pray that your Honorable Board will, after notice and hearing, find that all of the provisions of sections one and two of chapter two hundred and sixty-eight of the Public Laws for the year eighteen hundred and ninety-three, and amendments thereto, have been complied with and that public convenience requires the construction of said railroad.

Dated at Sanford, Me., September 25, 1899.

Ernest M. Goodall,
George B. Goodall,
Louis B. Goodall,
Charles A. Bodwell,
Fred J. Allen,

Directors.

Severally by HEATH & ANDREWS and FRED J. ALLEN, their
Attorneys.

We, the undersigned, Ernest M. Goodall, George B. Goodall, Louis B. Goodall, Charles A. Bodwell, Fred J. Allen, and Will J. Bodwell, all of whom are citizens of the State of Maine, hereby sign the following Articles of Association to form a company for the purpose of constructing, maintaining and oper-

ating by electricity a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows :

The name of the company shall be Atlantic Shore Line Railway Company.

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

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are from a point near the junction of Adams and Main streets between Hotel Thacher and the city building in the city of Biddeford in the county of York, through Biddeford, Kennebunkport, Kennebunk, Wells and York to the terminus of the Portsmouth, Kittery and York Street Railway in the town of York.

The length of such road, as nearly as may be, will be twenty-eight miles.

The amount of capital stock is one hundred and twenty thousand dollars.

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

Ernest M. Goodall, George B. Goodall, Louis B. Goodall, Charles A. Bodwell and Fred J. Allen, all of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

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

E. M. Goodall, Sanford, Me., 200 shares ; Louis B. Goodall, Sanford, Me., 200 shares ; C. A. Bodwell, Sanford, Me., 200 shares ; W. J. Bodwell, Sanford, Me., 200 shares ; Geo. B. Goodall, Sanford, Me., 200 shares ; Fred J. Allen, Sanford, Me., 200 shares.

We, the undersigned, Ernest M. Goodall, George B. Goodall, Louis B. Goodall and Charles A. Bodwell named as directors in the Articles of Association of the foregoing Atlantic Shore Line Railway Company, on oath depose and say that one thousand two hundred shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed, and that five per cent has been paid thereon in cash

to them as the directors named in the Articles of Association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in such Articles of Association, and this affidavit they make by endorsing on said Articles, as required by the General Laws of the State of Maine.

Dated this twenty-fifth day of September, A. D. 1899.

E. M. Goodall,
Louis B. Goodall,
C. A. Bodwell,
Geo. B. Goodall.

STATE OF MAINE.

York, ss.

September 25, 1899.

Personally appeared Ernest M. Goodall, George B. Goodall, Louis B. Goodall and Charles A. Bodwell, and made oath that the foregoing statement by them subscribed is true.

Before me,

FRED J. ALLEN,
Justice of the Peace.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, and in the Evening Express, a newspaper published at Portland in the county of Cumberland, the first publication in each paper to be at least ten days before Thursday the nineteenth day of October, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the Mousam House in Kennebunk 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 city of Biddeford, Kennebunkport, Kennebunk, Wells and York, and to the Boston and Maine Railroad Corporation, care of the President, Mr. Lucius Tuttle, Boston, Mass., six days at least before the date of said hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this fourth day of October, A. D. 1899.

Petition dismissed. Per order of the Board.

October 19, 1899.

E. C. FARRINGTON, *Clerk.*

Petition, Order of Notice and Decision of the Board relating to the Construction of a Bridge over a Highway in Kennebunk. Decision October 19, 1899.

To the Honorable Railroad Commissioners of the State of Maine:

The Boston and Maine Railroad, a corporation existing under the laws of Maine, respectfully represents:

That it now owns and operates, and for a long time prior hereto has owned and operated, a steam railroad in and through the town of Kennebunk in the county of York in said State; that at West Kennebunk in said town of Kennebunk the Eastern Division, so called, of said railroad crosses below the grade thereof, a certain street or highway duly located and maintained by said town of Kennebunk, and that said railroad has constructed and maintained an overhead bridge in the line of said highway and wholly within the limits of the location of said railroad, for the purpose of allowing the tracks of said railroad to pass under said highway, and which said bridge, together with the abutments thereof, the said railroad has long maintained and kept in repair at its own cost and expense.

And your petitioner further represents that it has now become necessary for the transaction of business upon and over said railroad at the point aforesaid, to construct and maintain a side track east of the present main track under said bridge in order to secure a longer passing track at this point, and which side track will be wholly within the limits of the location of said railroad; that in order to put in said additional track your petitioner desires to remove the present east abutment of said bridge and to rebuild said abutment about ten (10) feet east of the present location thereof, and also to widen both the east and west abutments of said bridge on the south side thereof, so that said bridge and the abutments when completed will be widened about thirteen (13) feet on the south side and said bridge be about ten (10) feet longer than as at present constructed, all of which bridge, together with the abutments thereof when so reconstructed, will be within the location of said railroad.

And your petitioners further represents that by a decree of this Honorable Board made on the second day of August, 1899,

the crossing of the track of said railroad by the Sanford and Cape Porpoise Railway Company by an overhead bridge at this point was duly approved and the manner and conditions of said crossing determined; that the proposed changes in said bridge and especially the widening of the same are for the better accommodation of public travel and of the Sanford and Cape Porpoise Railway Company in passing over said bridge; and that said decree as to the manner and conditions of the crossing of said railroad by the Sanford and Cape Porpoise Railway Company over said bridge should be so amended and changed as to conform to the proposed changes in the construction of said bridge and the abutments thereof.

Wherefore, your petitioner prays that this Honorable Board will fix a time and place for hearing on this petition and will order such notice as to the time, place and purposes of such hearing to be given to the Sanford and Cape Porpoise Railway Company and to the town of Kennebunk and to any other persons or corporations who may be interested as this Honorable Board may deem proper, and that at such hearing this Honorable Board will grant permission to your petitioner to cross the line of said street or highway with its proposed track as hereinbefore set forth and will determine the manner and conditions of said crossing, and the construction and maintenance of said bridge, and how the expense thereof shall be borne, and also determine the manner and conditions of the crossing of the Sanford and Cape Porpoise Railway Company over said bridge and the tracks of said railroad, and how the expense of construction and maintenance of the same shall be borne.

Dated the eleventh day of October, A. D. 1899.

Boston and Maine Railroad,

By WHITE & CARTER, its Attorneys.

On the foregoing petition,

Ordered, That the petitioner cause to be served a true copy of said petition, and this order of notice thereon on the municipal officers of the town of Kennebunk and the Sanford and Cape Porpoise Railway Company three days before the 19th day of October, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the Mousam House in Kenne-

bunk 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 eleventh day of October, A. D. 1899.

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 gave a hearing to all the parties interested.

Mr. Seth M. Carter appeared for the Boston and Maine Railroad.

Mr. Fred J. Allen appeared for the Sanford and Cape Porpoise Railway Company.

Mr. A. E. Haley, Chairman, appeared for the municipal officers of Kennebunk.

We hereby authorize the said Boston and Maine Railroad to remove the present east abutment of the bridge named in the said petition and to rebuild said abutment ten (10) feet east of its present position, but within the location of the Boston and Maine Railroad; and also to lengthen the east and west abutments of said bridge on the south ends thereof so that the bridge when completed will be widened about thirteen (13) feet on the south side, and the abutments may be raised so as to give, when the bridge is completed, eight (8) inches more head-room over the tracks of the Boston and Maine Railroad than exists at the present time, but the surface of the floor or travelled way of said bridge shall not be raised at the ends thereof more than eight (8) inches above the present floor or travelled way. The bridge may be crowned, not to exceed six (6) inches at the centre.

The track of the electric railroad across said bridge shall be supported by six (6) fifteen (15) inch "I" beams, thirty-seven (37) feet long, to be set on stone masonry, and arranged for timbers to be placed between them, so that the bases of the rail of the electric road across said bridge shall be flush with the tops of the beams. The balance of the bridge shall be supported by timber stringers.

A wooden beam is to be placed outside of the iron ones to support a fence. Three (3) inch plank are to be put over the beams and flush with the tops of the rails of the electric road, making a continuous floor from the roadway to the fence. The distance between the abutments to be thirty (30) feet and six (6) inches square to the track.

The Boston and Maine Railroad is to construct said new bridge and grade the highway at each end of the bridge so as to make said way safe and convenient for public travel, without expense to the town of Kennebunk.

The Sanford and Cape Porpoise Railway Company shall pay the said Boston and Maine Railroad its proportional share of the expense of rebuilding said bridge, and if the said railroad companies cannot agree upon the amount of said proportional share, the question is to be submitted to the Railroad Commissioners by agreement, and they shall award the amount which said Sanford and Cape Porpoise Railway Company shall pay to the Boston and Maine Railroad.

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

The Sanford and Cape Porpoise Railway Company shall maintain and keep in repair at its own expense its tracks and such portions of the bridge as are used for the support and maintenance thereof. The Boston and Maine Railroad shall assume the general maintenance of the bridge as reconstructed and make whatever renewals and repairs may be necessary to keep the same safe and convenient for public travel in the highway, and the Sanford and Cape Porpoise Railway Company shall pay to the Boston and Maine Railroad one-half ($\frac{1}{2}$) of the cost of said renewals and repairs.

Dated at Augusta, this nineteenth day of October, A. D. 1899.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition and Order of Notice and Action of the Board relating to a Petition for a Certificate, Permitting the Issuing of Bonds. Decision November 8, 1899.

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

GENTLEMEN :—Respectfully represents the Sanford and Cape Porpoise Railway Company, a corporation existing under the laws of the State of Maine, that in a certain trust deed or mortgage executed, recorded and delivered by said company to the State Trust Company of New York, in the state of New York, as trustee, it is provided that \$250,000 in bonds numbered from one to two hundred and fifty both inclusive, shall be issued and certified by the trustee, immediately upon the execution and recording of said trust deed or mortgage, and said bonds be delivered on order of its board of directors of said railway.

That in the construction and equipment of said road by Thomas Nevins, contractor, to this date, the actual cash disbursements for road-bed and overhead construction, equipment, and equipment of cars, amount to \$339,846.37, according to detailed statement hereto annexed.

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 file a certificate as provided in chapter 161, laws of 1895.

Respectfully submitted,
Sanford and Cape Porpoise Railway Company,
By E. M. GOODALL, 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 Kennebec Daily 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 8th day of November, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at

10 o'clock in the forenoon for the purposes indicated in said petition.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this first day of November, A. D. 1899.

Petitioners given leave to withdraw.

Per order of the Board.

E. C. FARRINGTON, *Clerk.*

November 8, 1899.

BANGOR AND AROOSTOOK RAILROAD.

STATE OF MAINE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the extension of the Bangor and Aroostook Railroad from the village of Caribou, through the towns of Caribou, Woodland, New Sweden, the townships of sixteen and seventeen in Range third, and the town of Van Buren to the village of Van Buren, a distance of thirty-three and two-tenths miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this thirteenth day of November, A. D. 1899.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.





VIEW ON LINE OF THE SANFORD AND CAPE PORPOISE RAILWAY.

SANFORD AND CAPE PORPOISE RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners for the State of Maine, having made a careful inspection of that portion of the Sanford and Cape Porpoise Railway, from the bridge over the Western Division of the Boston and Maine Railroad, in the town of Kennebunk, through the towns of Kennebunk and Kennebunkport, to the wharf at Cape Porpoise in said town of Kennebunkport, a distance of five, and eighty-three one hundredths of a mile; also a branch of said railway in the village of Kennebunk: beginning on the main line at station 718+03.64; thence extending through Storer and Main streets to station 747+02.33 on said main line; also a spur in said town of Kennebunk: beginning on said main line at station 776+30.3; thence over the land of said Boston and Maine Railroad to a point opposite the freight depot of said Boston and Maine Railroad, a distance of thirteen one hundredths 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 14th day of November, A. D. 1899.

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 5th day of April, A. D. 1899, on the Line of the Portland & Rochester Railroad near Westbrook Station, Me.

STATE OF MAINE.

In Board of Railroad Commissioners.

On the 5th day of April, A. D. 1899, the Board of Railroad Commissioners received notice by telegraph from Mr. H. W. Davis, superintendent of the Portland and Rochester Railroad, that the boiler of a locomotive in service on that road had exploded when near Westbrook station on said railroad. The Board went to said station, examined the location, and made arrangements for an investigation to be held the next day at 10 o'clock A. M. at said Westbrook. Previous notice had been given to Eben N. Perry, Esq., a coroner of Cumberland county, who had commenced action in the matter, that the Board of Railroad Commissioners would investigate the accident.

Hon. George Libby, county attorney for the county of Cumberland, appeared for the State and took part in the proceedings. Stephen C. Perry of the firm of N. & H. B. Cleaves and Stephen C. Perry, appeared for the railroad company.

On the morning of the sixth of April, the full Board met at the roundhouse of the Portland and Rochester Railroad and examined the locomotive that had been injured as aforesaid the day before, known as the Presumpscot and numbered 1.

They found the inside shell of the firebox on the engineer's side torn from the outside shell and blown to the opposite side, tearing off a portion of the crown sheet, bending it to a lap, the said inside shell torn from the don sheet; the stay bolts down to the mud ring broken, but the sheet still connected to the mud ring. The broken stay bolts at once indicated to the Board that many of them had been broken for sometime, and those broken by the explosion, showing a considerably reduced area of good metal at point of fracture. The conclusion then and there made by the Board, that such broken stay bolts was the immediate cause of the explosion, was fully corroborated by the testimony of the experts, subsequently chosen, as well as by other testimony.

At ten o'clock of said sixth day of April, the Board met at the municipal court room of the city of Westbrook, the counsel aforesaid and Coroner Perry being present. The Board heard all the testimony then to be heard or known. An adjournment of the hearing was made to the West End Hotel, in the city of Portland, for Monday the tenth day of April, A. D. 1899, at two o'clock in the afternoon. Experts had been agreed upon by the Board, the county attorney, and the railroad company, to examine the boiler and report in writing at the aforesaid adjourned meeting.

The Board met at the West End Hotel according to the aforesaid adjournment and heard such testimony as was presented, and accepted the report of John W. Estle and Frank E. Hitchings, both of said Portland, who had been as aforesaid chosen as experts.

The testimony showed that the locomotive was built by the Portland Company in the year 1886. That in March, 1898, said locomotive, having been in a collision that had injured her front flue sheet, had been extensively repaired by said Portland Company, a part of which repairs was a new front flue sheet and a full set of new tubes, the expense therefore being more than twenty-six hundred dollars. Quite a number of new stay bolts were put in at that time, but the Board is very strongly inclined to the belief, judging from the condition of the rent over the fractured ends of the broken stay bolts, that many of them were in such broken condition at the time of said repair, or before. Be that as it may, the Board is confident that the explosion was the result of the large number of broken stay bolts found just above the water log, so called, in the flare of the outside shell, on the engineer's side, and this confidence is strengthened and fully corroborated by the report and testimony of the aforementioned experts and by other testimony.

Testimony was introduced as to a leak, the day before the accident, in one stay bolt in the firebox, and of notice to the foreman and master mechanic of such leak. While such leak may not indicate a broken stay bolt, it is a warning of danger that should be heeded.

An examination by any of the methods in common use to-day would have detected more or less of the stay bolts found broken, which had been broken for some months.

We are aware of the fact that those in charge of this and all locomotives of the company may have been less watchful than they otherwise would have been, because this particular locomotive had been so fully repaired by the Portland Company at a comparatively late date, especially the boiler, which had been repaired by having new front tube sheet, and new tubes (the labor bill alone being about four hundred and sixty dollars for boiler repairs). While such repairs were being made a good opportunity was had for examination of stay bolts. Many were found broken and replaced, but the rusted condition of many of those found broken after the explosion indicates that they must have been broken for some time, and it is more than possible, quite probable, they were broken before the engine went to the shop for aforementioned repairs.

The Board, while charging no willful, or criminal negligence to those employes of said railroad, whose duty it was and is to see that all boilers are in safe condition, believes that the exercise of the degree of caution and skill reasonably to be demanded of men in such positions would have instituted examinations and caused repairs and renewals to be made in the stay bolts in said boiler that would have prevented said explosion.

In view of all the facts and testimony, the Board of Railroad Commissioners find that James A. Bickford and John E. Eldridge, both late of Portland in the county of Cumberland and State of Maine, came to their deaths on the fifth day of April, A. D. 1899, by reason of the explosion of the boiler of a locomotive named the Presumpscot, and numbered 1, then owned and in use by the Portland & Rochester Railroad and of which said James A. Bickford was engineer and said John E. Eldridge was fireman.

Dated at Augusta, this eighteenth day of April, A. D. 1899.

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 Milo Junction on the 28th day of October, A. D. 1899.

Report of an investigation by the Railroad Commissioners upon an accident to a train on the Bangor and Aroostook Railroad.

On the 28th day of October, A. D. 1899, a serious accident occurred on the Bangor and Aroostook Railroad, whereby one John Melville was instantly killed.

Train No. 46, which was a regular freight train made up of twelve cars and a caboose, with William Olsen conductor, left Maine Central station, Foxcroft, at 11.25 P. M. and ran to Milo Junction. The train was behind time and arrived at the semaphore north of the junction some ten or fifteen minutes before one o'clock, A. M. The semaphore was set against the yard, and the engineer stopped his train on the main line. Mr. Olsen testifies that he told the rear brakeman, John Melville, to protect the rear of the train.

Locomotive 29 had run from Hartwell early in the evening, to Guilford, wearing signals for its return, which the trainmen of train No. 46 had recognized when it passed the Maine Central station at Foxcroft. At Guilford, engine 29 was changed for engine 25, with the same crew, and was on its way back to Hartwell on the signals worn by No. 29. This locomotive was in charge of Lyman Eaton, engineer, and Hugh Robert Hemphill, conductor.

No. 25 overtook No. 46, which was standing at the semaphore at Milo, at 1.10 A. M. Eaton and Hemphill, and Bates the fireman of No. 25, all testified that they saw no signals warning them of any danger north of the semaphore.

Eaton the engineer, testifies that the first he saw was the tail lights from the caboose on No. 46, and that he applied his air, reversed his engine and made every possible effort to stop the engine, but that it was a new rail, the weather was misty and the rail was wet, and that he could not stop his engine, and ran into the caboose on the rear end of No. 46.

Mr. Olsen, the conductor of 46, testifies that when his train stopped at the semaphore he told John Melville, rear brakeman, to protect the rear of his train, and he went forward to the engine to see what they were held out of the yard for.

He testifies that after talking with the engineer some ten minutes he went forward to the station, which must have taken him at least ten minutes to walk,—that just as he got to the station and on to the platform, he heard the crash of engine 25 running into the rear end of his train.

He testifies that he did not see Melville go back with the lights, but he saw him take the lights in his hand and start, and supposed he went back. By the rules of the company it is the duty of the rear brakeman, when a train stops on the main track for any purpose, to immediately protect the rear by flags in the day time, or by lights at night.

Mr. Olsen testifies that at Dover station an hour previous Melville had protected the rear of his train from the same engine, knowing that it was north towards Guilford, and liable to return.

Why Melville did not go back when the train was stopped at the semaphore will always remain a mystery. It was not only his duty to go, but Olsen testifies positively that he told him to go, and saw him take his lights to go, and supposed he had gone.

While it may be said that Mr. Olsen should have seen that the brakeman did go back with his lantern, we feel that under all the circumstances Olsen cannot be blamed. He seemed very fair in his testimony, and seemed to realize the responsibility of his position in the matter, and in every way appeared to be honest and frank in his testimony, which is certainly commendable in him. We attribute no blame to Mr. Olsen.

The reason why Melville did not go back with his lights to protect his train is only left to conjecture. The real fact will never be known. That he did not go back, and that he remained in the caboose and lost his life by means thereof, we do know. Whether he was taken suddenly ill, or whether he thought he had plenty of time and waited too long, or whether he had fallen asleep, all of which suggestions have been made, it is not worth while to speculate.

We only know that he remained in the caboose, and did not do his duty; and we find that John Melville came to his death

on train No. 46 on the Bangor and Aroostook Railroad on the morning of October 28th by means of engine No. 25 on the Bangor and Aroostook Railroad running into the rear end of train No. 46, and that so far as we are able to ascertain, no one was to blame except John Melville himself.

Dated at Augusta this 28th day of November, A. D. 1899.

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, 1899.

CONTENTS OF TABLES.

STEAM RAILROAD CORPORATIONS.

TABULATED STATEMENTS.

	Column.	Page.
Tabulation of Returns, Assets and Liabilities:		
Bangor and Aroostook Railroad.....	1	184
Boston and Maine Railroad.....	2	184
Bridgton and Saco River Railroad.....	3	184
Canadian Pacific Railway.....	4	184
Franklin and Megantic Railroad.....	5	187
Georges Valley Railroad.....	6	187
Grand Trunk Railway.....	7	187
Kennebec Central Railroad.....	8	187
Lime Rock Railroad.....	9	190
Maine Central Railroad.....	10	190
Monson Railroad.....	11	190
Patten and Sherman Railroad.....	12	190
Phillips and Rangeley Railroad.....	13	193
Portland and Rochester Railroad.....	14	193
Portland and Rumford Falls Railway.....	15	193
Rumford Falls and Rangeley Lakes Railroad.....	16	196
Sandy River Railroad.....	17	196
Sebeccook and Moosehead Railroad.....	18	196
Somerset Railroad.....	19	196
St. Croix and Penobscot Railroad.....	20	199
Washington County Railroad.....	21	199
Wiscasset and Quebec Railroad.....	22	199
York Harbor and Beach Railroad.....	23	199

COMPARATIVE STATEMENTS.

	Column.	Page.
Cost, Capital Stock and Net Debt per Mile of Road		
Owned:		
Construction	24	202
Equipment	25	202
Total permanent investments	26	202
Capital stock	27	202
Net debt	28	202
Total capital stock and net debt	29	202
Earnings and Expenses of Operation:		
Passenger revenue	30	203
Freight revenue	31	203
Other earnings from operation	32	203
Gross earnings from operation	33	203
Operating expenses	34	203
Net income from operation	35	203
Percentage of operating expenses to gross income	36	203
Earnings and Expenses per Mile of Road Operated:		
Gross income from operation	37	204
Operating expenses	38	204
Net income from operation	39	204
Earnings and Expenses per Revenue-Train Mile:		
Gross income from operation	40	204
Operating expenses	41	204
Net income from operation	42	204
Repairs, Wages and Fuel per Total Train Mile:		
Repair of road-bed	43	205
Renewal of rails	44	205
Repair of bridges	45	205
Repair of locomotives	46	205
Repair of passenger, baggage and mail cars	47	205
Repair of freight cars	48	205
Wages	49	205
Fuel	50	205
Cost of repairs:		
Per locomotive	51	206
Per passenger, baggage and mail car	52	206
Per freight car	53	206
Averages:		
Per passenger: average journey	54	206
Per ton of freight: average haul	55	206
Per train mile: average passengers	56	206
Per train mile: average tons of freight	57	206

TABULATED STATEMENTS FROM RETURNS OF STEAM RAILROAD CORPORATIONS.

OPERATING RAILROADS.	1—BANGOR AND AROOSTOOK.	2—BOSTON AND MAINE.	3—BRIDGTON AND SACO RIVER.	4—CANADIAN PACIFIC. (International.)
ASSETS.				
Construction	\$7,296,377 35	\$32,913,270 40	\$216,366 70	\$6,471,247 01
Equipment	419,135 46	4,578,149 91	35,014 00	398,468 72
Other permanent property	17,896 48	7,470,922 41	.....	159,531 28
<i>Total permanent investments</i>	7,733,409 29	44,962,342 72	251,380 70	7,029,247 01
Cash and current assets	288,782 70	5,815,413 97	11,497 82	.....
Miscellaneous assets	1,434,126 91	2,818,453 37	382 22	.....
GROSS ASSETS	9,456,318 90	53,596,210 06	263,260 74	7,029,247 01
LIABILITIES.				
Capital stock, common	1,050,000 00	19,219,775 00	101,950 00	2,273,000 00
Capital stock, preferred	1,128,307 64	3,149,800 00	.....	.....
<i>Total capital stock</i>	2,178,307 64	22,369,575 00	101,950 00	2,273,000 00
Funded debt.....	6,823,793 44	21,305,333 61	134,700 00	3,514,000 00
Real estate mortgages .....	.....	594,800 00	.....	.....
Current liabilities	284,535 71	3,675,178 88	12,726 47	*159,531 28
Accrued liabilities	49,087 19	2,873,820 52	714 74	1,082,716 73
<i>Total indebtedness</i>	7,157,416 34	28,449,133 01	148,141 21	4,756,248 01
Sinking and other special funds .....	.....	1,018,512 32	.....	.....
GROSS LIABILITIES	9,335,723 98	51,837,220 33	250,091 21	7,029,248 01
INCOME.				
Revenue from passengers	236,968 36	8,522,202 24	12,202 33	89,540 92
Revenue from mails	31,972 84	346,748 03	997 30	29,153 82
Revenue from express	8,381 83	619,173 03	3,395 95	12,746 81
Revenue from extra baggage and storage	2,923 22	116,145 25	187 07	.....
<i>Total passenger revenue</i>	280,246 25	9,604,268 55	16,783 25	141,158 16
Revenue from freight	610,672 70	10,286,338 96	19,007 15	344,192 32
Revenue from other freight service .....	.....	51,076 50	.....	19,714 61
<i>Total freight revenue</i>	610,672 70	10,337,415 46	19,007 15	344,192 32
<i>Total passenger and freight revenue</i>	890,918 95	19,941,684 01	35,790 40	485,350 48
Other earnings from operation	38,334 61	85,564 10	.....	.....
<i>Gross earnings from operation</i>	929,253 56	20,027,248 11	35,790 40	485,350 48
Income from other sources .....	.....	518,483 28	704 63	.....
GROSS INCOME	929,253 56	20,545,731 39	36,495 03	485,350 48

* Equipment trust obligations.

† Other items.

EXPENDITURES.				
Operating expenses	573,161 33	13,712,613 71	24,235 17	455,841 08
Interest on funded and other debts	227,405 13	1,091,634 09	6,374 68	76,688 46
Taxes	3,031 91	1,105,648 97	209 25	1,158 56
Rentals paid	76,788 50	3,288,589 08		1,680 00
Other charges upon income		67,829 52		
Dividends paid		1,234,002 00	4,078 00	
GROSS EXPENDITURES	880,386 87	20,500,317 37	34,897 10	535,368 10
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	356,092 23	6,314,634 40	11,555 23	29,509 40
Income from other sources		518,483 28	704 63	
<i>Total income above operating expenses.</i>	356,092 23	6,833,117 68	12,259 86	29,509 40
Interest, taxes, rentals and other charges	307,225 54	5,553,702 66	6,583 93	79,527 02
<i>Net divisible income.</i>	48,866 69	1,279,415 02	5,675 93	*50,017 62
Amount of dividends declared		1,234,002 00	4,078 00	
Percentage of dividends declared		6	4	
SURPLUS.				
Surplus June 30, 1898	71,728 23	1,713,576 71	11,571 60	
Surplus for the year	48,866 69	45,413 02	1,597 93	
TOTAL SURPLUS JUNE 30, 1899	120,594 92	1,758,989 73	13,169 53	
VOLUME OF TRAFFIC, ETC.				
Passengers carried	239,092	31,607,156	19,717	77,518
Passengers, average length of journey	40.46	15.73	13.20	76.51
<i>Total passenger mileage</i>	9,633,469	497,027,126	260,604	5,931,404
Average fare per mile on local tickets	3.75c	1.70c	4.36c	3c
Average fare on commutation tickets	2c	†1 to 2c. 2 to 2.25c	5.90c	
Average fare on mileage tickets	2.37c	2c 1000 m. 2.25c 500 m.		2c
Average fare on season tickets		0.661c		
Average fare on joint tickets	3c	1.819c	5c	2 to 3c
Tons of freight hauled	408,858	10,644,376	20,944	389,421
Average length of haul	94.72	67.59	15.18	173.93
<i>Total freight mileage.</i>	38,727,843	719,460,569	317,918	67,729,806
Miles run by passenger trains	414,696	8,305,079		152,149
Miles run by freight trains	457,217	5,454,819		340,101
Miles run by mixed trains			44,640	31,079
<i>Total mileage of trains earning revenue</i>	871,913	13,759,898	44,640	523,329
Miles run by switching trains	206,275	3,067,410	2,778	
Miles run by construction and other trains	89,624	386,518	2,189	31,079
<i>Total train mileage.</i>	1,167,812	17,213,826	49,602	554,408

* Deficit. † Within suburban circuit.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	1—BANGOR AND AROOSTOOK.	2—BOSTON AND MAINE.	3—BRIDGTON AND SACO RIVER.	4—CANADIAN PACIFIC (International.)
EQUIPMENT.				
Number of locomotives	35	671	3	10
Number of passenger and combination cars	31	981	2	
Number of dining, parlor and sleeping cars		8		
Number of baggage, express and mail cars	12	211	2	
Number of freight cars (basis 8 wheels)	1,251	11,791	37	1,000
Number of officers' and pay cars	1	5		
Number of gravel and other cars	106	535		6
MISCELLANEOUS.				
Whole number of stockholders	376	6,308	89	
Whole number in Maine	376	457	78	
Amount of stock held in Maine	\$1,485,200	\$1,420,400	\$93,600	
Total miles of road operated	332.36	1,715.59	21.25	
Total miles of road operated in Maine	332.36	105.45	21.25	
Highway grade crossings in Maine	155	66	21	
Railroad grade crossings in Maine	1	6		26
Average number of employees	1,057	15,266	40	270

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	5—FRANKLIN AND MEGANTIC.	6—GEORGES VALLEY.	7—GRAND TRUNK.	8—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	\$4,632 79	3,639 84		3,388 03
Miscellaneous assets	1,621 25			301 62
GROSS ASSETS	6,254 04	88,804 20	8,922,000 00	85,268 30
LIABILITIES.				
Capital stock, common	*	100,000 00	5,484,000 00	41,250 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	30,060 00
Current liabilities	8,371 59	3,948 62		3,798 22
Accrued liabilities				178 83
<i>Total indebtedness</i>	8,371 59	53,948 62	3,438,000 00	33,972 05
GROSS LIABILITIES	8,371 59	153,948 62	8,922,000 00	75,222 05
INCOME.				
Revenue from passengers	4,276 40	1,460 30	237,223 27	7,953 10
Revenue from mails	1,077 56	249 77	25,675 91	310 80
Revenue from express	705 11	330 02	23,512 82	358 63
Revenue from extra baggage and storage	28 60			
Revenue from other passenger service				43 64
<i>Total passenger revenue</i>	6,087 67	2,040 09	286,412 00	8,666 17
Revenue from freight	16,197 78	10,513 11	914,931 24	6,705 75
<i>Total freight revenue</i>	16,197 78	10,513 11	914,931 24	6,705 75
<i>Total passenger and freight revenue</i>	22,285 45	12,553 20	1,201,334 24	15,371 92
Other earnings from operation				190 00
<i>Gross earnings from operation</i>	22,285 45	12,553 20	1,201,334 24	15,561 92
Income from other sources			2,740 23	
GROSS INCOME	22,285 45	12,553 20	1,204,074 47	15,561 92

RAILROAD COMMISSIONERS' REPORT. 187

* This company was formed by the bondholders of the Franklin and Megantic Railroad Company. \$50,000 in bonds represents stock.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	5—FRANKLIN AND MEGANTIC.	6—GEORGES VALLEY.	7—GRAND TRUNK.	8—KENNEBEC CENTRAL.
EXPENDITURES.				
Operating expenses	\$20,881 72	\$6,535 96	\$1,085,834 34	\$10,527 54
Interest on funded and other debts	612 82	3,454 10	553,320 00	1,691 33
Taxes	102 82	43 97	42,074 89	252 28
Dividends paid				2,400 00
GROSS EXPENDITURES.....	21,597 36	10,034 06	1,681,229 23	12,471 15
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	1,403 73	6,017 24	115,509 90	5,034 38
Income from other sources			2,740 23	
<i>Total income above operating expenses.....</i>	1,403 73	6,017 24	118,250 13	5,034 38
Interest, taxes, rentals and other charges	715 64	3,498 07	595,394 89	1,943 61
<i>Net divisible income.....</i>	688 09	2,519 17	*477,145 76	3,090 77
Amount of dividends declared				2,400 00
Percentage of dividends declared				6
SURPLUS.				
Surplus June 30, 1898	*2,805 64	536 11	*379,373 15	9,355 48
Surplus for the year	688 09	2,519 17	*477,145 76	690 77
TOTAL SURPLUS JUNE 30, 1899.....	*2,117 55	3,055 28	*856,518 91	10,046 25
VOLUME OF TRAFFIC, ETC.				
Passengers carried	7,590	5,600	232,426	51,321
Passengers, average length of journey	15.01		32.55	4.92
<i>Total passenger mileage.....</i>	113,964		7,566,606	252,333
Average fare per mile on local tickets	3.95c	4.75c	2.048c	3c
Average fare on commutation tickets	2.50c		1.505c	1.45c
Average fare on mileage tickets			2c	
Average fare on season tickets			0.867c	
Average fare on joint tickets		4.75c	2.154c	
Tons of freight hauled	19,898	37,455	1,117,752	5,378
Average length of haul	22.20		72.26	5
<i>Total freight mileage.....</i>	441,761		80,764,867	26,890

* Deficit.

Miles run by passenger trains.....	15,513		237,919	13,500
Miles run by freight trains	14,233		428,085	
Miles run by mixed trains	14,806	10,012	1,039	2,950
<i>Total mileage of trains earning revenue</i>	<i>44,552</i>	<i>10,012</i>	<i>667,043</i>	<i>16,450</i>
Miles run by switching trains.....	8,811		138,635	3,415
Miles run by construction and other trains.....			60,868	
<i>Total train mileage</i>	<i>53,363</i>	<i>10,012</i>	<i>866,546</i>	<i>19,865</i>
EQUIPMENT.				
Number of locomotives	2	1		2
Number of passenger and combination cars.....	1	1		2
Number of baggage, express and mail cars	1			
Number of freight cars (basis 8 wheels)	28	5		8
MISCELLANEOUS.				
Whole number of stockholders		104	1,630	
Whole number in Maine		103	75	
Amount of stock held in Maine.....			\$13,400 00	
Total miles of road operated	25	8 50	171.99	
Total miles of road operated in Maine	25	8 50	89.37	
Highway grade crossings in Maine	13	4	82	5
Railroad grade crossings in Maine.....			3	
Average number of employees.....	32	10	1,626	10

*Equipment furnished by lessees.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	9—LIME ROCK.	10—MAINE CENTRAL.	11—MONSON.	12—PATTEN AND SHERMAN.
ASSETS.				
Construction	\$381,231 96	\$13,032,524 86	\$60,886 68	\$76,128 39
Equipment	114,996 22	2,434,639 47	17,261 95	5,599 00
Other permanent property	35,250 00	641,939 28		
<i>Total permanent investments</i>	531,478 18	16,109,103 61	78,148 63	81,727 39
Cash and current assets	14,481 42	814,026 60	247 09	1,154 32
Miscellaneous assets	55,055 87	940,375 18		200 00
GROSS ASSETS	601,015 47	17,863,505 39	78,395 72	83,081 71
LIABILITIES.				
Capital stock, common	450,000 00	4,987,800 00	70,000 00	36,000 00
<i>Total capital stock</i>	450,000 00	4,987,800 00	70,000 00	36,000 00
Funded debt	397,000 00	10,792,192 00	70,000 00	
Current liabilities	39,323 83	907,934 84	73,005 20	48,323 08
Accrued liabilities		354,016 79		
<i>Total indebtedness</i>	436,323 83	12,054,143 63	143,005 20	48,323 08
Sinking and other special funds	94,000 00	697,181 52		
GROSS LIABILITIES	980,323 83	17,739,125 15	213,005 20	84,323 08
INCOME.				
Revenue from passengers		1,885,146 15	1,164 24	2,126 70
Revenue from mails		179,260 12	192 16	274 44
Revenue from express		74,200 00	132 08	159 76
Revenue from extra baggage and storage		31,371 61	90 19	63 50
Revenue from other passenger service		11,486 43		2 00
<i>Total passenger revenue</i>		2,181,464 31	1,578 67	2,626 40
Revenue from freight	71,617 95	2,829,198 72	3,961 37	2,344 97
Revenue from other freight service		11,434 47		
<i>Total freight revenue</i>	71,617 95	2,840,633 19	3,961 37	2,344 97
<i>Total passenger and freight revenue</i>		5,022,097 50	5,540 04	4,971 37
Other earnings from operation	792 50	27,591 66		61 24
<i>Gross earnings from operation</i>	72,410 45	5,049,689 16	5,540 04	5,030 61
Income from other sources	2,547 69	53,479 68	12 00	
GROSS INCOME	74,958 14	5,103,168 84	5,552 04	5,030 61

EXPENDITURES.					
Operating expenses	28,221 39	3,283,337 40	5,065 77	4,904 92	
Interest on funded and other debts.....	23,372 73	599,365 28	4,862 34		
Taxes	1,248 11	121,723 33	20 35	74 20	
Rentals paid.....		647,089 32			
Other charges upon income.....		29,440 00			
Dividends paid.....	6,750 00	298,531 50			
GROSS EXPENDITURES	59,592 23	4,979,487 43	9,948 46	4,979 12	
CONDENSED EXHIBIT FOR THE YEAR.					
Net income from operation.....	44,189 06	1,766,351 76	474 27	125 69	
Income from other sources.....	2,547 69	53,479 68	12 00		
<i>Total income above operating expenses</i>	46,736 75	1,819,831 44	486 27	125 69	
Interest, taxes, rentals and other charges.....	24,620 84	1,397,618 53	4,882 69	74 20	
<i>Net divisible income</i>	22,115 91	422,212 91	*4,396 42	51 49	
Amount of dividends declared.....	6,750 00	298,531 50			
Percentage of dividends declared.....	1.50	6			
SURPLUS.					
Surplus June 30, 1898.....	15,019 95	42,338 83	*130,213 06	*1,292 86	
Surplus for the year.....	15,365 91	123,681 41	*4,396 42	51 49	
Additions during the year.....		28,947 35			
Deductions during the year.....	7,694 22	70,587 35			
TOTAL SURPLUS JUNE 30, 1899.....	22,691 64	124,380 24	*134,609 48	*1,241 37	
VOLUME OF TRAFFIC, ETC.					
Passengers carried.....		2,136,470	3,849	6,873	
Passengers, average length of journey.....		38.90	6.16	5.84	
<i>Total passenger mileage</i>		83,103,024	23,710	40,138	
Average fare per mile on local tickets.....		2.30c	.0409c	.06c	
Average fare on commutation tickets.....					
Average fare on mileage tickets.....					
Average fare on season tickets.....					
Average fare on joint tickets.....					
Tons of freight hauled.....	247,485	3,217,809	6,110	4,469	
Average length of haul.....		79.84	6.16	5.84	
<i>Total freight mileage</i>		256,903,895	37,637	26,093	
Miles run by passenger trains.....		1,739,415		7,393	
Miles run by freight trains.....		1,514,095			
Miles run by mixed trains.....			13,066	3,697	
<i>Total mileage of trains earning revenue</i>		3,253,510	13,066	11,090	
Miles run by switching trains.....		1,149,947	626		
Miles run by construction and other trains.....		190,475			
<i>Total train mileage</i>		4,593,932	13,692	11,090	

* Deficit.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	9—LIME ROCK.	10—MAINE CENTRAL.	11—MONSON.	12—PATTEN AND SHERMAN.
EQUIPMENT.				
Number of locomotives	3	160	2	1
Number of passenger and combination cars.....		171	1	1
Number of baggage, express and mail cars		60		
Number of freight cars (basis 8 wheels).....	12	3,350	19	
Number of officers' and pay cars		1		
Number of gravel and other cars.....	*401	484		
MISCELLANEOUS.				
Whole number of stockholders	46	844	16	10
Whole number in Maine	43	419	4	10
Amount of stock held in Maine	\$446,850 00	\$1,197,600	\$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	648.52	8.16	5.84
Highway grade crossings in Maine	13	625	6	
Railroad grade crossings in Maine	3	8		
Average number of employees	20	3,416	8	7

* Dump cars.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	13—PHILLIPS AND RANGELEY.	14—PORTLAND AND ROCHESTER.	15—PORTLAND AND RUMFORD FALLS.
ASSETS.			
Construction	\$238,934 48	*\$700,552 42	\$2,057,535 62
Equipment	57,588 28	.....	174,830 36
Other permanent property .....	.....	21,304 09	190,560 57
<i>Total permanent investments</i>	296,522 76	721,856 51	2,422,926 55
Cash and current assets	9,056 31	137,037 73	130,854 79
Miscellaneous assets	587 05	16,995 69	33,851 91
GROSS ASSETS	306,166 12	874,989 93	2,587,638 25
LIABILITIES.			
Capital stock, common	99,400 00	592,070 45	1,000,000 00
<i>Total capital stock</i>	99,400 00	592,070 45	1,000,000 00
Funded debt	200,000 00	113,500 00	1,350,000 00
Current liabilities	61,389 04	49,058 00	36,326 47
Accrued liabilities	11,265 06	1,135 00	12,493 34
<i>Total indebtedness</i>	272,654 10	163,693 00	1,398,819 81
GROSS LIABILITIES	372,054 10	755,763 45	2,398,819 81
INCOME.			
Revenue from passengers	9,634 78	77,186 99	58,253 63
Revenue from mails	1,650 73	8,361 12	6,001 75
Revenue from express	1,474 71	8,622 28	3,500 00
Revenue from extra baggage and storage	460 87	.....	545 17
Revenue from other passenger service .....	.....	.....	258 35
<i>Total passenger revenue</i>	13,221 09	94,170 39	68,563 90
Revenue from freight	15,897 84	171,870 81	230,286 74
Revenue from other freight service	5,696 70	.....	.....
<i>Total freight revenue</i>	21,594 54	171,870 81	230,286 74
<i>Total passenger and freight revenue</i>	34,815 63	266,041 20	298,850 64
Other earnings from operation	113 23	.....	1,957 65
<i>Gross earnings from operation</i>	34,928 86	266,041 20	300,808 29
Income from other sources .....	.....	3,451 08	35,931 58
GROSS INCOME	34,928 86	269,492 28	334,739 87

* Covers construction and equipment.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

194

RAILROAD COMMISSIONERS' REPORT.

OPERATING RAILROADS.	13—PHILLIPS AND RANGELEY.	14—PORTLAND AND ROCHESTER.	15—PORTLAND AND RUMFORD FALLS.
EXPENDITURES.			
Operating expenses	\$26,358 65	\$211,232 19	\$184,266 32
Interest on funded and other debts	13,271 44	425 90	56,049 35
Taxes	151 80	6,535 74	5,526 32
Other charges upon income .....	.....	15,000 00	.....
Dividends paid .....	.....	35,524 22	60,000 00
GROSS EXPENDITURES	39,781 89	268,717 15	305,841 99
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation	8,570 21	54,809 01	116,541 97
Income from other sources .....	.....	3,451 08	33,931 58
<i>Total income above operating expenses.</i>	8,570 21	58,260 09	150,473 55
Interest, taxes, rentals and other charges	13,423 24	21,960 74	61,575 67
<i>Net divisible income</i>	*4,853 03	36,299 35	88,897 88
Amount of dividends declared .....	.....	35,524 22	60,000 00
Percentage of dividends declared .....	.....	6	6
SURPLUS.			
Surplus June 30, 1898	*61,034 95	118,512 71	118,630 62
Surplus for the year	*4,853 03	775 13	28,897 88
Additions during the year .....	.....	.....	48,877 78
Deductions during the year .....	.....	61 36	2,592 84
TOTAL SURPLUS JUNE 30, 1899	*65,887 98	119,226 48	188,813 44
VOLUME OF TRAFFIC, ETC.			
Passengers carried	10,729	273,516	94,583
Passengers, average length of journey	25.36	23.78	.....
<i>Total passenger mileage</i>	272,076	3,414,660	2,247,204
Average fare per mile on local tickets .....	.....	2.56c	2.46c
Average fare on commutation tickets .....	.....	.....	†1.01c
Average fare on mileage tickets .....	.....	2.5c	†2c 0 21c
Average fare on season tickets .....	.....	0.74c	.....
Average fare on joint tickets .....	.....	3.43c	3.54c
Tons of freight hauled	19,543	307,470	367,735
Average length of haul	17.90	35.67	27.96
<i>Total freight mileage</i>	349,858	11,891,593	10,281,492

* Deficit.

† Two cents on 1,000, 2½ cents on 500 miles.

Miles run by passenger trains.....	23,635	132,500	90,158
Miles run by freight trains.....	462	97,200	103,503
Miles run by mixed trains.....	18,145		
<i>Total mileage of trains earning revenue.....</i>	<i>42,242</i>	<i>229,700</i>	<i>193,661</i>
Miles run by switching trains.....	6,878	33,400	49,497
Miles run by construction and other trains.....	6,750	24,500	24,817
<i>Total train mileage.....</i>	<i>55,870</i>	<i>287,600</i>	<i>267,975</i>
EQUIPMENT.			
Number of locomotives.....	4	16	11
Number of passenger and combination cars.....	4	12	9
Number of baggage, express and mail cars.....	1	5	1
Number of freight cars (basis 8 wheels).....	100	180	119
Number of officers and pay cars.....	.....	1	.....
Number of gravel and other cars.....	3	43	43
MISCELLANEOUS.			
Whole number of stockholders.....	.....	96	45
Whole number in Maine.....	.....	79	39
Amount of stock held in Maine.....	.....	\$100,700 00	\$946,100 00
Total miles of road operated.....	28.60	53.86	68.05
Total miles of road operated in Maine.....	28.60	50.86	68.05
Highway grade crossings in Maine.....	.....	85	56
Railroad grade crossings in Maine.....	.....	2	1
Average number of employees.....	.....	242	247

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	16—RUMFORD FALLS AND RANGELEY LAKES.	17—SANDY RIVER.	18—SEBASTICOOK AND MOOSEHEAD.	19—SOMERSET.
ASSETS.				
Construction	\$495,182 16	\$216,171 98		\$1,042,083 02
Equipment	95,024 96	47,167 64		32,758 05
Other permanent property	1,548 27	46,065 20		
<i>Total permanent investments.</i>	591,755 39	309,404 82		1,074,841 07
Cash and current assets	14,044 79	9,541 66		14,725 48
Miscellaneous assets		973 00		14,780 25
GROSS ASSETS	605,800 18	319,919 48		1,104,346 80
LIABILITIES.				
Capital stock, common	150,000 00	100,000 00		736,648 76
<i>Total capital stock</i>	150,000 00	100,000 00		736,648 76
Funded debt	412,154 04	300,000 00		225,000 00
Current liabilities	5,235 42	18,089 26		74,984 09
Accrued liabilities	5,000 00	1,818 33		
<i>Total indebtedness.</i>	422,389 46	319,907 59		299,984 09
GROSS LIABILITIES	572,389 46	419,907 59		1,036,632 85
INCOME.				
Revenue from passengers	10,733 50	13,271 86	\$3,084 37	\$20,684 55
Revenue from mails	1,202 94	1,379 88	372 00	2,990 00
Revenue from express	497 79	1,512 40	511 61	1,935 09
Revenue from extra baggage and storage		102 93		280 58
Revenue from other passenger service		11 00		
<i>Total passenger revenue</i>	12,434 23	16,278 07	3,967 98	25,890 22
Revenue from freight	60,833 22	31,590 79	6,019 62	54,159 89
<i>Total freight revenue</i>	60,833 22	31,590 79	6,019 62	54,159 89
<i>Total passenger and freight revenue</i>	73,267 45	47,868 86	9,987 60	80,050 11
Other earnings from operation	872 19	327 63		145 29
<i>Gross earnings from operation.</i>	74,139 64	48,196 49	9,987 60	80,195 40
Income from other sources		2,500 00		
GROSS INCOME	74,139 64	50,696 49	9,987 60	80,195 40

EXPENDITURES.				
Operating expenses	48,639 67	25,993 50	5,369 46	54,171 92
Interest on funded and other debts	20,100 00	15,405 74		15,026 66
Taxes	1,271 75	519 14		639 81
Dividends paid		6,000 00		
GROSS EXPENDITURES	70,011 42	47,918 38	5,369 46	69,838 39
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	25,499 97	22,202 99	4,618 14	26,023 48
Income from other sources		2,500 00		
<i>Total income above operating expenses</i>	25,499 97	24,702 99	4,618 14	26,023 48
Interest, taxes, rentals and other charges	21,371 75	15,924 88		15,664 47
<i>Net divisible income</i>	4,128 22	8,778 11	4,618 14	10,357 01
Amount of dividends declared		6,600 00		
Percentage of dividends declared		6		
SURPLUS.				
Surplus June 30, 1898	29,866 47	*102,766 82		62,314 54
Surplus for the year	4,128 22	2,778 17		10,357 01
Additions during the year	69.27			
Deductions during the year	653.24			4,957 60
TOTAL SURPLUS JUNE 30, 1899	33,410 72	99,988 11		67,713 95
VOLUME OF TRAFFIC, ETC.				
Passengers carried	9,012	24,179	7,711	24,425
Passengers, average length of journey	22.03	14.04	8	23.60
<i>Total passenger mileage</i>	198,532	339,508	61,688	576,532
Average fare per mile on local tickets		3.90c		3.007c
Average fare on commutation tickets		2.75c		
Average fare on mileage tickets				3c
Average fare on joint tickets				3.499c
Tons of freight hauled	91,189	42,055	15,049	100,245
Average length of haul	21.52	14.04	8	19.49
<i>Total freight mileage</i>	1,962,311	590,526	120,392	1,953,923
Miles run by passenger trains	28,000	27,218		45,041
Miles run by freight trains	28,000			22,392
Miles run by mixed trains		†20,074	14,400	9,056
<i>Total mileage of trains earning revenue</i>	55,000	47,292	14,400	76,489
Miles run by switching trains	11,500			775
Miles run by construction and other trains	10,800	4,491		3,765
<i>Total train mileage</i>	77,300	51,783	14,400	81,029

* Deficit.

† Freight and mixed.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	16—RUMFORD FALLS AND RANGELEY LAKES.	17—SANDY RIVER.	18—SEBASTICOOK AND MOOSEHEAD.	19—SOMERSET.
EQUIPMENT.				
Number of locomotives	4	4	1	6
Number of passenger and combination cars	4	4	2	11
Number of baggage, express and mail cars	2	2	.....	3
Number of freight cars (basis 8 wheels)	55	61	.....	55
Number of gravel and other cars	123	.....	.....	2
MISCELLANEOUS.				
Whole number of stockholders	6	3	.....	42
Whole number in Maine	6	3	.....	38
Amount of stock held in Maine	\$150,000 00	\$100,000 00	.....	\$586,000 00
Total miles of road operated	32.42	18	.....	42.06
Total miles of road operated in Maine	32.42	18	.....	42.06
Highway grade crossings in Maine	17	14	7	31
Railroad grade crossings in Maine .....	.....	.....	.....	1
Average number of employees	59	28	7	58

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	20—ST. CROIX AND PENOBSCOT.	21—WASHINGTON COUNTY.	22—WISCASSET AND QUEBEC.	23—YORK HARBOR AND BEACH.
ASSETS.				
Construction	†\$389,597 41	4,049,879 72	\$431,696 74	\$300,000 00
Equipment		317,481 74	31,655 03	
<i>Total permanent investments</i>	389,597 41	4,367,361 46	463,351 77	300,000 00
Cash and current assets		82,183 25	1,788 60	22,555 55
Miscellaneous assets	1,318 47	15,334 77		
GROSS ASSETS	383,915 88	4,464,879 48	465,070 37	322,555 55
LIABILITIES.				
Capital stock, common	100,000 00	1,499,900 00	188,610 25	300,000 00
Capital stock, preferred		500,000 00		
<i>Total capital stock</i>	100,000 00	1,999,900 00	188,610 25	300,000 00
Funded debt	98,100 00	2,142,000 00	188,278 21	
Current liabilities	18,976 85	331,502 26	153,232 31	
Accrued liabilities	40,000 00		3,650 00	2,220 00
<i>Total indebtedness</i>	157,076 85	2,473,502 26	325,160 52	2,220 00
GROSS LIABILITIES	257,076 85	4,473,402 26	513,770 77	302,220 00
INCOME.				
Revenue from passengers	†1,023 74	42,981 54	5,118 05	14,769 84
Revenue from mails	304 08	2,832 08	3,405 23	
Revenue from express		1,120 42	725 65	401 59
Revenue from extra baggage and storage		728 11	9 90	239 74
<i>Total passenger revenue</i>	1,327 82	47,722 15	9,258 83	15,411 17
Revenue from freight	5,722 30	25,823 89	9,720 42	5,081 71
<i>Total freight revenue</i>	5,722 30	25,823 89	9,720 42	5,081 71
<i>Total passenger and freight revenue</i>	7,050 12	73,546 04	18,997 25	20,492 88
Other earnings from operation	91 12	184 63		63 63
<i>Gross earnings from operation</i>	7,141 24	73,730 67	18,997 25	20,586 51
Income from other sources				1,107 73
GROSS INCOME	7,141 24	73,730 67	18,997 25	21,694 24

† Covers construction and equipment

‡ 4 months ending October 31, 1898.

Tabulated Statements from Returns of Steam Railroad Corporations—Concluded.

OPERATING RAILROADS.	20—ST. CROIX AND PENOBSCOT.	21—WASHINGTON COUNTY.	22—WISCASSET AND QUEBEC.	23—YORK HARBOR AND BEACH.
EXPENDITURES.				
Operating expenses	\$8,275 48	\$81,648 85	21,904 70	19,487 09
Interest on funded and other debts			9,544 69	
Taxes	458 47	602 60	76 64	422 54
Other charges upon income		2 00		
GROSS EXPENDITURES	8,733 95	82,253 45	31,526 03	19,919 63
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	*1,134 24	*7,918 18	*2,925 45	1,089 42
Income from other sources				1,107 73
<i>Total income above operating expenses</i>	<i>*1,134 24</i>	<i>*7,918 18</i>	<i>*2,925 45</i>	<i>2,197 15</i>
Interest, taxes, rentals and other charges	458 47	604 60	9,621 33	422 54
<i>Net divisible income</i>	<i>*1,592 71</i>	<i>*8,522 78</i>	<i>*12,546 78</i>	<i>1,774 61</i>
SURPLUS.				
Surplus June 30, 1898	135,970 76		*36,153 62	18,560 94
Surplus for the year	*1,592 71	*8,522 78	*12,546 78	1,174 61
Additions during the year	2 86			
Deductions during the year	7,633 00			
TOTAL SURPLUS JUNE 30, 1899	126,747 91	*8,522 78	*48,700 40	20,335 55
VOLUME OF TRAFFIC, ETC.				
Passengers carried	2,404	56,032	9,767	87,222
Passengers, average length of journey	16.50	28.71	18	8.97
<i>Total passenger mileage</i>	<i>39,667</i>	<i>1,608,816</i>	<i>176,117</i>	<i>782,457</i>
Average fare per mile on local tickets		3.228c	4c	
Average fare on commutation tickets			2c	
Average fare on mileage tickets		2.192c	2c	
Average fare on joint tickets		2.672c		
Tons of freight hauled	15,924	31,690	7,980	5,793
Average length of haul	4.85	35.59	27.70	7.58
<i>Total freight mileage</i>	<i>77,284</i>	<i>1,127,740</i>	<i>221,022</i>	<i>43,935</i>

* Deficit.

Miles run by passenger trains.....		64,162	7,801	33,934
Miles run by freight trains.....	1,520	34,736		4,231
Miles run by mixed trains.....	5,080		27,231	
<i>Total mileage of trains earning revenue.....</i>	6,600		35,032	38,165
Miles run by switching trains.....		23,525		
Miles run by construction and other trains.....	3,588	47,638		420
<i>Total train mileage.....</i>	10,188	170,061	35,032	38,585
EQUIPMENT.				
Number of locomotives.....	4	10	3	
Number of passenger and combination cars.....	4	13	3	†
Number of baggage, express and mail cars.....	1	2	1	
Number of freight cars (basis 8 wheels).....	195	250	35	
Number of gravel and other cars.....	4	3	15	
MISCELLANEOUS.				
Whole number of stockholders.....		27	497	88
Whole number in Maine.....		26	471	34
Amount of stock held in Maine.....		\$502,500 00	\$170,450 00	\$51,100 00
Total miles of road operated.....	21	136.33	43.46	11.17
Total miles of road operated in Maine.....	16.25		43.46	11.17
Highway grade crossings in Maine.....	13	79	34	17
Railroad grade crossings in Maine.....			1	
Average number of employees.....	34	202	50	41

† Rolling stock furnished by the Boston and Maine Railroad.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine.

RAILROADS.	COST, CAPITAL STOCK AND NET DEBT PER MILE OF ROAD OWNED.					
	24—Construction.	25—Equipment.	26—Total Permanent Investments.	27—Capital Stock.	28—Net Debt.	29—Total Stock and Net Debt.
Bangor & Aroostook Railroad	\$24,556 17	\$1,924 80	\$26,027 00	\$9,884 34	\$23,114 91	\$32,999 25
Boston & Maine Railroad	85,177 06	11,847 91	116,359 15	57,891 00	58,574 36	116,465 36
Bridgton & Saco River Railroad	10,181 96	1,647 72	11,829 68	4,797 64	6,430 27	11,227 91
Canadian Pacific Railway	36,622 79	2,255 06	39,786 34	12,863 61	26,917 08	39,780 69
*Franklin & Megantic Railroad						
Georges Valley Railroad	9,528 47	490 86	10,019 33	11,764 70	5,918 68	17,683 38
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	6,116 80	14,366 80
Lime Rock Railroad	33,737 34	10,176 66	47,033 46	39,823 00	38,216 14	78,039 14
Maine Central Railroad	37,750 27	7,052 22	46,661 94	14,448 00	32,558 32	47,006 32
Monson Railroad	7,461 60	2,115 43	9,577 03	8,578 43	17,494 29	26,072 72
Patten & Sherman Railroad	13,035 65	958 73	13,994 41	6,164 38	8,076 08	14,240 46
Phillips & Rangeley Railroad	8,354 35	2,013 58	10,367 92	3,475 52	9,213 21	12,688 73
Portland & Rochester Railroad	†12,741 95		13,147 62	10,769 00	483 00	11,252 00
Portland & Rumford Falls Railway	32,228 43	2,738 14	37,947 16	15,661 62	19,858 49	35,520 11
Rockport Railroad						
Rumford Falls & Rangeley Lakes R. R.	15,973 62	3,065 32	19,088 87	4,838 71	13,172 40	18,011 11
Sandy River Railroad	12,120 67	2,620 42	17,189 15	5,556 00	17,253 66	22,809 66
Sebasticook & Moosehead Railroad	No return.					
Somerset Railway	24,776 00	779 00	25,554 94	17,514 00	6,782 18	24,296 18
St. Croix & Penobscot Railroad						
Washington County Railroad	34,032 60	2,667 90	36,700 50	16,805 88	20,661 53	37,467 41
Wiscasset & Quebec Railroad	9,933 11	727 91	10,601 21	4,276 34	7,487 85	11,764 19
York Harbor & Beach Railroad	26,857 65		26,857 65	26,857 65	None.	26,857 65

* Operated by bond holders.

† Covers construction and equipment.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

RAILROADS.	EARNINGS AND EXPENSES OF OPERATING.						
	30—Pas- senger Revenue.	31—Freight Revenue.	32—Other Earnings from Operation.	33—Gross Income from Operation.	34—Oper- ating Expenses.	35—Net Income from Operation.	36—Per Cent Oper- ating Ex- penses to Gross Income.
Bangor and Aroostook Railroad.....	\$280,246 25	\$610,672 70	\$38,334 61	\$920,253 56	\$573,161 33	\$356,092 23	61.68
Boston and Maine Railroad.....	9,604,268 55	10,337,415 46	85,564 10	20,027,248 11	13,712,613 71	6,314,634 40	68.47
Bridgton and Saco River Railroad.....	16,783 25	19,007 15	.....	35,790 40	24,235 17	11,555 23	67.00
Canadian Pacific Railway.....	141,158 16	344,192 32	.....	485,350 48	455,841 08	29,509 40	93.92
Franklin and Megantic Railroad.....	6,087 67	16,197 78	.....	22,285 45	20,881 72	1,403 73	93.00
Georges Valley Railroad.....	2,040 09	10,513 11	.....	12,553 20	6,535 96	6,017 24	56.50
Grand Trunk Railway.....	286,412 00	914,931 24	.....	1,201,334 24	1,085,834 34	115,509 90	89.58
Kennebec Central Railroad.....	8,696 17	6,705 75	190 00	15,561 92	10,527 54	5,034 38	67.00
Lime Rock Railroad.....	.....	71,617 95	792 50	72,410 45	28,221 39	44,189 06	38.97
Maine Central Railroad.....	2,181,464 31	2,840,633 19	27,591 66	5,049,689 16	3,283,337 40	1,766,351 76	65.02
Monson Railroad.....	1,578 67	3,961 37	.....	5,540 04	5,065 77	474 27	91.00
Patten and Sherman Railroad.....	2,626 40	2,344 97	61 24	5,030 61	4,904 92	129 69	97.00
Phillips and Rangeley Railroad.....	13,221 09	21,594 54	113 23	34,928 86	26,358 65	8,570 21	75.60
Portland and Rochester Railroad.....	94,170 39	171,870 81	.....	266,041 20	211,232 19	54,809 01	79.39
Portland and Rumford Falls Railway.....	68,563 90	230,286 74	1,957 65	300,808 29	184,266 32	116,541 97	61.26
Rockport Railroad.....	Not operated.						
Rumford Falls and Rangeley Lakes Railroad.....	12,434 23	60,833 22	872 19	74,139 64	48,639 67	25,499 97	65.61
Sandy River Railroad.....	16,278 07	31,590 79	327 63	48,196 49	25,993 50	22,202 99	54.00
Sebasticook and Moosehead Railroad.....	3,967 98	6,019 62	.....	9,987 60	5,369 46	4,618 14	53.76
Somerset Railway.....	25,890 22	54,159 89	145 29	80,195 40	54,171 92	26,023 48	67.55
St. Croix and Penobscot Railroad.....	1,327 82	5,722 30	91 12	7,141 24	8,275 48	1,134 24	116.00
Washington County Railroad.....	47,722 15	25,823 89	184 63	73,730 67	81,648 85	17,918 18	110.70
Wiscasset and Quebec Railroad.....	9,258 83	9,720 42	.....	18,997 25	21,904 70	12,925 45	115.00
York Harbor and Beach Railroad.....	15,411 17	5,081 71	93 63	20,586 51	19,497 09	1,089 42	94.70

† Deficit.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

RAILROADS.	EARNINGS AND EXPENSES PER MILE OPERATED.			EARNINGS AND EXPENSES PER REVENUE-TRAIN MILE.		
	37—Gross Income from Operation.	38—Operat- ing Expenses.	39—Net Income from Operation.	40—Gross Income from Operation.	41—Operat- ing Expenses.	42—Net Income from Operation.
Bangor and Aroostook Railroad	\$2,795 92	\$1,724 51	\$1,071 45	\$1.054	\$0.657	\$0.397
Boston and Maine Railroad	11,673 68	7,992 94	3,680 74	1.455	.996	.458
Bridgton and Saco River Railroad	1,684 25	1,140 48	543 77	.801	.542	.259
Canadian Pacific Railway	2,084 84	1,958 08	126 76	.927	.869	.058
Franklin and Megantic Railroad	891 41	825 26	56 15	.500	.468	.032
Georges Valley Railroad	1,476 84	768 93	701 91	1.255	.653	.602
Grand Trunk Railway	7,009 89	6,313 36	667 73	1.044	.838	.206
Kennebec Central Railroad	3,112 38	2,105 50	1,006 88	.946	.639	.307
Lime Rock Railroad	5,760 58	2,245 14	3,515 44	.....	.....	.....
Maine Central Railroad	6,198 37	4,030 22	2,168 15	1.552	1.090	.462
Monson Railroad	678 92	620 80	58 12	.424	.387	.037
Patten and Sherman Railroad	861 41	839 88	21 53	.453	.442	.011
Phillips and Rangeley Railroad	1,221 28	921 63	299 65	.824	.623	.201
Portland and Rochester Railroad	4,939 49	3,921 87	1,017 62	1.158	.919	.239
Portland and Rumford Falls Railway	4,420 40	2,707 81	1,712 59	1.553	.951	.602
Rockport Railroad .....	.....	.....	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes Railroad	2,391 60	1,569 02	822 58	1.347	.884	.463
Sandy River Railroad	2,677 98	1,454 25	1,223 73	1.019	.553	.466
Sebasticook and Moosehead Railroad	1,248 45	671 18	577 27	.693	.372	.321
Somerset Railway	1,906 61	1,287 96	618 55	1.048	.708	.340
St. Croix and Penobscot Railroad	446 32	517 21	170 89	1.082	1.253	†.171
Washington County Railroad	540 82	598 90	758 08	.745	.825	†.080
Wiscasset and Quebec Railroad	436 71	504 02	767 31	.542	.625	†.083
York Harbor and Beach Railroad	1,843 02	1,745 49	97 53	.539	.510	.029

† Deficit.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

RAILROADS.	COST OF REPAIRS, WAGES AND FUEL PER TOTAL TRAIN MILE.							
	43—Repair of Roadbed.	44—Renewal of Rails.	45—Repair of Bridges.	46—Repair of Locomotives.	47—Repair of Passenger, Baggage and Mail Cars.	48—Repair of Freight Cars.	49—Wages.	50—Fuel.
Bangor and Aroostook Railroad.....	\$0.1027	\$0.0178	\$0.0086	\$0.0161	\$0.0258	\$0.0344	\$0.1303	\$0.0872
Boston and Maine Railroad.....	.1162	.0058	.0130	.0415	.0626	.1203	.2337	.0895
Bridgton and Saco River Railroad.....	.1141	.....	.0075	.0297	.0189	.0234	.2160	.0337
Canadian Pacific Railway.....	.1497	.0019	.0173	.0347	.1124	.0522	.1841	.0957
Franklin and Megantic Railroad.....	.1103	.0000	.0137	.0125	.0000	.0373	.1115	.0429
Georges Valley Railroad.....	.1371	.....	.0006	.0269	*.0461	.....	.2374	.0738
Grand Trunk Railway.....	Itemized	statements	not returned.	.....	.....	.....	.....	.....
Kennebec Central Railroad.....	.1347	.....	.....	.0053	.0125	.0287	.2036	.0329
Lime Rock Railroad.....	Mileage	not given.	.....	.....	.....	.....	.....	.....
Maine Central Railroad.....	.1139	.0101	.0087	.0450	.0433	.1815	.1858	.0784
Monson Railroad.....	.1032	.....	.....	.0165	*.0098	.....	.0937	.0246
Patten and Sherman Railroad.....	.0878	.....	.....	.0121	*.0074	.....	.2131	.0746
Phillips and Rangeley Railroad.....	.1271	.0017	.....	.0251	.0118	.0435	.1564	.0886
Portland and Rochester Railroad.....	.1186	.0380	.0155	.0810	.0463	.0492	.1915	.0706
Portland and Rumford Falls Railway.....	.1834	.0130	.0078	.0300	.0550	.0296	.1410	.0704
Rumford Falls and Rangeley Lakes R. R.....	.1993	.0011	.0054	.0224	.0190	.1397	.1049	.1095
Sandy River Railroad.....	.1070	.....	.0013	.0277	.0144	.0394	.1438	.0619
Sebastiancook and Moosehead Railroad.....	.0658	.....	.....	.....	.....	.....	.1708	.1075
Somerset Railway.....	.1781	.0307	.0288	.0193	.0193	.0249	.1524	.0888
St. Croix and Penobscot Railroad.....	Now a part	of Washing	ton County	Railroad.	.....	.....	.....	.....
Washington County Railroad.....	.1300	.....	.0150	.0150	.0171	.0516	.1185	.0543
Wiscasset and Quebec Railroad.....	.2683	.....	.0139	.0258	.0250	.0109	.1210	.0356
York Harbor and Beach Railroad.....	.1060	.....	.0029	.....	.....	.....	.1630	.0785

* Passenger and freight cars.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Concluded.

RAILROADS.	COST OF REPAIRS.			AVERAGES.			
	51—Per Locomotive	52—Per Passenger, Baggage and Mail Car.	53—Per Freight Car.	54—Per Passenger: Average Journey.	55—Per ton of Freight: Average Haul.	56—Per Train Mile: Average Passengers.	57—Per Train Mile: Average Tons of Freight.
Bangor and Aroostook Railroad.....	\$538 13	\$249 68	\$12 59	40.46	94.72	23	80
Boston and Maine Railroad.....	1,065 68	431 64	53 89	15.73	67.59	59	131
Bridgton and Saco River Railroad.....	49 02	105 57	16 84	13.20	15.18	*5	*7
Canadian Pacific Railway.....	1,927 21	.....	17 75	76.51	173.93	39	199
Franklin and Megantic Railroad.....	335 90	.....	28 87	15.01	22.20	7	31
Georges Valley Railroad.....	272 38	4 60	33	.....	.....	.....	.....
Grand Trunk Railway†.....	.....	.....	.....	37.39	113.84	31	188
Kennebec Central Railroad.....	226 16	33 95	10 61	4.92	5.00	18	*9
Lime Rock Railroad.....	478 44	.....	7 14	.....	.....	.....	.....
Maine Central Railroad.....	1,293 05	369 60	81 77	38.90	79.84	47	169
Monson Railroad.....	115 62	9 13	6 74	6.16	6.16	*3	*7
Patten and Sherman Railroad.....	134 77	*82 07	.....	5.84	5.84	5	.....
Phillips and Rangeley Railroad.....	351 92	55 91	8 10	25.36	17.90	11	24
Portland and Rochester Railroad.....	1,664 13	323 19	26 59	12.48	38.67	25	122
Portland and Rumford Falls Railway.....	731 74	496 42	25 74	23.76	27.96	24	99
Rumford Falls and Rangeley Lakes Railroad.....	432 95	134 60	22 72	22.03	21.52	7	70
Sandy River Railroad.....	359 02	65 48	12 97	14.04	14.04	12	29
Sebasticook and Moosehead Railroad.....	.....	.....	.....	8	8	*4	*8
Somerset Railway.....	261 06	87 14	10 69	23.60	19.49	12	87
St. Croix and Penobscot Railroad‡.....	.....	.....	.....	16.50	4.85	*7	50
Washington County Railroad.....	255 27	73 27	7 79	35.59	76.70	25	32
Wiscasset and Quebec Railroad.....	302 06	48 89	8 56	18.00	27.70	22	*8
York Harbor and Beach Railroads§.....	.....	.....	.....	8.72	7.58	23	10

* Passenger and freight cars.

† Equipment furnished by the Grand Trunk Railway system—no data.

‡ Now a part of the Washington County Railroad.

§ Equipment furnished by Boston and Maine Railroad.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING JUNE 30, 1899.

CONTENTS OF TABLES.

STREET RAILWAY COMPANIES.

TABULATED STATEMENTS.

	Column.	Page.
Assets, June 30, 1899:		
Construction	1	214
Equipment	2	214
Land and buildings.....	3	214
Other permanent property.....	4	214
Cash and current assets.....	5	214
Miscellaneous assets.....	6	214
Gross assets.....	7	214
Liabilities, June 30, 1899:		
Capital stock.....	8	215
Funded debt.....	9	215
Real estate mortgages.....	10	215
Current liabilities.....	11	215
Accrued liabilities.....	12	215
Sinking and other special funds.....	13	215
Gross liabilities.....	14	215
Property Accounts: Additions and Deductions During the Year:		
Additions to railway.....	15	216
Additions to equipment.....	16	261
Additions to land and buildings.....	17	216

	Column.	Page.
Additions to other permanent property.....	18	216
Total additions.....	19	216
Deductions	20	216
Net additions.....	21	216
Income for the Year Ending June 30, 1899:		
From passengers.....	22	217
From mails and parcels.....	23	217
From tolls, rents, advertising, etc.....	24	217
Total income from operation.....	25	217
Rentals from lease of railway.....	26	217
Miscellaneous income.....	27	217
Gross income.....	28	217
Expenditures for the Year Ending June 30, 1899:		
Salaries	29	218
Office expenses and supplies.....	30	218
Legal expenses.....	31	218
Insurance	32	218
Other general expenses.....	33	218
Total general expense.....	34	218
Repair of road-bed and track.....	35	218
Repair of electric line system.....	36	219
Removing snow and ice.....	37	219
Repair of buildings.....	38	219
Total repairs of roadway and buildings.....	39	219
Repair of cars and vehicles.....	40	219
Repair of electric car equipment.....	41	219
Renewal of horses.....	42	219
Other repairs.....	43	220
Total maintenance of equipment.....	44	220
Provender for horses.....	45	220
Cost of electric power.....	46	220
Wages of employees.....	47	220
Damages for injuries.....	48	220
Tolls for trackage rights.....	49	220
Rents of buildings, etc	50	221
Other transportation expenses.....	51	221
Total operating expenses.....	52	221

CONTENTS.

211

	Column.	Page.
Expenditures for the Year Ending June 30, 1899:		
Percentage to earnings from operation.....	53	221
Interest on funded debt.....	54	221
Interest and discount on loans.....	55	221
Taxes	56	221
Rentals of leased railways.....	57	222
Payments to sinking and other special funds.....	58	222
Other charges on income.....	59	222
Total charges on income.....	60	222
Dividends paid.....	61	222
Percentage of dividend paid.....	62	222
Gross expenditures.....	63	222
Condensed Exhibit for the Year:		
Net income from operation.....	64	223
All other income.....	65	223
Total income above operating expenses.....	66	223
Interest, taxes and other charges.....	67	223
Net divisible income.....	68	223
Dividends declared.....	69	223
Surplus for the year.....	70	223
Deficit for the year.....	71	224
Surplus, June 30, 1898.....	72	224
Deficit, June 30, 1898.....	73	224
Condensed Exhibits for the Year:		
Additions during the year.....	74	224
Deductions during the year.....	75	224
Surplus, June 30, 1899.....	76	224
Deficit, June 30, 1899.....	77	224
Description of Railway:		
Main track owned.....	78	225
Sidings, switches, etc., owned.....	79	225
Total track owned.....	80	225
Main track operated.....	81	225
Operated by horse power.....	82	225
Operated by electric power.....	83	225
Operated by horse and electric power.....	84	225

	Column.	Page.
Equipment owned :		
Box passenger cars.....	85	226
Open passenger cars.....	86	226
Other cars and vehicles.....	87	226
Electric cars.....	88	226
Equipped with fenders.....	89	226
Horses	90	226
Electric motors.....	91	226
Volume of Traffic :		
Total passengers carried.....	92	227
Average number per mile of track operated.....	93	227
Round trips run.....	94	227
Car miles run.....	95	227
Number of employees.....	96	227
Stockholders :		
Total number of stockholders.....	97	227
Number in Maine.....	98	227
Accidents :		
To passengers.....	99	228
To employees.....	100	228
To other persons.....	101	228
Fatal	102	228
Not fatal.....	103	228
Total	104	228
Total during preceding year.....	105	228

COMPARATIVE STATEMENTS.

Cost, Capital Stock and Net Debt per Mile of Main Track

Owned :

Construction	106	229
Equipment	107	229
Land, buildings, and other permanent property.....	108	229
Total permanent investments.....	109	229
Capital stock.....	110	229
Net debt.....	111	229
Total capital stock and net debt.....	112	229

CONTENTS.

213

	Column.	Page.
Gross Income From Operation :		
Per mile of main track operated.....	113	230
Per round trip run.....	114	230
Per car mile run.....	115	230
Per passenger carried.....	116	230
Expenses of Operation :		
Per mile of track operated.....	117	230
Per round trip run.....	118	230
Per car mile run.....	119	231
Per passenger carried.....	120	231
Net Income From Operation :		
Per mile of main track operated.....	121	231
Per round trip run.....	122	231
Per car mile run.....	123	231
Per passenger carried.....	124	231
Total Permanent Investments, and Permanent Invest- ments, Capital Stock, Net Debt, Capital Stock and Net Debt per Mile of Track Owned :		
Permanent investments.....	125	232
Permanent investments per mile owned.....	126	232
Capital stock per mile owned.....	127	232
Net debt per mile owned.....	128	232
Capital stock and net debt, per mile owned.....	129	232

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

STREET RAILWAYS.	ASSETS JUNE 30, 1896.						
	1—Construction.	2—Equipment.	3—Land and Buildings.	4—Other Permanent Property.	5—Cash and Current Assets.	6—Miscellaneous Assets.	7—Gross Assets.
Augusta, Hallowell and Gardiner Railroad.....	*\$192,776 08				\$6,557 53	\$5,213 54	\$204,547 15
Bangor, Hampden and Winterport Railway.....	78,763 08	\$35,231 72		\$5,609 79	1,233 45	1,054 92	116,892 96
Bangor, Orono and Old Town Railway.....	*246,383 24				657 53	1,000 00	248,040 77
Bangor Street Railway.....	*494,043 60						494,043 60
Benton and Fairfield Railway.....	10,918 94	4,318 66	4,275 68				28,894 84
Biddeford and Saco Railroad..	67,354 92	39,509 15	27,459 95		18,834 65		153,158 67
Calais Street Railway.....	149,000 00	19,800 00	31,200 00		1,021 97		201,021 97
Fryeburg Horse Railroad.....	6,492 18	833 89	224 00				7,550 07
Lewiston, Brunswick and Bath Street Railway	*1,422,000 00				62,964 66		1,484,964 66
Mousam River Railroad	†157,321 12		4,066 11	204 18	13,688 11		175,279 52
Norway and Paris Street Railway	*43,000 00				40 38	1,122 18	44,162 56
Penobscot Central Railway.....		Road not finished.					
Portland Railroad.....	652,641 55	170,722 42	351,063 63	†\$96,000 00	97,502 07		2,167,929 67
Portland and Cape Elizabeth Railway	‡\$95,217 14						895,217 14
Portsmouth, Kittery and York Street Railway.....	*400,000 00				20,651 84		420,651 84
Portland and Yarmouth Electric Railway	*540,000 00			77,103 79	2,706 23	2,000 00	621,810 07
Rockland, Thomaston and Camden Street Railway.....	*323,932 02				253,498 67	3,963 30	581,393 99
Skowhegan and Norridgewock Railway	*58,000 00			1,746 38		800 00	60,546 38
Somerset Traction Company.....	72,986 18	14,055 69	8,877 60	10,893 52	528 08		107,341 07
Waterville and Fairfield Railway.....	*240,756 22				2,723 71	\$200,000 00	452,479 93

* Covers construction, equipment and buildings.

† Covers construction and equipment.

‡ Portland and Cape Elizabeth Railway—\$895,000; theatre corporation, \$1,000.

§ Suspense account to off-set capital stock.

‖ Now a part of the Portland Railroad.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	LIABILITIES JUNE 30, 1896.						
	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.....	\$120,000 00	\$150,000 00		\$6,503 41			\$276,503 41
Bangor, Hampden and Winterport Railway	60,000 00	40,000 00		15,635 13	\$583 33		116,218 46
Bangor, Orono and Old Town Railway	100,000 00	125,000 00		38,663 68			263,663 68
Bangor Street Railway.....	200,000 00	200,000 00		65,107 50			465,107 50
Benton and Fairfield Railway	12,000 00			16,894 84			28,894 84
Biddeford and Saco Railroad	40,000 00	90,000 00		23,515 00			153,515 00
Calais Street Railway.....	100,000 00	100,000 00		6,682 84	3,096 13		209,778 97
Fryeburg Horse Railroad	5,075 00			627 10			5,702 10
Lewiston, Brunswick and Bath Street Railway	500,000 00	922,000 00			11,666 68		1,433,666 68
Mousam River Railroad.....	65,000 00	65,000 00		37,139 80			167,139 80
Norway and Paris Street Railway	25,000 00	18,000 00		736 56			43,736 56
Penobscot Central Railroad.....							
Portland Railroad.....	999,318 35	900,000 00		102,000 00			*2,001,318 35
Portland and Cape Elizabeth Railway	450,000 00	400,000 00		52,562 39			902,562 39
Portsmouth, Kittery and York Street Railway	200,000 00	200,000 00			4,000 00		404,000 00
Portland and Yarmouth Electric Railway	300,000 00	270,000 00		42,749 49	3,600 00		616,349 49
Rockland, Thomaston and Camden Street Railway...	250,000 00	250,000 00		9,623 98			509,623 98
Skowhegan and Norridgewock Railway.....	50,000 00	50,000 00			11 00		118,011 00
Somerset Traction Company.....	30,000 00			66,455 86			96,455 86
Waterville and Fairfield Railway.....	200,000 00	237,000 00	\$4,731 90	7,581 91	1,858 84		451,172 65

* Includes Portland and Cape Elizabeth Railway, \$896,000.

† Now a part of the Portland Railroad.

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							
Bangor Street Railway							
Benton and Fairfield Railway							
Biddeford and Saco Railroad	\$3 00				\$3 00		\$3 00
Calais Street Railway							
Fryeburg Horse Railroad							
Lewiston, Brunswick and Bath Street Railway							
Mousam River Railroad				\$214 18	214 18		214 18
Norway and Paris Street Railway							
Penobscot Central Railroad							
Portland Railroad							
Portland and Cape Elizabeth Railway							
Portsmouth, Kittery and York Street Railway							
Portland and Yarmouth Electric Railway	3,466 95	\$22,808 64	\$50,728 20		77,103 79		77,103 79
Rockland, Thomaston and Camden Street Railway		6,798 71			6,798 71		6,798 71
Skowhegan and Norridgewock Railway				277 77	277 77		277 77
Somerset Traction Company				10,893 52	10,893 52		10,893 52
Waterville and Fairfield Railway	15,000 00	8,000 00			23,000 00		23,000 00

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	INCOME FOR THE YEAR ENDING JUNE 30, 1899.						
	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	\$39,496 63		\$273 10	\$39,769 73			\$39,769 73
Bangor, Hampden and Winterport Railway	20,608 74	\$1,034 00	941 28	22,584 02			22,584 02
Bangor, Orono and Old Town Railway	47,196 32		1,986 61	49,182 93			49,182 93
Bangor Street Railway	61,663 50		2,010 64	63,674 14			63,674 14
Benton and Fairfield Railway	680 50		*1,092 92	1,773 42			†1,773 42
Biddeford and Saco Railroad	30,546 25		110 00	30,656 73			30,656 73
Calais Street Railway	21,860 60		431 08	22,291 68			22,291 68
Fryeburg Horse Railroad	614 15			614 15			614 15
Lewiston, Brunswick and Bath Street Railway	†		721 70	214,000 29			214,000 29
Mousam River Railroad	5,802 75	250 00	†17,364 75	23,407 70			23,407 70
Norway and Paris Street Railway	5,753 61	21 50	118 95	5,894 06			5,894 06
Penobscot Central Railway	102 55		*350 73	459 28			459 28
Portland Railroad	††333,695 45	5 97	2,159 26	335,864 68			††335,864 68
Portland and Cape Elizabeth Railway	47,777 50	255 42	2,133 01	50,165 93			50,165 93
Portsmouth, Kittery and York Street Railway	67,496 81	1,264 25	2,150 47	70,911 53			70,911 53
Portland and Yarmouth Electric Railway	27,452 41		24 62	27,477 03			27,477 03
Rockland, Thomaston and Camden Street Railway	49,358 65	2,406 65	\$18,446 21	70,211 51			70,211 51
Skowhegan and Norridgewock Railway	3,754 78	247 50	52 75	4,055 03			4,055 03
Somerset Traction Company	12,085 89		890 46	12,976 35			12,976 35
Waterville and Fairfield Railway	19,880 75		||24,866 75	44,747 50			44,747 50

* Freight. † \$12,430.55 freight earnings and \$4,842.30 from lights. § Freight, \$5,503.04, and power sold, \$12,037.77. || Lights power, etc., \$24,047.44.
 †† \$1,092.92, freight. ††† Includes four months operations of Portland and Cape Elizabeth Railway. ¶ Items not returned.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1890.						35—Repair of Roadbed and Track.
	29—Salaries.	30—Office Expenses and Supplies.	31—Legal Expenses.	32—Insurance.	33—Other General Expenses.	34—Total General Expenses.	
Augusta, Hallowell and Gardiner Railroad		\$2,293 12				\$2,293 12	\$2,766 05
Bangor, Hampden and Winterport	\$1,200 00	315 73		\$175 76	\$4,868 82	6,560 31	1,179 78
Bangor, Orono and Old Town Railway	1,197 56	532 49	\$252 49	275 06	1,701 81	3,959 41	1,765 67
Bangor Street Railway					3,480 27	3,480 27	2,811 18
Benton and Fairfield Railway		23 13		25 00		48 13	43 00
Biddeford and Saco Railroad	1,200 09	69 89		249 04	242 61	1,761 45	1,024 64
Calais Street Railway	1,422 00	153 51	190 60	193 44	995 39	2,954 94	934 33
Fryeburg Horse Railroad							37 65
Lewiston, Brunswick and Bath Street Railway							
Mousam River Railroad	1,375 32	198 52		263 03	105 45	1,942 32	540 06
Norway and Paris Street Railway				238 94	331 53	570 47	411 77
Penobscot Central Railroad							
Portland Railroad	7,349 72	747 88		2,673 02	12,501 56	23,272 19	11,064 14
Portland and Cape Elizabeth Railway	1,800 00	574 72	1,803 88	1,225 21		5,403 11	1,418 88
Portsmouth, Kittery and York Street Railway	1,417 26	1,042 98		789 04	609 45	3,858 64	*3,953 79
Portland and Yarmouth Electric Railway	2,637 73					2,637 73	3,804 32
Rockland, Thomaston and Camden Street Railway	1,639 09			853 59	1,356 93	3,849 61	4,981 11
Skowhegan and Norridgewock Railway					92 12	92 12	539 46
Somerset Traction Company		86 23	11 00	32 00	2,336 43	2,465 66	795 48
Waterville and Fairfield Railway	2,032 13	79 30	14 60	706 91	11,661 75	11,494 69	4,090 76

* \$1,871.94 for new construction.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1899—Continued.						
	36—Repair of Electric Line System.	37—Removing Snow and Ice.	38—Repair of Buildings.	39—Total Repairs of Roadway and Buildings.	40—Repair of Cars and Vehicles.	41—Repair of Electric Car Equipment.	42—Renewal of Horses.
Augusta, Hallowell and Gardiner Railroad.....	\$426 46	\$1,009 87	\$43 03	\$4,245 41	\$2,845 31	\$565 01	.....
Bangor, Hampden and Winterport Railway	222 08	202 00	-	1,603 86	702 17	265 05	.....
Bangor, Orono and Old Town Railway	505 47	778 88	105 61	3,155 63	1,532 47	2,493 45	.....
Bangor Street Railway.....	771 45	1,088 48	620 50	5,291 61	2,412 60	2,368 82	.....
Benton and Fairfield Railway	21 25	146 25	-	210 50	63 75	.....	.....
Biddeford and Saco Railroad.....	123 14	663 66	35 56	1,847 00	462 01	357 35	.....
Calais Street Railway	181 89	403 09	34 64	1,553 75	1,217 41	1,354 73	.....
Fryeburg Horse Railroad.....	.....	.....	.....	.....	.....	.....	\$28 75
Lewiston, Brunswick and Bath Street Railway .....	.....	.....	.....	.....	.....	.....	.....
Mousam River Railroad.....	189 71	240 33	.....	970 10	.....	*2,139 12	.....
Norway and Paris Street Railway	18 69	371 21	9 01	810 68	518 84	.....	.....
Penobscot Central Railroad .....	.....	.....	.....	.....	.....	.....	.....
Portland Railroad	4,989 89	11,107 43	7,373 56	34,545 02	18,155 56	15,080 14	.....
Portland and Cape Elizabeth Railway.....	451 48	1,454 13	17 00	3,341 49	1,796 03	1,670 74	.....
Portsmouth, Kittery and York Street Railway	468 25	874 49	31 82	5,301 35	2,121 69	194 72	.....
Portland and Yarmouth Electric Railway .....	.....	.....	.....	3,804 32	1,137 85	.....	.....
Rockland, Thomaston and Camden Street Railway	587 98	1,153 43	263 60	6,986 12	3,786 83	.....	.....
Skowhegan and Norridgewock Railway.....	20 00	687 45	.....	1,246 91	92 12	657 97	.....
Somerset Traction Company .....	.....	516 74	.....	1,312 22	371 20	437 96	.....
Waterville and Fairfield Railway.....	.....	290 48	.....	4,381 24	1,862 62	611 47	.....

* Electric equipment, \$781.28.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1899—Continued.						
	43—Har- nesses, Shoeing, etc.	44—Total Mainte- nance of Equipment.	45—Prov- ender for Horses.	46—Cost of Electric Power.	47—Wages of Employees.	48—Dama- ges for Injuries.	49—Tolls for Trackage Rights.
Augusta, Hallowell and Gardiner Railroad		\$3,410 32		\$5,523 95	\$7,766 14	\$6 25	
Bangor, Hampden and Winterport Railway.....		967 22		3,792 82	4,470 73	30 00	\$879 06
Bangor, Orono and Old Town Railway.....		4,025 92		10,111 19	14,050 66	289 00	
Bangor Street Railway.....	\$206 91	4,988 33		7,980 97	23,347 77	296 70	
Benton and Fairfield Railway.....		63 75		498 00	862 47		
Biddeford and Saco Railroad.....		819 36		5,495 11	4,614 58	12 85	
Calais Street Railway		2,572 14		5,549 34	5,499 89		
Fryeburg Horse Railroad.....	9 00	37 75	19 40		377 62		
Lewiston, Brunswick and Bath Street Railway.....							
Mousam River Railroad		2,139 12		2,221 39	6,587 11		
Norway and Paris Street Railway.....		518 84		1,421 01	1,913 27	647 42	
Penobscot Central Railroad							
Portland Railroad	200 00	33,435 70	1,910 80	20,466 35	81,817 99	1,311 85	4,000 00
Portland and Cape Elizabeth Railway		3,466 77		6,313 91	12,150 40	1,481 00	
Portsmouth, Kittery and York Street Railway		2,316 41		5,324 82	7,647 96	10 00	
Portland and Yarmouth Electric Railway.....		1,137 85		14,436 55			
Rockland, Thomaston and Camden Street Railway.....		3,786 83		10,461 09	9,135 76	177 76	
Skowhegan and Norridgewock Railway		750 09		700 00	1,845 96		
Somerset Traction Company.....		809 16		1,000 00	4,156 75	87 50	
Waterville and Fairfield Railway.....		2,474 09			5,112 97	75 00	

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1899—Continued.						
	50—Rents of Buildings, etc.	51—Other Transportation Expenses.	52—Total Operating Expenses.	53—Per Cent to Income from Operation.	54—Interest on Funded Debt.	55—Interest and Discount on Loans.	56—Taxes.
Augusta, Hallowell and Gardiner Railroad.....			\$23,245 19	58	\$8,625 00		\$392 91
Bangor, Hampden and Winterport Railway.....	\$777 10	\$453 83	19,534 93	86	2,000 00	\$278 19	
Bangor, Orono and Old Town Railway.....		76 25	35,668 06	72	7,500 00	794 40	870 20
Bangor Street Railway.....		3,712 92	49,098 57	77	12,000 00		881 10
Benton and Fairfield.....			1,682 85	94		456 26	
Biddeford and Saco Railroad.....		1,830 34	16,380 69	53	5,400 00	1,114 37	532 77
Calais Street Railway.....			18,130 26	81	5,000 00	278 36	497 08
Fryeburg Horse Railroad.....			472 42	76			3 35
Lewiston, Brunswick and Bath Street Railway.....			108,818 63	50	17,500 00		
Mousam River Railroad.....	45 00	2,449 00	16,354 04	69	3,900 00	1,362 00	155 26
Norway and Paris Street Railway.....		48 89	5,930 58	99	900 00		74 19
Penobscot Central Railroad.....			146 30	32			
Portland Railroad.....	1,449 00	12,521 42	214,720 32	63	25,833 33	4,078 39	7,475 68
Portland and Cape Elizabeth Railway.....	133 33	5,627 12	37,917 83	75	9,434 16	301 13	1,129 03
Portsmouth, Kittery and York Street Railway.....		8,573 49	31,950 72	44	12,000 00		282 90
Portland and Yarmouth Electric Railway.....		14,436 55	22,016 45	83			
Rockland, Thomaston and Camden Street Railway.....	85 00	6,431 52	40,913 69	58	12,500 00	714 76	370 55
Skowhegan and Norridgewock Railway.....		30 42	4,665 50	114	3,000 00	54 03	51 80
Somerset Traction Company.....	150 00	365 00	9,984 94	76		878 27	189 83
Waterville and Fairfield Railway.....	2,250 00		28,787 99	64	12,245 00	415 01	1,041 30

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1899—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				\$9,017 91	\$4,800 00	4	\$37,163 10
Bangor, Hampden and Winterport Railway				2,278 19			21,813 12
Bangor, Orono and Old Town Railway			\$4,216 77	13,381 37			49,049 43
Bangor Street Railway				12,881 10			61,979 67
Benton and Fairfield Railway				456 26			2,139 11
Biddeford and Saco Railroad				7,047 14			23,427 83
Calais Street Railway			3,007 89	2,767 55			20,897 81
Fryeburg Horse Railroad			100 00	103 35			575 77
Lewiston, Brunswick and Bath Street Railway				17,500 00	24,717 00	*1	126,318 63
Mousam River Railroad				5,417 26			21,771 30
Norway and Paris Street Railway				974 19			6,904 77
Penobscot Central Railroad							146 30
Portland Railroad				37,387 40	29,709 00	6	281,816 72
Portland and Cape Elizabeth Railway				10,864 32			48,782 15
Portsmouth, Kittery and York Street Railway			799 04	13,081 94	19,020 00	12	64,052 66
Portland and Yarmouth Electric Railway							22,016 45
Rockland, Thomaston and Camden Street Railway				13,585 31			54,499 00
Skowhegan and Norridgewock Railway				3,105 83			11,771 33
Somerset Traction Company				1,068 10			11,053 04
Waterville and Fairfield Railway				13,701 31			42,489 30

* Per month, commencing October, 1898.

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.....	\$16,524 54		\$16,524 54	\$9,017 91	\$7,506 63	\$4,800 00	\$2,706 63
Bangor, Hampden and Winterport Railway.....	3,049 09		3,049 09	2,278 19	770 90		770 90
Bangor, Orono and Old Town Railway.....	13,514 87		13,514 87	13,381 37	133 50		133 50
Bangor Street Railway.....	14,575 57		14,575 57	12,881 10	1,694 47		1,694 47
Benton and Fairfield Railway.....	90 57		90 57	456 26			
Biddeford and Saco Railroad.....	14,275 56		14,275 56	7,047 14	7,228 42		7,228 42
Calais Street Railway.....	4,161 42		4,161 42	2,767 55	1,393 87		1,393 87
Fryeburg Horse Railroad.....	141 73		141 73	103 35	38 38		38 38
Lewiston, Brunswick and Bath Street Railway.....	105,181 66		105,181 66	17,500 00	87,681 66	24,717 00	62,964 66
Mousam River Railroad.....	7,053 66		7,053 66	5,417 26	1,636 40		1,636 40
Norway and Paris Street Railway.....				974 19			
Penobscot Central Railroad.....	312 98		312 98		312 98		312 98
Portland Railroad.....	\$121,144 36		121,144 36	37,387 40	83,756 96	29,709 00	54,047 96
Portland and Cape Elizabeth Railway.....	†12,248 10		12,248 10	10,864 32	1,383 78		†1,383 78
Portsmouth, Kittery and York Street Railway.....	38,960 81		38,960 81	13,081 94	25,878 87	19,020 00	6,858 87
Portland and Yarmouth Electric Railway.....	5,460 58		5,460 58		5,460 58		5,460 58
Rockland, Thomaston and Camden Street Railway....	29,297 82		29,297 82	13,585 31	15,712 51		15,712 51
Skowhegan and Norridgewock Railway.....				3,105 83			
Somerset Traction Company.....	2,991 41		2,991 41	1,068 10	1,923 31		1,923 31
Waterville and Fairfield Railway.....	15,959 51		15,959 51	13,701 31	2,258 20		2,258 20

† Eight months' operation.

‡ Includes four months' operation of Portland and Cape Elizabeth Railway.

RAILROAD COMMISSIONERS' REPORT.

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, 1898.	73—Deficit June 30, 1898.	74—Addi- tions during Year.	75—Deduc- tions during Year.	76—Surplus June 30, 1899.	77—Deficit June 30, 1899.
Augusta, Hallowell and Gardiner Railroad.....		\$28,952 60				\$31,659 23	
Bangor, Hampden and Waterville Railway.....			\$96 40			674 50	
Bangor, Orono and Old Town Railway.....		261 83				395 33	
Bangor Street Railway.....			11,038 44				\$9,343 47
Benton and Fairfield Railway.....	\$365 69						365 69
Biddeford and Saco Railroad.....			7,584 75				356 33
Calais Street Railway.....			10,150 87				8,757 00
Fryeburg Horse Railroad.....		46 89				85 27	
Lewiston, Brunswick and Bath Street Railway.....					62,964 66		
Mousam River Railroad.....		6,503 32			8,139 72		
Norway and Paris Street Railway.....	943 21	1,369 21			426 00		
Penobscot Central Railroad.....					312 98		
Portland Railroad.....		25,063 36			79,111 32		
Portland and Cape Elizabeth Railway.....		1,584 02			2,967 80		
Portsmouth, Kittery and York Street Railway.....		9,792 97			16,651 84		
Portland and Yarmouth Electric Railway.....					5,460 58		
Rockland, Thomaston and Camden Street Railway.....		56,057 50			71,770 01		
Skowhegan and Norridgewock Railway.....	3,716 30		3,783 76				7,500 06
Somerset Traction Company.....		8,961 90			10,885 21		
Waterville and Fairfield Railway.....					2,258 20		

Tabulated Statements from Reports of Street Railway Companies—Continued.

15

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	16.70	14.95	.....	14.95	.....
Bangor Street Railway	9.70	.10	9.80	8.40	.....	8.40	.....
Benton and Fairfield Railway	2.41	.12	2.53	2.41	.....	2.41	.....
Biddeford and Saco Railroad	5.72	.30	6.02	5.72	.....	5.72	.....
Calais Street Railway	7.00	.....	7.00	7.00	.....	7.00	.....
Fryeburg Horse Railroad	3.00	.....	3.00	3.00	3.00	.....	.....
Lewiston, Brunswick and Bath Street Railway	53.28	1.23	54.51	53.28	.....	53.28	.....
Mousam River Railroad	2.94	.53	3.47	2.61	.....	2.61	.....
Norway and Paris Street Railway	2.13	.03	2.16	2.13	.....	2.13	.....
Penobscot Central Railroad	21.00	.25	21.25	20.00	.....	20.00	.....
Portland Railroad	27.14	†7.75	34.89	\$39.58	.....	39.58	.....
Portland and Cape Elizabeth Railway	12.37	†3.99	15.51	12.37	.....	12.37	.....
Portsmouth, Kittery and York Street Railway	15.10	.10	15.20	15.10	.....	15.10	.....
Portland and Yarmouth Electric Railway	12.78	.64	13.42	12.78	.....	12.78	.....
Rockland, Thomaston and Camden Street Railway	16.64	.57	17.21	16.64	.....	16.64	.....
Skowhegan and Norridgewock Railway	5.75	.10	5.85	5.85	.....	5.85	.....
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	.....

* 1.61 miles trackage rights. † Includes 3.22 miles second track. ‡ Second track. § 12.44 miles Portland and Cape Elizabeth Railway.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EQUIPMENT OWNED JUNE 30, 1899.						
	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 Waterville Railway.....	3	6	4	13	.....	.....	22
Bangor, Orono and Old Town Railway.....	8	8	3	18	.....	.....	.....
Bangor Street Railway.....	13	15	10	29	.....	3	56
Benton and Fairfield Railway.....	1	.....	2	3	.....	.....	1
Biddeford and Saco Railroad.....	4	11	10	7	.....	.....	14
Calais Street Railway.....	3	4	2	8	.....	.....	5
Fryeburg Horse Raily.....	1	1	.....	.....	.....	1	.....
Lewiston, Brunswick and Bath Street Railway.....	25	33	21	63	.....	.....	102
Mousam River Railroad.....	2	4	5	6	.....	.....	1
Norway and Paris Street Railway.....	2	2	1	2	.....	.....	4
Penobscot Central Railroad.....	.....	.....	20	2	.....	.....	6
Portland Railroad.....	55	23	42	65	.....	21	240
Portland and Cape Elizabeth Railway.....	12	20	6	24	.....	.....	58
Portsmouth, Kittery and York Street Railway.....	4	9	3	14	.....	.....	24
Portland and Yarmouth Electric Railway.....	4	12	4	13	.....	.....	34
Rockland, Thomaston and Camden Street Railway.....	7	10	11	19	.....	.....	30
Skowhegan and Norridgewock Railway.....	2	3	2	5	.....	.....	6
Somerset Traction Company.....	3	4	4	7	.....	.....	16
Waterville and Fairfield Railway.....	4	3	4	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 Em- ployees.	97—Total Number.	98—In Maine.
Augusta, Hallowell and Gardiner Railroad	809,586	115,655	14,358	201,019	38	26	21
Bangor, Hampden and Winterport Railway	397,560	87,955	.....	118,630	21	23	19
Bangor, Orono and Old Town Railway	943,927	67,423	.....	353,007	31	71	66
Bangor Street Railway	1,522,966	.....	.....	380,108	49	15	12
Benton and Fairfield Railway	13,610	5,647	.....	.....	5	4	2
Biddeford and Saco Railroad	414,505	72,365	*	167,480	18	59	50
Calais Street Railway	443,531	64,218	13,140	183,960	20	12	12
Fryeburg Horse Railroad	6,411	.....	.....	.....	2	18	18
Lewiston, Brunswick and Bath Street Railway .....	.....	.....	.....	.....	175	181	37
Mousam River Railroad	116,055	44,465	.....	.....	14	10	9
Norway and Paris Street Railway	120,632	56,635	10,913	46,490	9	7	7
Penobscot Central Railroad .....	.....	.....	190,005	1,369,323	264	115	114
Portland Railroad	6,129,440	.....	.....	.....	.....	155	141
Portland and Cape Elizabeth Railway	1,051,486	89,530	.....	218,182	49	41	14
Portsmouth, Kittery and York Street Railway	1,349,936	83,386	12,015	363,853	60	163	32
Portland and Yarmouth Electric Railway	557,057	42,850	6,131	148,329	28	14	8
Rockland, Thomaston and Camden Street Railway	987,173	59,325	8,382	278,949	53	42	41
Skowhegan and Norridgewock Railway	72,442	12,073	3,100	35,650	4	10	8
Somerset Traction Company	117,448	9,787	3,414	80,610	9	8	8
Waterville and Fairfield Railway	397,615	83,708	10,920	103,740	11	.....	.....

* Biddeford and Old Orchard, 10,071; Biddeford and Saco, 11,657.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Concluded.

STREET RAILWAYS.	ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1899.						
	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	1	1	2	3
Bangor Street Railway							3
Benton and Fairfield Railway							
Biddeford and Saco Railroad							1
Calais Street Railway							
Fryeburg Horse Railroad							
Lewiston, Brunswick and Bath Street Railway			1	1		1	7
Mousam River Railroad							
Norway and Paris Street Railway							
Penobscot Central Railroad							
Portland Railroad	1		2	1	2	3	4
Portland and Cape Elizabeth Railway							1
Portsmouth, Kittery and York Street Railway							
Portland and Yarmouth Electric Railway		1			1	1	
Rockland, Thomaston and Camden Street Railway							
Skowhegan and Norridgewock Railway							
Somerset Traction Company		1			1	1	
Waterville and Fairfield Railway	1				1	1	

Comparative Statements from Reports of Street Railway Companies—Continued.

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—Cap- ital Stock.	111—Net Debt.	112—Stock and Net Debt.
Augusta, Hallowell and Gardiner Railroad	*\$27,539 44			\$27,539 44	\$17,142 85	\$22,214 77	\$39,357 62
Bangor, Hampden and Winterport Railway.....	16,289 84	\$7,794 62		25,354 99	13,274 33	12,437 71	25,712 04
Bangor, Orono and Old Town Railway	*15,208 96			15,208 96	6,172 84	10,102 69	16,275 53
Bangor Street Railway	*50,932 32			50,932 32	20,618 55	27,330 66	47,949 21
Benton and Fairfield Railway	4,530 67	1,791 97	\$1,774 14	8,096 79	4,979 25	7,010 30	11,989 55
Biddeford and Saco Railroad	11,775 33	6,907 19	4,800 69	23,483 22	6,993 00	19,845 27	26,838 27
Calais Street Railway	21,285 71	2,828 57	4,457 14	28,571 42	14,285 71	15,682 71	29,968 42
Fryeburg Horse Railroad	2,164 06	277 96	74 66	2,550 02	1,691 66	209 01	1,900 67
Lewiston, Brunswick and Bath Street Railway	*26,689 17			26,689 17	9,384 38	17,523 77	26,908 15
Mousam River Railroad	\$53,510 58		1,383 03	54,963 06	22,108 84	34,741 42	56,850 26
Norway and Paris Street Railway	*20,187 79			20,187 79	11,737 08	8,796 50	20,553 58
Penobscot Central Railway†							
Portland Railroad	18,705 69	4,893 16	10,062 01	43,809 30	21,167 33	21,201 85	42,969 18
Portland and Cape Elizabeth Railway	*57,425 44			57,425 44	28,827 67	29,792 87	58,530 54
Portsmouth, Kittery and York Street Railway	*26,490 06			26,490 06	13,245 03	13,509 93	26,754 96
Portland and Yarmouth Electric Railway	142,253 51			48,286 60	23,474 18	24,753 48	48,227 66
Rockland, Thomaston and Camden Street Railway... ..	*19,467 06			19,467 06	15,024 03	15,241 83	30,265 86
Skowhegan and Norridgewock Railway	10,086 95			10,086 95	8,695 65	11,828 00	20,523 65
Somerset Traction Company	6,082 18	1,171 30	739 80	8,901 08	2,500 00	5,537 98	8,037 98
Waterville and Fairfield Railway	*52,580 25			52,580 25	42,105 26	52,878 45	94,983 71

* Covers all property.

† Covers construction and equipment.

‡ Road not finished.

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.....	\$5,681 39	\$2 76	\$0.1978	\$0.0491	\$3,320 74	\$1 618
Bangor, Hampden and Winterport Railway.....	3,684 17		.1987	.0568	3,186 77	
Bangor, Orono and Old Town Railway.....	3,289 82		.1393	.0521	2,385 82	
Bangor Street Railway.....	7,580 25		.1675	.0418	5,845 06	
Benton and Fairfield Railway.....	735 85				698 27	
Bildeford and Saco Railroad.....	5,359 56		.1830	.0739	2,863 75	
Calais Street Railway.....	3,184 52	1 62	.1211	.0495	2,590 03	1 37
Fryeburg Horse Railroad.....	*204 71			.0957	157 47	
Lewiston, Brunswick and Bath Street Railway.....	4,016 14				2,042 39	
Mousam River Railroad.....	8,968 46				6,265 91	
Norway and Paris Street Railway.....	2,798 85	.540	.1267	.0488	2,784 30	.543
Penobscot Central Railroad.....						
Portland Railroad.....	†11,451 05	1 63	.2269	.0507	7,213 02	1 03
Portland and Cape Elizabeth Railway.....	4,055 37		.2299	.0466	3,063 67	
Portsmouth, Kittery and York Street Railway.....	4,696 12	5 90	.1948	.0525	2,116 60	2 65
Portland and Yarmouth Electric Railway.....	2,150 00	4 48	.1852	.0493	1,722 72	3 59
Rockland, Thomaston and Camden Street Railway.....	4,219 44	8 37	.2517	.0721	2,458 75	4 88
Skowhegan and Norridgewock Railway.....	693 16	1 30	.1137	.0559	797 52	1 50
Somerset Traction Company.....	1,081 36	3 80	.1609	.1104	815 41	2 92
Waterville and Fairfield Railway.....	9,420 52	4 09	.4313	.1125	6,060 62	2 63

* Operated from June to October.

† Estimated, not including Portland and Cape Elizabeth Railway.

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	\$0.1156	\$0.0287	\$2,460 65	1.15	.0822	.0204
Bangor, Hampden and Winterport Railway .....	.1719	.0491	497 40		.0266	.0077
Bangor, Orono and Old Town Railway .....	.1010	.0377	904 00		.0383	.0144
Bangor Street Railway .....	.1291	.0322	1,735 19		.0384	.0096
Benton and Fairfield Railway			56 58			
Biddeford and Saco Railroad .....	.0977	.0395	2,495 81		.0853	.0344
Calais Street Railway .....	.0985	.0403	594 49	.25	.0226	.0092
Fryeburg Horse Railroad .....		.0736	47 24			.0221
Lewiston, Brunswick and Bath Street Railway			1,973 73			
Mousam River Railroad			2,702 55			
Norway and Paris Street Railway .....	.1275	.0491	14 54	.002	.0007	.0002
Penobscot Central Railroad						
Portland Railroad .....	.1433	.0350	4,238 03	.6090	.0836	.0157
Portland and Cape Elizabeth Railway .....	.1737	.0270	990 14		.0562	.0216
Portsmouth, Kittery and York Street Railway .....	.0878	.0236	2,579 52	3.25	.1070	.0289
Portland and Yarmouth Electric Railway .....	.1484	.0395	427 28	.8906	.0368	.0088
Rockland, Thomaston and Camden Street Railway .....	.1466	.0414	1,760 69	3.4980	.1051	.0307
Skowhegan and Norridgewock Railway .....	.1308	.0644	*104 36	*.2000	*.0201	*.0085
Somerset Traction Company .....	.1238	.0850	249 28	.8762	.0371	.0254
Waterville and Fairfield Railway .....	.2775	.0724	3,359 90	1.4600	.1538	.0401

* Deficit.

† Largely freight.

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.....	\$192,776 08	\$27,539 44	\$17,142 85	\$22,214 77	\$39,357 62
Bangor, Hampden and Winterport Railway.....	114,504 59	25,354 99	13,271 33	12,437 71	25,712 04
Bangor, Orono and Old Town Railway.....	246,383 24	15,208 96	6,172 84	10,102 69	16,275 53
Bangor Street Railway.....	494,043 60	50,932 32	20,618 55	27,330 66	47,949 21
Benton and Fairfield Railway.....	19,513 28	8,096 79	4,979 25	7,010 30	11,989 55
Biddeford and Saco Railroad.....	134,324 02	23,483 22	6,993 00	19,845 27	26,838 27
Calais Street Railway.....	200,000 00	28,571 42	14,285 71	15,682 71	29,968 42
Fryeburg Horse Railroad.....	7,750 07	2,550 02	1,691 66	209 01	1,900 67
Lewiston, Brunswick and Bath Street Railway.....	1,422,000 00	26,689 17	9,384 38	17,523 77	26,908 15
Mousam River Railroad.....	161,591 14	54,963 06	22,198 84	34,741 42	56,850 26
Norway and Paris Street Railway.....	43,000 00	20,187 79	11,737 08	8,796 50	20,533 58
Penobscot Central Railroad.....	.....	.....	.....	.....	.....
Portland Railroad.....	2,070,427 50	43,809 30	21,167 33	21,201 85	42,369 18
Portland and Cape Elizabeth Railway.....	895,217 14	57,425 44	28,827 67	29,702 87	55,530 54
Portsmouth, Kittery and York Street Railway.....	400,000 00	26,490 06	13,245 03	13,509 93	26,754 96
Portland and Yarmouth Electric Railway.....	617,103 79	48,286 60	23,474 18	24,753 48	48,227 66
Rockland, Thomaston and Camden Street Railway.....	323,932 02	19,467 06	15,024 03	15,241 83	30,265 86
Skowhegan and Norridgewock Railway.....	59,746 38	10,086 95	8,695 65	11,828 00	20,523 65
Somerset Traction Company.....	106,812 99	8,901 08	2,500 00	5,637 98	8,037 98
Waterville and Fairfield Railway.....	249,756 22	52,580 25	42,105 26	52,878 45	94,983 71

APPENDIX.

ABSTRACT

OF THE

Returns of Railroad Companies

AND

STATISTICAL TABLES

FOR THE

Year Ending June 30, 1899.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1899.

HISTORY.

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

Date of organization. February 13, 1891.

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

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
A. A. Burleigh.....	Houlton, Me.....	} Until successors are appointed. } Three directors are chosen annually on the last Tuesday in August by the Senators and Representatives to the Legislature from the county of Aroostook.
F. W. Cram.....	Bangor, Me.....	
B. B. Thatcher.....	Bangor, Me.....	
C. A. Gibson.....	Bangor, Me.....	
H. P. Oliver.....	Bangor, Me.....	
Edward Stetson.....	Bangor, Me.....	
F. H. Appleton.....	Bangor, Me.....	
Geo. Dunn.....	Houlton, Me.....	
F. A. Thurlough.....	Fort Fairfield, Me.....	
W. P. Allen.....	Caribou, Me.....	

Total number of stockholders at date of last election, 24.

Date of last meeting of stockholders for election of directors, third Tuesday in October, 1898.

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.
Acting Auditor, Freight and Passenger Receipts.....	W. I. Tower	Bangor, Me.
General Manager	F. W. Cram	Bangor, Me.
Chief Engineer.	Moses Burpee	Houlton, Me.
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	154.14	
Branch	Old Town, Me	Greenville, Me ...	76.00	230.14
Branch	Fort Fairfield Jct.	Fort Fairfield, Me.	13.30	
Branch	Ashland Junction	Ashland, Me.....	42.82	
Branch	Caribou, Me	Limestone, Me ...	15.85	71.97
Spurs .....	.....	.....	10.87	10.87
Bangor and Katahdin Iron Works Railway.....	Milo Junction	K. I. Works, Me ..	18.94	18.94
Spurs .....	.....	.....	.44	.44
Total.....	.....	.....	.....	332.36

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	10,500	\$100	\$1,050,000	\$1,050,000 00		
Preferred	13,280	100	1,328,000	1,128,307 64		
Total	23,780	.....	\$2,378,000	\$2,178,307 64		
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....			.....	.....	10,500	\$1,040,500 00
Preferred			641	\$62,364 00	11,227	1,128,307 64
Total			641	\$62,364 00	21,727	\$2,168,807 64

Some subscribers to preferred stock have made only partial payments, 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.
First mortgage	Jan., 1893.	July, 1943.	\$3,360,000 00	\$3,360,000 00	\$3,360,000 00	\$3,360,000 00	5	Jan. and July..	\$168,000 00	\$168,000 00
Second mortgage	Jan., 1895.	July, 1945.	1,050,000 00	1,050,000 00	167,000 00	167,000 00	5	Jan. and July..	8,350 00	8,350 00
First mortgage, Piscataquis Division bonds	Apr., 1899.	Oct., 1929.	1,500,000 00	1,500,000 00	1,500,000 00	1,549,087 19	5	April and Oct..	18,750 00	18,750 00
Total .....	.....	.....	\$5,910,000 00	\$5,910,000 00	\$5,027,000 00	\$5,076,087 19	..	.....	\$195,100 00	\$195,100 00
Miscellaneous obligations .....	.....	.....	613,793 44	613,793 44	613,793 44	613,793 44	..	.....	.....	.....
Grand total.....	.....	.....	\$6,523,793 44	\$6,523,793 44	\$5,640,793 44	\$5,689,880 63	..	.....	\$195,100 00	\$195,100 00

FUNDED DEBT—CONTINUED.
EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
*Car Trust bonds	October 1st, 1896..	10 years.....	20	758 flat cars. 425 box cars. 20 stock cars. 15 caboose cars. <hr/> 1,218

STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS PRINCIPAL.		DEFERRED PAYMENTS —INTEREST.				
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate—%
Car Trust bonds...	\$95,000	\$400,000	\$300,000	\$126,000	\$76,149	\$15,651	\$15,651	6

*\$20,000 and the interest at 6% is due and payable on April and October 1, each year.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$5,910,000 00	\$5,910,000 00	\$195,100 00	\$195,100 00
Miscellaneous obligations	613,793 44	613,793 44		
Equipment trust obligations.....	400,000 00	300,000 00	15,651 00	15,651 00
Total	\$6,923,793 44	\$6,823,793 44	\$210,751 00	\$210,751 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$196,801 01	Loans and bills payable	\$ 9,239 60
Due from agents.....	26,565 18	Audited vouchers and accounts	161,436 38
Due from solvent companies and individuals	13,167 12	Matured interest coupons unpaid (including coupons due July 1).....	113,859 73
Net traffic balances due from other companies	39,954 51	Total—current liabilities.	\$284,535 71
Other cash assets (excluding "materials and supplies")*..	11,994 88	Balance—cash assets	4,246 99
Total—cash and current assets.....	\$288,782 70	Total.....	\$288,782 70

* Materials and supplies on hand, \$64,830.48.

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	\$2,168,807 64	\$2,168,807 64	.....	220.31	\$9,884 34
Bonds	5,027,000 00	5,027,000 00	.....	297.13	16,918 52
Equipment trust obligations	300,000 00	300,000 00	.....	220.31	1,361 71
Total.....	\$7,495,807 64	\$7,495,807 64			

\$883,000 of second mortgage bonds held as collateral by trustees' account, Aroostook Construction Company, not considered here as outstanding.

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 Katahdin Iron Works Railway	\$120,000 00	\$100,000 00	\$220,000 00	18.94	\$11,615 10
Aroostook Northern Railroad	100,000 00	225,000 00	325,000 00	15.85	20,504 73
Total	\$220,000 00	\$325,000 00	\$545,000 00	34.79	\$32,119 83

This company does not own the stock of Bangor and Piscataquis, hence the difference in mileage—Bangor and Aroostook capital stock, 220.31 miles, bonds, 297.13 miles.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1898.	Total cost to June 30, 1899.	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			\$5,779,492 65	\$7,296,377 35	\$24,556 17
Equipment:					
Locomotives			\$330,189 92	\$419,135 46	\$1,924 80
Freight cars		\$88,945 54			
Total equipment.....		\$88,945 54	\$330,189 92	\$419,135 46	\$1,924 80
Total construction			\$5,779,492 65	\$7,296,377 35	\$24,556 17
Grand total cost construction, equipment, etc.....			\$6,109,682 57	\$7,715,512 81	\$26,480 97

INCOME ACCOUNT.

Gross earnings from operation.....	\$929,253 56	
Less operating expenses	573,161 33	
Income from operation.....	\$356,092 23	
Total income		\$356,092 23
Deductions from income:		
Interest on funded debt accrued	\$210,751 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	16,654 13	
Rents paid for lease of road.....	76,788 50	
Taxes.....	3,031 91	
Total deductions from income.. ..		\$307,225 54
Net income.....		\$48,866 69
Surplus from operations of year ending June 30, 1899.....		\$48,866 69
Surplus on June 30, 1898.....		71,728 23
Surplus on June 30, 1899.....		\$120,594 92

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$239,025 16		
Less repayments—			
Excess fares refunded		\$ 480 00	
Other repayments		1,576 80	
Total deductions		\$2,056 80	
Total passenger revenue			\$236,968 36
Mail			31,972 84
Express			5,381 83
Extra baggage and storage			2,923 22
Total passenger earnings			\$280,246 25
Freight:			
Freight revenue	\$623,584 24		
Less repayments—			
Overcharge to shippers		\$12,911 54	
Total freight revenue			610,672 70
Total passenger and freight earnings			\$890,918 95
Other earnings from operation:			
Car mileage—balance			13,438 25
Hire of equipment—balance			23,607 03
Rents not otherwise provided for			1,289 33
Total other earnings			\$38,334 61
Total gross earnings from operation..			\$929,253 56

STOCKS OWNED.

Railway Stock.	Total par value.	Rate—%	Income or dividend received.	Valuation.
Aroostook Northern Railroad, common stock..	\$100,000 00	..	.....	\$17,896 48

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway.....	\$107,860 58
Renewals of rails.....	20,848 44
Renewals of ties.....	12,126 09
Repairs and renewals of bridges and culverts.....	10,065 09
Repairs and renewals of fences, road crossings, signs and cattle guards.....	7,313 20
Repairs and renewals of buildings and fixtures.....	14,678 08
Repairs and renewals of docks and wharves.....	2 00
Stationery and printing.....	166 38
Other expenses.....	509 78
Total	\$173,569 64
Maintenance of equipment:	
Superintendence.....	\$ 2,651 00
Repairs and renewals of locomotives.....	18,834 25
Repairs and renewals of passenger cars.....	10,736 40
Repairs and renewals of freight cars.....	15,736 81
Repairs and renewals of work cars.....	2,751 64
Repairs and renewals of shop machinery and tools.....	1,583 81
Stationery and printing.....	257 45
Other expenses.....	1,356 68
Total	\$53,928 04
Conducting transportation:	
Superintendence.....	\$ 6,231 16
Engine and roundhouse men.....	55,257 62
Fuel for locomotives.....	101,946 16
Water supply for locomotives.....	4,997 52
Oil, tallow and waste for locomotives.....	4,945 37
Other supplies for locomotives.....	723 80
Train service.....	46,557 91
Train supplies and expenses.....	3,416 73
Switchmen, flagmen and watchmen.....	6,782 54
Telegraph expenses.....	6,175 83
Station service.....	43,637 72
Station supplies.....	8,233 47
Loss and damage.....	1,099 62
Injuries to persons.....	1,651 38
Clearing wrecks.....	406 07
Advertising.....	5,228 08
Commissions.....	518 49
Rents for tracks, yards and terminals.....	24 62
Rents of buildings and other property.....	649 00
Stationery and printing.....	2,722 73
Other expenses.....	1,516 09
Total	\$302,721 91
General expenses:	
Salaries of general officers.....	\$17,472 54
Salaries of clerks and attendants.....	10,225 28
General office expenses and supplies.....	3,688 43
Insurance.....	2,233 70
Law expenses.....	5,429 88
Stationery and printing (general offices).....	2,757 55
Other expenses.....	1,134 36
Total	\$42,941 74
Recapitulation of expenses:	
Maintenance of way and structures.....	\$173,569 64
Maintenance of equipment.....	53,928 04
Conducting transportation.....	302,721 91
General expenses.....	42,941 74
Grand total	\$573,161 33

Percentage of expenses to earnings—entire line, 61.68.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Bangor and Piscataquis Railroad to April 1, 1899	\$11,250 00	.....	\$44,137 50	\$55,387 50
Bangor and Katahdin Iron Works Railway..	6,000 00	.....	4,100 00	10,100 00
Aroostook Northern Railroad	11,250 00	.....	51 00	11,301 00
Total rents	\$28,500 00	.....	\$48,288 50	\$76,788 50

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$5,779,492 65	Cost of road.....	.....	\$7,296,377 35	\$1,516,884 70		
331,222 85	Cost of equipment .....	.....	419,135 46	87,912 61		
430,996 12	Stocks owned .....	.....	17,896 48	17,896 48		
	Cash and current assets .....	.....	288,782 70	.....	\$142,213 42	
55,215 12	Other assets:					
	Materials and supplies .....	.....	64,830 48	9,615 36		
9,500 00	Sundries.					
	Property	26,818 73				
	Special Bangor and Piscataquis improvements	289,627 16				
	Permanent improvements	132,759 11				
	Milo bridge	12,528 47				
	Millinocket improvements	24,562 96	486,296 43	486,296 43		
	2d mort. bonds coll. loan .....	.....	883,000 00	883,000 00		
\$6,606,426 74	Grand total ...	.....	\$9,456,318 90	\$2,859,392 16		
	LIABILITIES.					
\$2,115,943 64	Capital stock.....	.....	\$2,178,307 64	\$ 62,364 00		
3,867,000 00	Funded debt .....	.....	6,823,793 44	2,956,793 44		
402,319 87	Current liabilities	.....	284,535 71	.....	\$117,784 16	
	Prem. on Piscataquis div. bond. ....	.....	49,087 19	49,087 19		
149,435 00	Aroostook Construction Co. ....	.....	.....	.....	149,435 00	
71,728 23	Profit and loss .....	.....	120,594 92	.....	
\$6,606,426 74	Grand total ...	.....	\$9,456,318 90	\$2,801,025 47		

IMPORTANT CHANGES DURING THE YEAR.

Change of terminals and straightened line decreases.

Mainline .....		.55 miles.
Old Town to Greenville.....		.50 "
Fort Fairfield Junction to Fort Fairfield.....		.01 "
Ashland Junction to Ashland.....		.53 "
Caribou to Limestone.....		.05 "
		<u>1.64</u> "
Spurs added.....	2.59	
Milo Junction to Katahdin Iron Works.	4	
	<u>2.63</u>	
Net change (increase).....		.99

Lease of Bangor and Piscataquis surrendered and the property bought by Bangor and Aroostook Railroad.

Piscataquis Division bonds are issued by Bangor and Aroostook R. R.

in purchase of Bangor and Piscataquis.....	\$1,225,000 00
And for betterments	275,000 00
	<u>\$1,500,000 00</u>

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st mortgage 5% gold bond..	Brownville.....	Caribou	154.14	\$16,000 00
1st mortgage 5% gold bond..	Ft. Fairfield Jct..	Ft. Fairfield	13.30	16,000 00
1st mortgage 5% gold bond..	Ashland Jct.....	Ashland	42.82	16,000 00
2d mortgage 5% gold bond..	Same	Same	210.00	5,000 00
1st mortgage 5% gold bond (Piscataquis Division)	Old Town.....	Greenville	76.00	19,736 84

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	1,565	\$17,472 54	\$11 16
Other officers.....	5	1,515	7,575 00	5 00
General office clerks.....	33	6,811	15,324 75	2 25
Station agents.....	59	19,500	42,098 61	2 15
Other station men.....	86	11,757	15,871 95	1 35
Enginemen.....	42	9,425	25,447 50	2 70
Firemen.....	44	9,807	16,181 55	1 65
Conductors.....	36	8,388	20,970 00	2 50
Other trainmen.....	72	19,323	30,916 80	1 60
Machinists.....	12	3,236	8,090 00	2 50
Carpenters.....	16	7,205	13,689 50	1 90
Other shopmen.....	88	16,389	32,778 00	2 00
Section foremen.....	62	19,896	31,833 60	1 60
Other trackmen.....	205	44,248	55,310 00	1 25
Switchmen, flagmen and watchmen.....	11	3,614	5,421 00	1 50
Telegraph operators and dispatchers.....	25	4,598	10,574 00	2 29
All other employees and laborers.....	256	39,560	49,450 00	1 25
Total (including "general officers").....	1,057	226,837	\$389,004 80	1 75
Less "general officers".....	5	1,565	17,472 54	11 16
Total (excluding "general officers").....	1,052	225,272	\$381,532 26	1 69
Distribution of above:				
General administration.....	43	9,891	\$ 40,372 29	4 08
Maintenance of way and structures.....	523	103,704	136,593 60	1 31
Maintenance of equipment.....	116	26,830	54,557 00	2 03
Conducting transportation.....	375	86,412	167,481 91	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.....	239,092			
Number of passengers carried one mile.....	9,673,469			
Number of passengers carried one mile per mile of road.....	29,285			
Average distance carried.....	40.46			
Total passenger revenue.....		236,968	36	
Average amount received from each passenger.....			99	111
Average receipts per passenger per mile.....				2449
Total passenger earnings.....		280,246	25	
Passenger earnings per mile of road.....			842	67
Passenger earnings per train mile.....			67	57 8
Freight traffic:				
Number of tons carried of freight earning revenue....	408,858			
Number of tons carried one mile.....	38,727,843			
Number of tons carried one mile per mile of road....	116,523			
Average distance haul of one ton.....	94.72			
Total freight revenue.....		610,672	70	
Average amount received for each ton of freight.....			149	360
Average receipts per ton per mile.....				1576
Total freight earnings.....		610,672	70	
Freight earnings per mile of road.....			1,837	29
Freight earnings per train mile.....			133	562
Passenger and freight:				
Passenger and freight revenue.....		857,641	06	
Passenger and freight revenue per mile of road.....			2,580	45 8
Passenger and freight earnings.....		890,918	95	
Passenger and freight earnings per mile of road.....			2,680	59 1
Gross earnings from operation.....		929,253	56	
Gross earnings from operation per mile of road.....			2,795	92 9
Gross earnings from operation per train mile.....				106 57
Operating expenses.....		573,161	33	
Operating expenses per mile of road.....			1,724	51
Operating expenses per train mile.....				65 73
Income from operation.....		356,092	23	
Income from operation per mile of road.....				1,071 45
Train mileage:				
Miles run by passenger trains.....	414,696			
Miles run by freight trains.....	457,217			
Total mileage trains earning revenue.....	871,913			
Miles run by switching trains.....	206,275			
Miles run by construction and other trains.....	89,624			
Grand total train mileage.....	1,167,812			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage	352,076	56,782	408,858

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	14	14	Westinghouse.		
Freight	4	20	19	Westinghouse.....	4	Gould.
Switching	1	1				
Total locomotives in service..	5	35	33	Westinghouse.....	4	
Total locomotives owned	5	35	33	Westinghouse.....	4	
Cars—owned and leased:						
In passenger service—						
First class cars	7	24	24	Westinghouse.....	24	Miller.
Combination cars.....	7	7	7	.....	7	Miller.
Baggage, express and postal cars.....	1	12	12	.....	11	Miller.
Total	8	43	43	Westinghouse.....	43	Miller.
In freight service—						
Box cars	448	186	186	Westinghouse	426	Gould.
Flat cars	783	464	464	Westinghouse.....	765	Gould.
Stock cars	20	20	20	.....	20	Gould.
Total	1251	650	650	.....	1211	Gould.
In company's service—						
Officers' and pay cars.....	1	1	1	Westinghouse.....	1	Miller.
Gravel cars	36					
Derrick cars.....	1					
Caboose cars	17				15	Gould.
Other road cars	52					
Total	107	1	1	.....	16	
Total cars in service.....	8	1401	694	.....	1270	
Less cars leased.....		1218				
Total cars owned	8	183				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	230.14	66.99	35.23	332.36	.....	9.00	323.36
Miles of yard track and sidings.....	44.37	.....	1.70	146.07	.....	10.00	36.07
Total mileage operated (all tracks).....	274.51	66.99	36.93	378.43	.....	19.00	359.43

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.....	230.14	66.99	297.13	.....	.....	297.13

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:					
B. & P. Division.....	1500 ¹ ₂₂₄	70.....	Cedar.....	33,644	20c.
Millinockett paper mill.	242 ¹ ₂₂₄	70.....			
Total steel.....	1743 ² ₂₂₄	.....		

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	7,559.91	.....	.....	.....	.....	414,696	36.46
Freight	12,818.08	.....	.....	.....	.....	457,217	56.07
Switching	3,209.64	.....	.....	.....	.....	206,275	31.12
Construction	2,203.49	.....	.....	.....	.....	76,048	57.95
Miscellaneous.....	2,791.65	.....	.....	.....	.....	13,576	41.13
Total.....	28,582.77	.....	.....	.....	.....	1,167,812	48.95
Average cost at distributing point.....	\$3.50	.....	.....	.....	.....	.....	.....

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	13	.....	1	.....	.....	.....	14
Falling from trains and engines	2	.....	.....	.....	.....	.....	2
Overhead obstructions.....	1	.....	.....	.....	.....	.....	1
Other causes.....	*2	.....	.....	.....	†2	.....	4
Total	18	.....	1	.....	2	.....	21

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Train accidents	1	.....	.....	.....	.....	.....	1
At stations	2	.....	1	.....	.....	.....	2
Other causes.....	†1	.....	.....	.....	.....	2
Total	3	1	2	.....	.....	.....	3

*Two—1 caught foot between couplers; 1 hit by steam shovel. †Two—1 fingers injured by wheel; 1 got hurt while working steam shovel. ‡Two—1 found dead by the track; 1 injured, caught between couplers.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Average 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 ...	8	80.6						Bridges.....	2	15.6	
Iron....	64	7029.4									
Wooden	8	323.0									
Total .	80	7432.10						Overhead Railway Crossings:			
Trestles ..											
Wood....	35	4980.0									

Gauge of track, 4 feet 8½ inches—332.36 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Mile 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 Company for the Year Ending June 30, 1899.

HISTORY.

Name of common carrier making this report? Boston and Maine Railroad Company.

Date of organization. June, 1835.

Under laws of what States organized? 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 Road of Maine.

STATE OF MASSACHUSETTS.

1833. Chap. 109. An Act to incorporate the Andover and Wilmington Railroad, from Andover to Wilmington, with a capital stock of one thousand shares, the road to be located before June 1, 1834. (See B. & L. R. R. v. B. & M. R. R., 5 Cush. 375.)

1834. Chap. 175. Time of location extended.

1835. Chap. 134. Capital stock increased. Time for construction extended to January 1, 1838, and permission given to alter the route.

1837. Chap. 113. An Act authorizing the building of a branch from Bradford to the State Line of New Hampshire, increasing the capital stock not exceeding one thousand shares, and to change the name to Andover and Haverhill Railroad Corporation.

1839. Chap. 62. An Act to increase the capital stock by \$150,000, and to change the name to the Boston and Portland Railroad Corporation.

1841. Chap. 56. An Act to constitute the stockholders of the Boston and Portland Railroad Corporation stockholders of the Boston and Maine Railroad Company of New Hampshire, and authorizing the union of said companies under the name of the Boston and Maine Railroad Company.

1843. Chap. 90. The Boston and Maine Railroads of New Hampshire and Massachusetts having been united, the united corporation is authorized to unite with the Maine, New Hampshire and Massachusetts Railroad Corporation of Maine, under the name of the Boston and Maine Railroad.

1844. Chap. 172. An Act to incorporate the Boston and Maine Railroad Extension Company from the Boston and Maine Railroad in Wilmington, through Reading, Stoneham, Malden, Somerville or Charlestown, to Haymarket Square, Boston, and to authorize the Boston and Maine Railroad to subscribe for the stock of the Extension Company, and to increase its own stock therefor. (See Commonwealth v. B. & M. R. R., 3 Cush. 25, and Davidson v. B. & M. R. R., 3 Cush. 91.)

1845. Chap. 159. An Act to unite the Boston and Maine Railroad and the Boston and Maine Railroad Extension Company under the name of the Boston and Maine Railroad.

1846. Chap. 75. An Act authorizing the re-location of the Boston and Maine Railroad in Andover and the discontinuance of a portion of the original road, and to increase its capital stock. Also to build the Methuen Branch. (See Hazen v. B. & M. R. R., 29 Gray, 574.)

1848. Chap. 292. An Act affecting the location in Somerville and Boston.

1848. Chap. 322. An Act to alter the location of the Methuen Branch as to meet the Manchester & Lawrence Railroad at the New Hampshire line.

1849. Chap. 226. An Act to increase the capital stock by an amount not exceeding \$600,000.

1851. Chap. 139. An Act authorizing the purchase of the Stoneham Branch Railroad, and an increase of capital stock therefor.

1855. Chap. 42. An Act authorizing the purchase of the franchises and property of the Danvers Railroad.

1855. Chap. 141. An Act to authorize the Boston & Maine Railroad to amend and refile its location.

1855. Chap. 371. An Act to permit the widening of the bridge across Charles River, within certain limits.

1855. Chap. 386. An Act to establish an independent line of railroad communication between Boston and Lowell. (See Boston & Lowell R. R. v. Salem & Lowell R. R., 2 Gray 1.)

1861. Chap. 176. An Act to authorize the purchase of certain flats and the widening of the Charles River Bridge.

1866. Chap. 102. An Act in regard to the lease of the South Reading Branch.

1867. Chap. 170. An Act to authorize the subscription for stock in the Marginal Freight Railroad Company.

1868. Chap. 17. An Act to relocate in North Andover and Bradford, and to increase its capital stock to \$5,000,000.

1868. Chap. 118. An Act concerning the crossing of the Eastern Railroad and the Boston and Maine Railroad at Lawrence.

1869. Chap. 343. An Act concerning the bridges over the Charles River.

1869. Chap. 362. An Act concerning the same.

1869. Chap. 395. An Act concerning the purchase of the Newburyport City Railroad.

1870. Chap. 9. An Act to authorize the Boston & Lowell Railroad to cross the Boston & Maine Railroad at grade in Somerville.

1870. Chap. 301. An Act concerning the terminal facilities in Boston and the draws across Charles and Miller Rivers.

1870. Chap. 401. An Act amending the preceding act.

1872. Chap. 356. An Act authorizing the Eastern Railroad to take certain land on Causeway Street, in Boston, occupied by the Boston & Maine Railroad.

1875. Chap. 357. An Act to provide for the discontinuance of the grade crossings of railroads in Somerville, Charlestown and Boston.

1876. Chap. 7. An Act to authorize the purchase of the West Amesbury Branch Railroad.

1876. Chap. 124. An Act to authorize the purchase of the Newburyport Railroad.

1876. Chap. 126. An Act to authorize the purchase of the Danvers Railroad.

1878. Chap. 245. An Act in relation to the crossing of the track of the Boston and Maine Railroad by the Lowell and Lawrence Railroad at South Lawrence.

1880. Chap. 205. An Act to authorize the Boston and Maine Railroad and Eastern Railroad to make a contract or lease. (See Phillips v. Eastern R. R., 138 Mass. 122.)

1886. Chap. 292. An Act to provide for a Railroad Union Passenger Station in Boston.

1887. Chap. 302. An Act in amendment of the preceding act.

1887. Chap. 410. An Act to further provide for a Union Railroad Passenger Station in Boston.

1888. Chap. 250. An Act to authorize the Boston and Maine Railroad to purchase the franchises and property of the Eastern Railroad, Eastern Railroad in New Hampshire, and the Portsmouth, Great Falls and Conway Railroad, and to increase its capital stock therefor.

For further Acts concerning the Boston and Maine Railroad, see Acts of 1837, chapter 188; 1839, chapter 145; 1844, chapter 83; 1844, chapter 116; 1846, chapters 79, 157, 212, 229; 1847, chapters 70, 200, 238, 278; 1848, chapters 41, 204, 207, 223, 231, 263, 264; 1849, chapters 7, 230; 1850, chapters 113, 240; 1851, chapters 196, 236, 244; 1852, chapters 32, 118, 167, 305, 366; 1853, chapters 64, 121, 276, 415; 1854, chapters 31, 310, 336, 353; Resolve, chapter 82; 1855, chapter 375; 1857, chapters 124, 263; Resolve, chapter 88; 1859, chapter 115; 1860, chapter 63; 1861, chapter 15; 1864, chapters 54, 283; 1866, chap-

ters 127, 265, 278; 1868, chapters 178, 188, 253; 1869, chapters 378, 401; 1870, chapter 320; 1871, chapters 184, 389; 1873, chapter 79; Resolve, chapter 30; 1881, chapter 265; 1885, chapter 259; 1886, chapter 96.

1889. Chap. 25. An Act in further addition to an act relating to the Mystic River Corporation.

1890. Chap. 23. An Act to authorize the Boston & Maine Railroad to accept an assignment of a lease of the Northern Railroad to the Boston & Lowell Railroad Corporation.

1890. Chap. 185. An Act to amend an act entitled an act to authorize the Boston & Maine Railroad to purchase the franchises and property of the Eastern Railroad Company and the Eastern Railroad in New Hampshire and the Portsmouth, Great Falls and Conway Railroad.

1890. Chap. 407. An Act to authorize the Boston & Maine Railroad to guaranty the bonds of the St. Johnsbury & Lake Champlain Railroad Company.

1890. Chap. 61. An Act to authorize the Worcester, Nashua and Rochester Railroad Company to issue bonds to fund its floating debt.

1891. Chap. 207. An Act to authorize the Boston & Lowell Railroad Corporation to increase its capital stock.

1891. Chap. 240. An Act in addition to an act relating to the Mystic River Corporation.

1891. Chap. 308. An Act to authorize the Boston & Maine Railroad to acquire by purchase the road, franchises and property of certain railroad corporations.

1892. Chap. 383. An Act to authorize the Central Massachusetts Railroad to issue bonds.

1892. Chap. 392. An Act relating to shares of the Boston & Maine Railroad subject to the lien of a certain mortgage of the Eastern Railroad Company.

1895. Chap. 145. An Act to require the Boston & Maine Railroad to discontinue the running of certain trains in the city of Lowell.

1897. Chap. 238. An Act confirming the locations of the Boston & Maine Railroad and the Boston, Revere Beach & Lynn Railroad Company in the town of Revere.

1898. Chap. 194. An Act to authorize the Boston & Maine Railroad to purchase and hold in shares the capital stock of any railroad.

STATE OF NEW HAMPSHIRE.

1835. Chap. 14. An Act to incorporate the Boston and Maine Railroad, with location from Haverhill, Mass., to boundary line between New Hampshire and Maine. Capital stock \$600,000.

1838. Chap. 32. An Act in addition to the preceding act, authorizing a change in the location between Andover and Haverhill Railroad and the State of Maine.

1841. Chap. 6. An Act authorizing the union of the Boston and Portland Railroad, the Maine, New Hampshire and Massachusetts Railroad, Dover and Winnepesaukee Railroad, and the Boston and Maine Railroad, under the name of the Boston and Maine Railroad, and making the stockholders of each railroad stockholders of the Boston and Maine Railroad, and increasing the power and privileges of said united railroad.

1841. Chap. 290. The Boston and Maine Railroad of Maine, New Hampshire and Massachusetts, having united, this act authorized the Boston and Maine Railroad to unite with the Boston and Maine Railroad Extension Company.

1887. Chap. 304. An Act to authorize the Boston and Maine Railroad to purchase the franchises and property of the Eastern Railroad Company, and the Eastern Railroad of New Hampshire, and to purchase the stocks, etc., of said railroads, and to increase its capital stock therefor, under certain limitations, and to make certain exchanges of stock, etc.

1889. Chap. 5. An Act amending Chapter 100 of the laws of 1883, and authorizing certain Railroad Corporations to form corporate unions and to make contracts of lease.

1889. Chap. 274. An Act authorizing, legalizing, and confirming the contract between the Boston & Maine Railroad and the Bartlett & Albany Railroad and for other purposes.

1891. Chap. 4. An Act authorizing the Boston & Maine Railroad to increase its capital stock for certain purposes.

1895. Chap. 22. An Act to authorize a lease of the Peterborough Railroad to the Boston & Lowell Railroad Corporation and a transfer of the same to the Boston & Maine Railroad.

STATE OF MAINE.

1836. Chap. 179. An Act to establish the Maine, New Hampshire and Massachusetts Railroad Corporation, extending from Portland, Maine, to the State Line of New Hampshire, there to connect with the railroad running through New Hampshire, the road to be completed on or before December 31, 1846.

1839. Chap. 533. An Act additional to the above, extending the time for building the road to December 31, 1850.

1841. Chap. 145. A further Act in addition to the above makes a change in the location, and gives authority to connect with other roads.

1843. Chap. 108. An Act to unite the Maine, New Hampshire and Massachusetts Railroad Corporation with the Boston & Maine Railroad, constitutes the stockholders of the former road stockholders of the latter, a corporation already existing under the laws of New Hampshire and Massachusetts, and the two corporations are by this act made one corporation by the name of the Boston & Maine Railroad.

1844. Chap. 152. An Act in addition to the last named act, and explanatory thereof.

1846. Chap. 350. An Act authorizing the union of the Boston & Maine Railroad Extension Company, a Massachusetts corporation, with the Boston & Maine Railroad.

1869. Chap. 40. An Act establishing the amount of capital stock of the Boston & Maine Railroad at \$5,000,000, and giving consent to the acts of the Massachusetts Legislature concerning said Boston & Maine Railroad.

1869. Chap. 103. An Act amending the preceding act, rectifying a clerical error therein.

1871. Chap. 630. An Act for the extension of the Boston & Maine Railroad in Maine, and for increase of capital stock by a sum not exceeding \$2,000,000.

1873. Chap. 222. An Act to confirm the location of the railroad through Berwick and North Berwick in Maine, under certain restrictions.

1876. Chap. 248. An Act to incorporate the Orchard Beach Railroad Company, with a capital stock of \$50,000, with power to construct a railroad along Old Orchard Beach.

1876. Chap. 290. An Act to amend chapter 272 of the Acts of 1873, modifying the restrictions as to depots.

1877. Chap. 326. An Act authorizing the directors of the Orchard Beach Railroad to determine in regard to the operation of said road.

1879. Chap. 117. An Act permitting the discontinuance of a certain part of its railroad in the town of South Berwick.

1881. Chap. 64. An Act to enable the Boston and Maine Railroad to purchase the Orchard Beach Railroad.

1885. Chap. 407. An Act to incorporate the Boston Express Company to operate over the Boston & Maine Railroad.

1887. Chap. 268. An Act authorizing the Boston and Maine to purchase the stock, etc., or to unite with the Eastern Railroad and other railroads in New Hampshire and Massachusetts, leased to or under contract with the Boston and Maine or Eastern Railroad, and the Portland, Saco and Portsmouth, the Portland and Rochester, Portsmouth, Great Falls and Conway, Kennebunk, Kennebunkport, and the Orchard Beach Railroad to increase its capital stock for the purposes of this act.

1889. Chap. 352. An Act additional to the charter of the Portland & Rochester Railroad.

1889. Chap. 532. An Act allowing Orchard Beach Railroad Company to use electric motors.

1891. Chap. 237. An Act in relation to minority stockholders of the Boston and Maine Railroad and certain other railroad corporations.

1891. Chap. 168. An Act relating to the Boston and Maine Railroad.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Lucius Tuttle.....	Boston, Mass	October 11, 1899.
Samuel C. Lawrence.....	Medford, Mass.....	October 11, 1899.
Joseph S. Ricker.	Portland, Me.....	October 11, 1899.
Richard Olney	Boston, Mass.....	October 11, 1899.
A. W. Sulloway.....	Franklin, N. H.	October 11, 1899.
Joseph H. White	Brookline, Mass.....	October 11, 1899.
Walter Hunnewell.....	Wellesley, Mass	October 11, 1899.
Henry R. Reed.....	Boston, Mass.....	October 11, 1899.
Lewis Cass Ledyard.....	New York, N. Y.....	October 11, 1899.
Henry M. Whitney.....	Brookline, Mass.....	October 11, 1899.
Henry F. Dimock.....	New York, N. Y.....	October 11, 1899.
William Whiting.	Holyoke, Mass.....	October 11, 1899.
Alexander Cochrane.	Boston, Mass.....	October 11, 1899.
Charles M. Pratt.	New York, N. Y.....	October 11, 1899.

Total number of stockholders at date of last election, 6,433.

Date of last meeting of stockholders for election of directors, October 12, 1898.

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(North. 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. Fulson (Conn. and Pass. Division).....	Lyndonville, Vt.
Assistant Div. Superintendent..	H. F. Sampson (Conn. and Pass. Division)	Springfield, Mass.
Division Superintendent.....	Geo. E. Cummings (White Mountain Division)	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	C. J. Wiggin.....	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	Maine State Line.	57.53
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 ...	Wake'fd 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
Wolffboro Branch	Sanborn v'le, N.H.	Wolffboro, N. H. ...	12.03
Newburyport City Branch.....	East'n R. R. tracks	Newb'ryp't wh.	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
*Lowell & Andover and L. & L. .	Connection in....	Lowell, Mass.....	.25
Total owned			386.41
Leased:			
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 Branch	Lakeport, N. H. ...	Alton Bay, N. H. ...	17.28
Tilton & Belmont Branch	Belmont Jc., N. H.	Belmont, N. H. ...	4.17
Whitefield & Jefferson Br. }	Whitefield Jc. N. H.	Berlin Mills, N. H.	33.69
	Jefferson Meadw'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. ...	Gen. Barns'td.	4.46
Pemigewasset Valley	Plymouth, N. H. ...	Lincoln, N. H.	
	Campton	Campton Village..	22.93

* Total length, .37 miles of which .25 miles is owned and .12 miles leased.

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.	Claremont Jc.	
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.	Chicopee 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 R. R.	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
*Lowell & Andover and L. & L.	Connection in.	Lowell, Mass. ....	.12
Total leased.			1,329.18
Total owned.			386.41
Grand total operated.			1,715.59

*Total length .37 miles of which .25 miles is owned and .12 miles leased.

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 Winnipiseogoc ..	Owned.....	New Hampshire.
Steamer Lady of the Lake..	Passenger and freight on Lake Memphremagog.	Leased	Vermont.
Eastern Transfer.....	Freight barge, Boston harbor	Owned jointly with N. Y. N. H. & H. Road. B. & Me. R. R. interest sold to N. Y. N. H. & H. Road in May, 1899	Massachusetts.
Ortsmouth 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	192,343 $\frac{87.5}{1000}$	\$100	\$19,234,387 50	\$19,064,200 00	*6%	\$1,045,014 00
B. & M., scrip				7,096 72		
Eastern R. R., com				83 28		
Eastern R. R., N. H.				148,395 00		
B. & M., preferred....	31,498	100	3,149,800 00	3,149,800 00	†6%	188,988 00
Total	223,841 $\frac{87.5}{1000}$	100	\$22,384,187 50	\$22,369,575 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.	3,259		105,742	
Total	3,259		222,148	\$11,561,874 52

*July 1, 1898, $1\frac{1}{2}\%$ on 174,169 shares	\$261,253 50
October 2, 1898, $1\frac{1}{2}\%$ on 174,169 shares	261,253 50
January 2, 1899, $1\frac{1}{2}\%$ on 174,169 shares	261,253 50
April 1, 1899, $1\frac{1}{2}\%$ 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, 1898, 3% on 31,498 shares	\$94,494 00
March 1, 1899, 3% on 31,498 shares	94,494 00

Issued in exchange for stock for sundry roads..... \$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 in New Hampshire stock stands on the books at \$65.00 per share, that being the convertible value in Boston and Maine stock for which it will be exchanged. All but one share of the Eastern Railroad (Mass.), has now been exchanged for Boston and Maine Railroad stock.

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	\$271,170 00
Bonds	Aug. 1, 1892	Aug. 1, 1942	2,500,000 00	2,500,000 00	2,500,000 00	2,515,458 60	4	Feb. and Aug. 1	100,000 00	100,180 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. 1	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	77,220 00
Eastern R. R. certificates of indebtedness, U. S. gold...	Sept. 1, 1876	Sept. 1, 1906	10,392,645 77	10,392,645 77	*6,831,000 21	10,392,645 77	6	Mar. and Sept. 1	410,720 00	413,525 00
Eastern R. R. certificates of indebtedness, £ sterling...	Sept. 1, 1876	Sept. 1, 1906	3,070,274 85	3,070,274 85	†1,555,333 40	3,070,274 85	6	Mar. and Sept. 1	93,329 73	93,329 73
P. G. F. & C. bonds	June 1, 1877	June 1, 1937	1,000,000 00	998,000 00	998,000 00	998,000 00	4½	June and Dec. 1	44,910 00	46,181 25
P. G. F. & C. bonds	Dec. 1, 1872	Dec. 1, 1892	.....	.....	2,000 00	.....	4½	June and Dec. 1	90 00	.....
Total .....	.....	.....	\$26,462,920 62	\$26,379,920 62	\$21,305,333 61	\$26,187,381 92	.....	.....	\$1,055,809 73	\$1,061,605 98
Mortgage bonds .....	.....	.....	\$14,462,920 62	\$14,460,920 62	\$ 9,386,333 61	\$14,460,920 60	.....	.....	\$549,049 73	\$553,035 98
Miscellaneous obligations .....	.....	.....	12,000,000 00	11,919,000 00	11,919,000 00	11,726,461 30	.....	.....	506,760 00	508,570 00
Grand total .....	.....	.....	\$26,462,920 62	\$26,379,920 62	\$21,305,333 61	\$26,187,381 92	.....	.....	\$1,055,809 73	\$1,061,605 98

* Eastern Railroad United States gold certificates, \$6,831,000, one year at 6%, \$409,860. Certificates purchased and cancelled, \$86,000, two months 6%, \$860; total, \$410,720.

† Eastern Railroad £ sterling, \$1,556,333.40, one year 6%, \$93,320.00, on certificates purchased and cancelled, \$973.30, two mos. 6%, \$9.73—total \$93,329.73.

‡ P. G. F. & C. bonds. The \$2,000 of old bonds have not yet been presented for exchange for the new bonds due June 1, 1937.

BOSTON AND MAINE RAILROAD.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$14,460,920 60	\$ 9,386,333 61	\$549,049 73	\$553,035 98
Miscellaneous obligations	11,919,000 00	11,919,000 00	506,760 00	508,570 00
Total.....	\$26,379,920 62	\$21,305,333 61	\$1,055,809 73	\$1,061,605 98

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$1,927,985 99	Audited vouchers and accounts	\$968,828 51
Bills receivable	692,686 88	Wages and salaries	320,622 60
Due from agents	776,249 84	Net traffic balances due to other companies.....	360,333 52
Due from solvent companies and individuals	2,418,491 26	Dividends not called for	21,893 75
		Matured interest coupons unpaid (including coupons due July 1).....	164,052 62
		Rents due July 1	970,339 51
		Con. & Mont. Rd. Imp't fund	249,108 37
		Fund to pay B. & L. R.R. bonds due July 1, 1899	620,000 00
		Total—current liabilities.....	\$3,675,178 88
Total—cash and current assets	\$5,815,413 97	Balance—cash assets	2,140,235 09
		Total	\$5,815,413 97

Materials and supplies on hand, \$1,485,745.45.

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	\$22,369,575 00	\$22,369,575 00	.....	386.41	\$57,891
Bonds	21,305,333 61	21,305,333 61	.....	.....	55,137
Total.....	\$43,674,908 61	\$43,674,908 61	.....	.....	\$113,028

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.....	\$22,369,575 00	\$21,305,333 61	\$43,674,908 61	386.41	\$113,028
Worcester, Nashua and Rochester Railroad.....	3,099,800 00	1,776,000 00	4,875,800 00	94.48	51,607
Portland, Saco and Portsmouth Railroad.....	1,500,000 00	.....	1,500,000 00	50.76	29,551
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	8.85	70,622
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	8,309,000 00	14,838,400 00	96.95	153,052
Stony Brook Railroad.....	300,000 00	.....	300,000 00	13.16	22,796
Wilton Railroad.....	240,000 00	.....	240,000 00	15.50	15,484
Peterborough 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	.....

BOSTON AND MAINE RAILROAD.

RECAPITULATION.

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

Name.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
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	62,069
Concord and Montreal Railroad	7,197,600 00	6,150,000 00	13,347,600 00	234.11	57,014
Whitefield and Jefferson Railroad	789,300 00	.....	789,300 00	33.69	23,428
Nashua, Acton 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
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	\$65,512,067 33	\$45,794,333 61	\$111,306,400 94	1,708.43	\$65,151

* 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, 1898.	Total cost to June 30, 1899.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
		Charged to construction or equipment.			
Construction:					
Engineering		\$13,616 80	\$1,311,968 94	\$1,325,585 74	\$3,430 52
Right of way and station grounds		146,784 16	7,514,745 23	7,661,529 39	19,827 46
Real estate					
Grading, bridge and culvert masonry		137,802 57	6,560,797 34	6,698,599 91	17,335 47
Bridges, trestles and culverts		44,771 30	3,411,651 86	3,456,423 16	8,944 96
Ties					
Rails					
Track fastenings		75,587 91	6,469,354 00	6,544,941 91	16,937 82
Frogs and switches					
Ballast					
Station buildings and fixtures		68,610 56	3,438,924 78	3,507,535 34	9,077 24
Shops, roundhouses, and turntables					
Shop machinery and tools		12,210 36	989,005 89	1,001,216 25	2,591 07
Elimination of grade crossings		62,927 20	338,348 09	401,275 29	1,038 47
Miscellaneous structures, Boston pass. terminals, interest and discount			2,234,134 97	2,234,134 97	5,781 77
			82,028 44	82,028 44	212 28
Total construction.....		*\$562,310 86	\$32,350,959 54	\$32,913,270 40	\$85,177 06
Equipment:					
Locomotives			\$1,423,165 06	\$1,423,165 06	\$3,683 04
Passenger cars					
Sleeping, parlor, and dining cars			1,560,379 51	1,560,379 51	4,038 15
Baggage, express, and postal cars					
Combination cars					
Freight cars			1,575,839 03	1,575,839 03	4,078 15
Other cars of all classes			18,766 31	18,766 31	48 57
Floating equipment		†5,000 00	5,000 00		
Total equipment		†\$5,000 00	\$4,583,149 91	\$4,578,149 91	\$11,847 91
Total construction.....		562,310 86	32,350,959 54	32,913,270 40	85,177 06
Grand total cost construction, equipment, etc.		\$557,310 86	\$36,934,109 45	\$37,491,420 31	\$97,024 97

* Land purchased and used in operation of road during the year, \$18,866.16; elimination of grade crossings completed during the year, \$62,927.20; purchase of Eastern Railroad in New Hampshire with Boston and Maine common stock \$480,517.50; total, \$562,310.86.

† Boston and Maine interest in Boston Harbor Transfer Barge sold during the year.

‡ Credit.

INCOME ACCOUNT.

Gross earnings from operation	\$ 20,027,248 11	
Less operating expenses	13,712,613 71	
Income from operation		\$6,314,634 40
Dividends on stocks owned	\$191,063 80	
Interest on bonds owned	5,100 00	
Miscellaneous income—less expenses	322,319 48	
Income from other sources		518,483 28
Total income		\$6,833,117 68
Deductions from income:		
Interest on funded debt accrued	\$1,055,809 73	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	11,930 36	
Interest on real estate mortgages	23,895 00	
Rents paid for lease of road	3,288,589 08	
Taxes	1,105,648 97	
Sinking fund payments B. & M. R. R. bonds	51,285 00	
Sinking fund payments E. R. R. bonds	16,544 52	
Total deductions from income		5,553,702 66
Net income		\$1,279,415 02
Dividends, six per cent, common stock	\$1,045,014 00	
Dividends, six per cent, preferred stock	188,988 00	
Total		\$1,234,002 00
Surplus from operations of year ending June 30, 1899		\$ 45,413 02
Surplus on June 30, 1898		1,713,576 71
Surplus on June 30, 1899		\$1,758,989 73

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$8,635,951 11		
Less repayments—			
Tickets redeemed		\$15,057 82	
Excess fares refunded		90,691 05	
Other repayments		8,000 00	
Total deductions		\$113,748 87	
Total passenger revenue			\$8,522,202 24
Mail	\$346,748 03		
Express	619,173 03		
Extra baggage and storage	116,145 25		
			1,082,066 31
Total passenger earnings			\$9,604,268 55
Freight:			
Freight revenue	\$10,394,770 90		
Less repayments—			
Overcharge to shippers.....		\$108,431 94	
Total deductions.....			108,451 94
Total freight revenue			\$10,268,338 96
Elevators.....	\$46,429 89		
Eastern transfer.....	4,646 61		
			51,076 50
Total freight earnings			\$10,337,415 46
Total passenger and freight earnings			\$19,941,684 01
Other earnings from operation:			
Telegraph companies.....	\$4,208 04		
Rents from tracks, yards, and terminals..	76,694 80		
Other sources—steamer Mt. Washington .	4,661 26		
Total other earnings.....			85,564 10
Total gross earnings from operation—entire line			\$20,027,248 11

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	1,316,800 00	6	.....	1,577,971 56	13,168
Portland and Rochester Railroad	482,100 00	6	28,926 00	482,050 00	4,821
York Harbor and Beach Railroad	248,550 00	.....	.....	248,550 00	4,971
Portland and Ogdensburg Railroad	395,240 00	2	7,904 80	146,238 80	3,952 ¹⁶ / ₁₀₀
Franklin and Tilton Railroad	125,000 00	.....	.....	125,000 00	250
Portland, Saco and Portsmouth Railroad	3,500 00	6	210 00	4,375 00	35
St. Johnsbury and Lake Champlain R. R.	40,450 00	.....	.....	4,303 56	809
Newburyport Railroad	136,800 00	.....	.....	4,104 00	1,368
Danvers Railroad	47,100 00	.....	.....	2,345 00	471
Eastern Railroad in New Hampshire	8,600 00	3	*45 00	8,736 65	86
St. John Bridge and Railway Extension	12,000 00	25	†3,000 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	\$5,335,440 00		\$191,063 80	\$5,121,348 57	
OTHER STOCK.					
Portland Union Railway Station Co.	\$25,000 00	.....	.....	\$25,000 00	250
Portland, Mt. Desert and Machias Steamboat Company	15,000 00	.....	.....	15,000 00	300
Portsmouth Bridge Company	20,000 00	.....	.....	2,000 00	200
Total	\$60,000 00			\$42,000 00	
Grand total	\$5,395,440 00		\$191,063 80	\$5,163,348 57	

* Eastern Railroad, N. H., 3 per cent on 15 shares stock, \$1,500=\$45.

† St. John Bridge and Railway Extension Company, 5 per cent on 240 shares, \$12,000=\$600; special dividend \$10 per share, \$2,400=\$3,000.

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	432,000 00	.....	.....	432,000 00
Central Massachusetts Railroad	100,000 00	5	\$5,000 00	100,000 00
Total	\$957,000 00		\$5,000 00	\$955,464 95
OTHER BONDS.				
Woodsville Aqueduct Company	\$3,900 00	.....	*\$100 00	\$4,019 50
Grand total	\$960,900 00	4	\$5,100 00	\$959,484 45

* Four per cent on \$2,500.

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				\$4,727 82
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.	800 00	
	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.	600 00	
	Boston, Mass	Fitchburg Railroad..	63,903 23	
Total				\$71,966 98
Grand total rents re- ceived				\$76,694 80

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rents, tenements, land, etc.	\$295,460 96	\$42,667 37	\$252,793 59
Portsmouth bridge tolls, etc	8,595 10	1,430 00	7,165 10
*Dividend on 9,734 shares Vermont Valley Rail- road 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 Rail- road stock	1,891 80		1,891 80
†Dividend on 1,099 shares Mt. Washington Rail- way stock	3,297 00		3,297 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 194 shares Mt. Washington Railway stock	582 00		582 00
Interest received	18,516 31		18,516 31
Sundry items	4,461 68		4,461 68
Total	\$366,416 85	\$44,097 37	\$322,319 48

* Owned by Connecticut River Railroad.

† Owned by Boston and Lowell Railroad.

‡ Owned by Concord and Montreal Railroad.

§ Owned by Connecticut and Passumpsic Rivers Railroad.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$1,610,254 94
Renewals of rails	101,118 89
Renewals of ties	390,023 36
Repairs and renewals of bridges and culverts	225,362 14
Repairs and renewals of fences, road crossings, signs, and cattle guards	103,295 09
Repairs and renewals of buildings and fixtures	358,957 86
Repairs and renewals of docks and wharves	4,280 20
Repairs and renewals of telegraph	7,635 78
Stationery and printing	2,512 71
Other expenses	635 17
Total	\$2,804,076 14
Maintenance of equipment:	
Superintendence	\$ 53,111 52
Repairs and renewals of locomotives	715,072 74
Repairs and renewals of passenger cars	517,972 10
Repairs and renewals of freight cars	659,028 25
Repairs and renewals of work cars	19,637 23
Repairs and renewals of shop machinery and tools	56,985 00
Stationery and printing	3,456 60
Other expenses	58,779 28
Total	\$2,084,042 72
Conducting transportation:	
Superintendence	\$300,482 24
Engine and roundhouse men	1,232,782 38
Fuel for locomotives	1,541,244 55
Water supply for locomotives	87,841 69
Oil, tallow, and waste for locomotives	18,552 74
Other supplies for locomotives	25,961 23
Train service	1,084,576 68
Train supplies and expenses	275,662 73
Switchmen, flagmen, and watchmen	1,039,281 60
Telegraph expenses	197,785 06
Station service	1,413,804 39
Station supplies	218,631 55
Car mileage—balance	313,530 73
Loss and damage	44,352 15
Injuries to persons	195,773 55
Clearing wrecks	13,277 00
Operating marine equipment	3,854 68
Advertising	51,905 71
Outside agencies	31,209 14
Rents for tracks, yards, and terminals	49,080 55
Rents of buildings and other property	18,100 00
Stationery and printing	93,565 02
Other expenses	1,075 61
Total	\$8,252,331 08
General expenses:	
Salaries of general officers	75,180 00
Salaries of clerks and attendants	151,324 94
General office expenses and supplies	31,895 50
Insurance	99,301 97
Law expenses	156,096 15
Stationery and printing (general offices)	12,583 83
Other expenses	45,781 38
Total	\$572,163 77
Recapitulation of expenses:	
Maintenance of way and structures	\$2,804,076 14
Maintenance of equipment	2,084,042 72
Conducting transportation	8,252,331 08
General expenses	572,163 77
Grand total	\$13,712,613 71

Percentage of expenses to earnings—entire line, 68.47.

BOSTON AND MAINE RAILROAD.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Boston and Lowell Railroad			\$771,425 50	\$771,425 50
Concord and Montreal Railroad		\$503,704 25	256,000 00	759,704 25
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			216,104 00	116,104 00
Central Massachusetts Railroad			156,065 33	156,065 33
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			32,940 00	32,940 00
Concord and Portsmouth Railroad			25,000 00	25,000 00
Eastern Railroad in New Hampshire ..			20,625 00	†20,625 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	\$807,844 25	\$2,469,784 83	\$3,288,589 08

* Credit.

† Eleven months.

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.	Gradd Trunk Railway.	\$1,750 00	
	Portland, Me.	Port. and Roch. R. R. ..	3,234 35	
	North Acton to Concord Junction.	N. Y., N. H. & H. R. R. R.	3,082 20	
Total				\$8,066 55
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.	7,500 00	
	Concord Junc., Mass.	N. Y., N. H. & H. R. R. R.	480 00	
Total				41,614 00
Grand total rents.				\$49,080 55

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$			\$		
	32,350,959 54	Cost of road.....		32,913,270 40	\$562,310 86	
	4,583,149 91	Cost of equipment.....		4,578,149 91		\$5,000 00
	5,161,296 27	Stocks owned.....		5,163,348 57	2,052 30	
	882,464 95	Bonds owned.....		959,484 45	77,019 50	
\$73,455 32		Str. Mt. Washing- ton and wharves Richford, Vt., ele- vator.....	\$73,455 32			
52,261 43			52,261 43			
	125,716 75			125,716 75		
	1,116,456 81	Lands owned.....		1,222,372 64	105,915 83	
	5,029,332 14	Cash and Current assets.....		5,815,413 97	786,081 83	
1,834,001 59		Other assets: Materials & sup- plies.....	1,485,745 45			
1,287 39		*Trustees E. R. R.	783 64			
784,758 38		*Trustees B. & M.	867,728 68			
540,745 28		Sundries.....	464,195 60			
	3,160,792 64			2,818,453 37		342,339 27
\$	52,410,169 01	Grand total ...	\$	53,596,210 06	\$1,186,041 05	
		LIABILITIES.				
	21,889,060 00	Capital stock.....		22,369,575 00	480,575 00	
	21,392,306 91	Funded debt.....		21,365,333 61		\$6,973 30
	3,130,800 92	Current liabilities		3,675,178 88	544,377 96	
	597,800 00	Real estate mort- gages.....		594,800 00		3,000 00
271,881 14		Accrued interest not yet payable		270,126 67		1,754 47
184,356 90		Accrued rents not yet due.....		181,320 71		3,036 19
431,419 85		Accrued taxes not yet due.....		453,694 66	22,274 81	
1,177,258 11		Sundry lease acct		1,177,676 86	418 75	
689,722 70		Suspense account.		791,001 62	105,278 92	
	2,750,638 70					
784,758 38		Sinking fund for redemption of B. & M. R. R. bonds	867,728 68			
1,287 39		Redemption of E. R. R. bonds.....	783 64			
	786,045 77			868,512 32	82,466 55	
	150,000 00	Injury fund.....		150,000 00		
	1,713,576 81	Profit and loss...		1,758,989 73	45,413 02	
\$	52,410,169 01	Grand total ...	\$	53,596,210 06	\$1,186,041 05	

* Sinking fund.

IMPORTANT CHANGES DURING THE YEAR.

Lowell and Andover and Lowell and Lawrence connections, Lowell, .37 miles, heretofore reported as "sidings," now reported as main track.

Authority as per articles of agreement March 25, 1899, Eastern Railroad in New Hampshire purchased June 16, 1899, on basis of 4,801 875-1000 shares Boston and Maine Railroad common stock to be issued in exchange for 7,387 1-2 shares Eastern Railroad in New Hampshire stock for 65-100 of a share of Boston and Maine Railroad common stock as per agreement.

3,259 shares common stock issued in exchange for Eastern Railroad in New Hampshire stock referred to above.

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	\$757.44
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	8,764	\$158,607 83	\$18 10
Other officers	44	13,854	79,852 48	5 76
General office clerks	498	154,239	333,704 44	2 16
Station agents	560	188,718	328,291 62	1 74
Other station men	2,256	736,896	1,256,728 53	1 71
Enginemen	712	224,474	715,768 78	3 19
Firemen	700	222,787	416,845 09	1 87
Conductors	604	192,426	535,014 66	2 78
Other trainmen	1,730	540,515	1,004,052 72	1 56
Machinists	422	127,012	298,168 00	2 35
Carpenters	693	190,242	371,640 79	1 95
Other shopmen	871	248,840	485,260 34	1 95
Section foremen	534	170,952	326,078 26	1 91
Other trackmen	2,586	678,812	974,651 04	1 44
Switchmen, flagmen, and watchmen	1,441	495,022	718,084 25	1 45
Telegraph operators and dispatchers	284	96,630	164,166 24	1 70
Employees—account floating equipment	3	681	1,959 00	2 88
All other employees and laborers	1,714	426,398	653,839 19	1 53
Total (including "general officers")	15,680	\$4,717,262	\$8,822,713 26	\$1 87
Less "general officers"	28	8,764	158,607 83	18 10
Total (excluding "general officers")	15,652	\$4,708,498	\$8,664,105 43	\$1 84
Distribution of above:				
General administration	451	141,443	\$484,886 71	\$3 43
Maintenance of way and structures	4,352	1,107,119	1,792,326 27	1 62
Maintenance of equipment	2,079	604,049	1,140,563 75	1 89
Conducting transportation	8,798	2,864,651	5,404,936 53	1 89

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	31,607,156			
Number of passengers carried one mile.....	497,027,126			
Number of passengers carried one mile per mile of road.....	289,712			
Average distance carried.....	15.73			
Total passenger revenue.....		8,522,202	24	
Average amount received from each passenger.....			26	963
Average receipts per passenger per mile.....			01	715
Total passenger earnings.....		9,604,268	55	
Passenger earnings per mile of road.....		5,598	23	
Passenger earnings per train mile.....		1	15	643
Freight traffic:				
Number of tons carried of freight earning revenue....	10,644,376			
Number of tons carried one mile.....	719,460,569			
Number of tons carried one mile per mile of road.....	419,366			
Average distance haul of one ton.....	67.59			
Total freight revenue.....		10,286,338	96	
Average amount received for each ton of freight.....			96	636
Average receipts per ton per mile.....			01	430
Total freight earnings.....		10,337,415	46	
Freight earnings per mile of road.....		6,025	57	
Freight earnings per train mile.....		1	89	510
Passenger and freight:				
Passenger and freight revenue.....		18,808,541	20	
Passenger and freight revenue per mile of road.....		10,963	38	
Passenger and freight earnings.....		19,941,684	01	
Passenger and freight earnings per mile of road.....		11,625	81	
Gross earnings from operation.....		20,027,248	11	
Gross earnings from operation per mile of road.....		11,673	68	
Gross earnings from operation per train mile.....		1	45	548
Operating expenses.....		13,712,613	71	
Operating expenses per mile of road.....		7,992	94	
Operating expenses per train mile.....			99	656
Income from operation.....		6,314,634	40	
Income from operation per mile of road.....		3,680	74	
Income from operation per train mile.....			45	892
Train mileage:				
Miles run by passenger trains.....	8,305,079			
Miles run by freight trains.....	5,454,819			
Total mileage trains earning revenue.....	13,759,898			
Miles run by switching trains.....	3,067,410			
Miles run by construction and other trains.....	386,518			
Grand total train mileage.....	17,213,826			

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

	Freight originating on this road.	Freight received from connecting roads and other carriers.	Total freight tonnage.
	Whole tons.	Whole tons.	Whole tons.
Total tonnage.....	4,319,307	6,325,069	10,644,376

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.....	†11	289	286	Westinghouse.		
Freight.....	13	241	216	Westinghouse.		
Switching.....	4	141	98	Westinghouse.		
Total locomotives in service	6	671	600			
Cars—owned and leased:						
In passenger service—						
First-class cars.....	5	817	817	Westinghouse...	22	National.
Combination cars.....	†6	164	164	Westinghouse...	795	Miller.†
Parlor cars.....	†1	8	8	Westinghouse...	2	National.
Baggage, express, and postal cars.....	†3	211	211	Westinghouse...	162	Miller.
Total.....	†15	1,200	1,200	Westinghouse...	2	National.
Total.....					6	Miller.
In freight service—					40	National.
Box cars.....	†99	4,466	2556	Westinghouse.*	4	Gould.
Flat cars.....	†201	4,065	1650	Westinghouse.†	1,156	Miller.
Stock cars.....	†2	56	33	Westinghouse...		
Coal cars.....	152	3,101	1001	Westinghouse...	4	Trojan.
Refrigerator cars.....				Westinghouse...	38	Gould.
Logging trucks, basis 8 wheels	†4	73	30	Westinghouse...	1,809	Gould.
Total.....	†154	11,791	5,270		2	Norton.
Total.....					25	Trojan.
Total.....					1	Tower.
Total.....					6	Hinson.
Total.....					30	Gould.
In company's service—						
Officers' and pay cars.....	1	5	5		4	National.
Air brake instruction cars.....		1	1		1	Miller.
Derrick cars.....	†3	45	17		1	Miller.
Caboose cars.....	†3	252	51		19	Gould.
Other road cars.....	7	175	86		1	Trojan.
Snow plows.....	†5	62			169	Gould.
Total.....	†13	540	160		89	Gould.
Total cars in service.....	†162	13,531	6,630			
Contributed to freight line service		406				
Total.....					284	
Total cars in service.....					10,209	

† Decrease.

*3893 Gould, 163 Trojan, 16 Burns, 30 Thurmond, 10 Drexel, 12 National, 1 Tower, 2 Norton, 40 Janney—4167.

†2460 Gould, 144 Trojan, 7 Burns, 6 Thurmond, 5 Dowling, 6 National, 1 Richardson, 14 Janney—2543.

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. ...	246.21	140.20	1,322.02	7.16	1,715.59	3.94	*1704.49
Miles of second track....	126.56	29.21	154.54	.....	310.31	.....	310.31
Miles of third track.....	2.29	.....	215.00	.....	4.44	.....	4.44
Miles of yard track and sidings.....	182.71	66.31	596.84	.....	845.86	231.39	614.47
Total mileage operated (all tracks).....	557.77	235.72	2,075.55	7.16	2,876.20	235.33	2633.71

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Massachusetts.....	78.01	90.83	373.75	4.21	546.80	1.16	*541.43
New Hampshire.....	121.28	46.10	746.30	.....	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).....	246.21	140.20	1,322.02	7.16	1,715.69	3.94	1704.49

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	90.83	168.84	.....	1.16	167.68
New Hampshire.....	121.28	46.10	167.38	.....	.....	167.38
Maine.....	46.92	3.27	50.19	.....	2.78	47.41
Total mileage owned (single track).....	246.21	140.20	386.41	.....	3.94	382.47

*Trackage rights not included.

MILEAGE OF ROAD OPERATED IN MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	46.92	3.27	55.26	105.45	2.78	102.67
Miles of second track.	19.82	.....	.....	19.82	.....	19.82
Miles of yard track and sidings.....	28.12	.36	21.38	49.86	16.14	33.72
Total mileage operated (all tracks).....	94.86	3.63	76.64	175.13	18.92	156.21

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage owned (single track).....	46.92	3.27	50.19	.....	2.78	47.41

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Iron	11,2034			Cedar	42,285	29c.
				Chestnut	16,640	39c.
				Oak	2,648	33c.
Steel:				Hemlock	1,774	20c.
New	1752.804	75 to 85	\$20 25	Pine.....	12,685	41c.
Old	203.321	67 to 75	10 59	Switch.....	2,034	84c.
Total steel.....	1956.1125			Total.....	78,066	

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		223,595		11½	223,601	8,305,079	53.85
Freight		196,249			196,249	5,454,819	71.94
Switching.....	667	75,315			75,982	3,067,410	49.54
Construction		7,730			7,730	386,518	40.00
Total	667	502,889		11½	503,562	17,213,826	58.51
Average cost at distributing point	4 80	\$3 14					

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		4						4
Falling from trains and engines		3						3
Overhead obstructions		1						1
Collisions		4						4
Derailments	2	2					2	2
Other causes—Hand jammed between rail and car; stepping between platform and car; finger caught in switch; struck by switch lever; tripped on car stake		5				*5		13
Total	2	19				8	2	27

Kind of Accident.	OTHERS.							
	Passenger.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes		†3	‡3	§6			3	6

* 1 toes crushed by skids; 2 run over by hand car; 1 oil cup flying from engine; 1 hit by bolt; 1 fell from awning; 1 fell on crossing; 1 clearing blower pipe.

† 1 fell on platform; 1 jumped from train.

‡ 3 found beside track.

§ 2 fell from car; 2 jumped from train; 1 boarding moving train; 1 crushed between draw bars.

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 ...	14	378.3		10		68.0		Bridges	24	14.8½	
Iron	33	2,648.8		11		592.6		Conduits	1	15.00	
Wooden.	4	270.11		13		164.6		Trestles	14	14.8	
Total..	51	3,297.10						Total	39		
Trestles ..	8	4,460.5		71		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 lines.	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, 1899.

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.	
Chas. E. Fessenden.....	Bridgton, Me.	
Albert A. Ingalls.....	South Bridgton, Me.	
Almon Young.....	Hiram, Me.	

Total number of stockholders at date of last election, 93.

Date of last meeting of stockholders for election of directors, November 16, 1898.

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 & Saco River R. R. Co..	Harrison.....	Bridgton Junct...	21.25	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock : common	2,200	\$50	\$110,000	\$101,950	4%	\$4,078 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			20	\$975	\$2,039	\$101,950

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued (during year.	Amount paid (during year.
1st mort.	1882.	1902.	\$80,000	\$80,000	\$12,100	\$80,000	6	Mar. & Sep		
2d mort.	1884.	1904.	30,000	26,500	2,100	26,500	6	Mar. & Sep		
Consol ..	1898.	1928.	135,000	120,500	120,500	120,500	4	June & Dec	\$6,179 54	\$6,179 54
Total..	.....	.....	\$245,000	\$227,000	\$134,700	\$227,000			\$6,179 54	\$6,179 54

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$227,000 00	\$134,700 00	\$6,179 54	\$6,179 54

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$4,439 03	Loans and bills payable	\$10,000 00
Other cash assets (excluding "Materials and supplies"*)	7,058 79	Audited vouchers and accounts	274 96
Total—cash and current assets	\$11,497 82	Wages and salaries	1,482 69
Balance—current liabilities..	1,228 65	Net traffic balances due to other companies.....	818 82
Total	\$12,726 47	Miscellaneous	150 00
		Total—current liabilities.	\$12,726 47

* Materials and supplies on hand, \$382.22.

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.....	\$101,950 00	\$101,950 00	.....	21.25	\$4,797 64
Bonds.	134,700 00	134,700 00	.....	.....	6,338 82
Total.....	\$236,650 00	\$236,650 00	.....	.....	\$11,136 46

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1898.	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		\$1,965 88			
Right of way and station grounds		4,660 85			
Grading		13,576 81			
Bridges, trestles and culverts		4,189 57			
Ties		2,039 18			
Rails					
Track fastenings		9,008 12			
Frogs and switches					
Ballast					
Track laying and surfacing		2,101 41			
Fencing right of way		151 88			
Telegraph lines		626 03			
Telephone line					
Station buildings and fixtures		3,450 84			
Shops, roundhouses, turntables and No. 20		1,239 41			
Shop machinery and tools		11 48			
Interest and discount		1,100 80			
General expenses		1,185 50			
Total construction		\$45,307 76	\$171,058 94	\$216,366 70	\$10,181 96
Equipment:					
Freight cars		\$1,422 00			
Total equipment		\$ 1,422 00	\$ 33,592 00	\$ 35,014 00	\$ 1,647 72
Total construction		45,307 76	171,058 94	216,366 70	10,181 96
Grand total cost construction, equipment, etc		\$46,729 76	\$204,650 94	\$251,380 70	\$11,829 68

INCOME ACCOUNT.

Gross earnings from operation	\$35,790 40	
Less operating expenses	24,235 17	
Income from operation		\$11,555 23
Miscellaneous income—less expenses		704 63
Total income		\$12,259 86
Deductions from income:		
Interest on funded debt accrued	\$6,179 54	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	195 14	
Taxes	209 25	
Total deductions from income		6,583 93
Net income		\$5,675 93
Dividends, 4 per cent common stock		4,078 00
Surplus from operations of year ending June 30, 1899		\$1,597 93
Surplus on June 30, 1898		11,571 60
Surplus on June 30, 1899		\$13,169 53

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Total passenger revenue	\$12,389 40		\$12,262 33
Mail	997 90		
Express	3,395 95		
Extra baggage and storage	187 07		4,580 92
Total passenger earnings			\$16,783 25
Total freight earnings			19,007 15
Total passenger and freight earnings			\$35,790 40

MISCELLANEOUS INCOME.

Item.	Gross income.
Interest on deposits in banks, etc	\$144 98
Bridgton Telegraph Company	180 00
Rent of derrick	18 00
Old materials sold	20 65
Construction train employed by contractors	336 00
Grass sold	5 00
Total	\$704 63

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway.....	\$5,661 35
Renewals of ties.....	352 77
Repairs and renewals of bridges and culverts.....	37 29
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	101 02
Repairs and renewals of buildings and fixtures.....	293 62
Repairs and renewals of telegraph.....	9 76
Total.....	\$6,455 91
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,473 08
Repairs and renewals of passenger cars.....	422 30
Repairs and renewals of freight cars.....	623 06
Repairs and renewals of shop machinery and tools.....	3 80
Total.....	\$2,522 24
Conducting transportation:	
Engine and roundhouse men.....	\$3,050 39
Fuel for locomotives.....	1,674 36
Water supply for locomotives.....	138 10
Oil, tallow, and waste for locomotives.....	163 75
Other supplies for locomotives.....	9 25
Train service.....	2,082 04
Train supplies and expenses.....	171 61
Telegraph expenses.....	8 81
Station service.....	5,584 26
Station supplies.....	488 05
Loss and damage.....	23 02
Advertising.....	138 65
Stationery and printing.....	454 62
Total.....	\$13,986 91
General expenses:	
Salaries of general officers.....	\$1,015 00
General office expenses and supplies.....	49 50
Insurance.....	161 60
Law expenses.....	44 01
Total.....	\$1,270 11
Recapitulation of expenses:	
Maintenance of way and structures.....	\$6,455 91
Maintenance of equipment.....	2,522 24
Conducting transportation.....	13,986 91
General expenses.....	1,270 11
Grand total.....	\$24,235 17

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$171,058 94	Cost of road		\$216,366 70	\$45,307 76	
	33,592 00	Cost of equipment		35,014 00	1,422 00	
	23,691 58	Cash and current assets		11,497 82		\$12,193 76
	476 99	Other assets: Materials and supplies		382 22		94 77
	\$228,819 51	Grand total		\$263,260 74	\$46,729 76	
		LIABILITIES.				
	100,975 00	Capital stock		101,950 00	975 00	
	106,500 00	Funded debt		134,700 00	28,200 00	
	7,642 91	Current liabilities		12,726 47	5,083 56	
	2,130 00	Accrued interest on funded debt not yet payable		714 74		1,415 26
	11,571 60	Profit and loss		13,169 53	1,597 93	
	\$228,819 51	Grand total		\$263,260 74	\$35,856 49	

IMPORTANT CHANGES DURING THE YEAR.

Extension Bridgton to Harrison, distance 5.25 miles. New stock issued, \$11,950.

\$135,000 4% bonds authorized, \$28,500 sold for construction.

\$106,500 deposited with Union Safe Deposit and Trust Company, trustees to pay outstanding 6s.

\$93,300 of the outstanding 6s have been exchanged for the new 4s.

\$14,200 of the 6s outstanding.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st and 2d mortgage bonds..	Bridgton	Bridgton Junct...	16	\$ 668 23
Consolidated 4% bonds	Harrison .....	.....	21.25	5,670 59

All equipment mortgaged.

\$135,000 4% mortgaged bonds authorized. \$28,500 has been sold for construction. \$106,500 deposited with the Union Safe Deposit and Trust Company, trustees, as per terms of mortgage to pay outstanding 6% 1st and 2d mortgage bonds. \$93,300 of the new 4% bonds have been exchanged for the 6s leaving \$14,200 of the 6s outstanding.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	628	\$1,015 00	\$1 61
Station agents	7	2,199	2,311 75	1 08
Other station men	8	2,311	3,107 34	1 34
Enginemen	4	1,222	2,133 26	1 76
Firemen	2	579	897 13	1 55
Conductors	1	432	726 05	1 68
Other trainmen	3	884	1,186 44	1 34
Machinists	1	243	670 30	2 75
Other shopmen	2	478	751 33	1 57
Section foremen	4	1,256	1,934 49	1 54
Other trackmen	5	1,854	2,591 13	1 39
All other employees and laborers	1	52	98 78	1 89
Total (including "general officers")	40	12,068	\$17,442 98	\$1 44
Less "general officers"	2	628	1,015 00	
Total (excluding "general officers")	38	11,440	\$16,427 98	
Distribution of above:				
General administration	2	628	\$1,015 00	\$1 61
Maintenance of way and structures	9	3,110	4,525 62	1 45
Maintenance of equipment	4	773	1,520 41	1 96
Conducting transportation	25	7,557	10,381 95	1 37

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 passengers carried earning revenue	19,717			
Number of passengers carried one mile	260,604			
Number of passengers carried one mile per mile of road	928			
Average distance carried	13.2			
Total passenger revenue		12,202	33	
Average amount received from each passenger			61	887
Average receipts per passenger per mile			4	682
Total passenger earnings		16,783	25	
Passenger earnings per mile of road			789	80
Freight traffic:				
Number of tons carried of freight earning revenue	20,944			
Number of tons carried one mile	317,918			
Number of tons carried one mile per mile of road	986			
Average distance haul of one ton	15.18			
Total freight revenue		19,007	15	
Average amount received for each ton of freight			90	752
Average receipts per ton per mile			5	978
Total freight earnings		19,007	15	
Freight earnings per mile of road			894	45 411
Passenger and freight:				
Passenger and freight earnings		35,790	40	
Passenger and freight earnings per mile of road		1,684	25 411	
Gross earnings from operation		35,790	40	
Gross earnings from operation per mile of road		1,684	25 411	
Operating expenses		24,235	17	
Operating expenses per mile of road		1,140	48	
Income from operation		11,555	23	
Income from operation per mile of road			543	78

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC BRAKE.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Total locomotives in service	3	3	3	Eames Vacuum.		
Cars—owned and leased:						
In passenger service—						
First-class cars	2	2	2	Eames Vacuum.		
Baggage, express, and postal cars	2	2	1	Eames Vacuum.		
Total	4	4	3			
In freight service—						
Box cars	4	14				
Flat cars	6	23				
Total	10	37				
Total cars in service		41				
Total cars owned		41				

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	21.25	1.50	.....	.....	.....	.....	22.75
Total mileage operated (all tracks)	21.25	1.50	.....	.....	.....	.....	22.75

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar	2,863	11c.

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	546					
Total	546					
Average cost at distributing point	\$3.06					

ACCIDENTS TO PERSONS.

Kind of Accident.	PASSENGERS.		OTHERS.						
			Trespassing.		Not trespassing.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
At highway crossings	2	2

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above sur- face of rail.
		Ft.	In.	Ft.	In.	Ft.	In.				Ft.	In.
Bridges :								Overhead highway crossings :		
Iron.....	1	50						Overhead railway crossings :		
Wooden ..	12	354.5	7.7	61						
Total..	13	404.5								
Trestles ..	3	712.5	112.5	350						

Gauge of track, 2 feet--21.26 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
16	32	Bridgton Telegraph Company ..	Western Union.

Report of the Canadian Pacific Railway Company for the Year Ending June 30, 1899.

[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, 1900.
Sir Wm. C. Van Horne, K. C. M. G.	Montreal	April, 1900.
Mr. R. B. Angus	Montreal	April, 1900.
Mr. T. G. Shaughnessy	Montreal	April, 1900.
Mr. E. B. Osler	Toronto	April, 1900.
Sir Sandford Fleming, K. C. M. G.	Ottawa	April, 1900.
Mr. Geo. R. Harris	Boston	April, 1900.
Mr. Wilmot D. Matthews	Toronto	April, 1900.
Hon. Donald McInnis	Hamilton	April, 1900.
Sir J. A. Kirkpatrick, K. C. M. G.	Toronto	April, 1900.
Mr. Thomas Skinner	London, Eng	April, 1900.
Gen'l Samuel Thomas	New York	April, 1900.
Mr. John W. Mackay	New York	April, 1900.

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.
Chairman of the Board.....	Sir Wm. C. Van Horne ..	Montreal.
President	Mr. Thos. G. Shaughnessy	Montreal.
Secretary and Asst. to President	Mr. C. Drinkwater	Montreal.
Chief Solicitor	Mr. G. M. Clark	Montreal.
Comptroller	Mr. I. G. Ogden	Montreal.
Auditor of Disbursements.	Mr. H. L. Penny	Montreal.
Assistant General Manager	Mr. D. McNicoll	Montreal.
Chief Engineer	Mr. P. A. Peterson	Montreal.
Manager of lines east of Fort William	Mr. Thos. Tait	Montreal.
General Superintendent.....	Mr. H. P. Timmerman..	St. John.
Manager of Telegraphs.....	Mr. C. R. Hosmer.....	Montreal.
Freight Traffic Manager	Mr. G. M. Bosworth	Montreal.
Passenger Traffic Manager.....	Mr. Robert Kerr.....	Montreal.
General Passenger Agent	Mr. C. E. E. Ussher.....	Montreal.
General Baggage Agent	Mr. A. D. McTier.....	Montreal.
Superintendent S. D. P. Cars.....	Mr. J. A. Sheffield	Montreal.
Superintendent of Car Service.	Mr. G. S. Cantlie.....	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 Railroad.....	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 and the Aroostook River Railroad of Maine are leased to the New Brunswick Railway Company, which company is leased to the Canadian Pacific Railway for 990 years, from July, 1890.

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		
Aroostook River R. R. of Maine	800,000	800,000		
Total	\$2,273,000	\$2,273,000		

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

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
International Railway of Maine, Atlantic and North Western Railway first mortgage bonds—lien on this road	1887	1937	\$2,890,000	\$2,890,000	\$2,890,000	5	January & July	\$144,500 *115,500	\$29,000	\$29,000
Aroostook River Railroad in Maine, New Brunswick Railway first mortgage bonds proportion.....			600,000	600,000	600,000	5	Feb. & Aug.	30,000		30,000
Houlton Branch Railroad first mortgage bonds.....			24,000	24,000	24,000	6	January & 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.			
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Series "N"	\$43,000	\$180,000	\$159,531 28	\$64,781 20	\$48,532 74	\$16,248 46	\$16,248 46

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, principal and interest	244,781 20	208,064 02	16,248 46	16,248 46
Total	\$3,758,781 20	\$3,722,064 02	\$76,688 46	\$76,688 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	\$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, principal and interest	208,064 02	208,064 02	.....	144.5	1,439 89
Total	\$5,995,064 02	\$5,995,064 02			

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	\$3,098,064 02	\$4,543,064 02	144.5	\$31,439 89
Houlton Branch R. R. of Me.	28,000 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	\$3,722,064 02	\$5,995,064 02	176.7	\$33,927 10

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1898.	Total cost to June 30, 1899.	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.....		\$992 02			
Right of way and station grounds.....		1,990 75			
Grading.....		7,938 51			
Bridges, trestles, and culverts.....		31,051 05			
Rails.....		8,750 05			
Frogs and switches.....		190 00			
Ballast.....		16,515 52			
Fencing right of way.....		845 76			
Interlocking or signal apparatus.....		1 85			
Shops, roundhouses, and turntables.....		130 82			
Docks and wharves.....		1,292 71			
Sidings and yards.....		18,868 82			
Miscellaneous structures.....		2,339 41			
Interest and discount.....		7,017 76			
Total construction.....		\$97,925 03	\$6,373,321 98	\$6,471,247 01	\$36,622 79
Equipment:					
Locomotives.....			\$85,000 00	\$85,000 00	\$481 04
Freight cars.....			\$13,854 66	299,614 06	1,774 02
Total equipment.....			\$13,854 66	\$384,614 06	\$2,255 06
Total construction.....			97,925 03	6,373,321 98	36,622 79
Total cost construction, equipment, etc.....		\$111,779 69	\$6,757,936 04	\$6,869,715 73	\$38,877 85

INCOME ACCOUNT.

Gross earnings from operation.....	\$485,350 48	
Less operating expenses	455,841 08	
Income from operation.....	\$29,509 40	
Total income		\$29,509 40
Deductions from income:		
Interest on funded debt accrued	\$76,688 46	
Rents paid for lease of road	1,680 00	
Taxes	1,158 56	
Total deductions from income		79,527 02
Deficit		\$50,017 62
Deficit from operations of year ending June 30, 1899		*\$50,017 62
Deficit on June 30, 1898		87,281 31
Deficit on June 30, 1899		\$137,298 93

* Paid by lessees, Canadian Pacific Railway Company.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$89,540 92
Mail			29,155 82
Express			12,746 81
Other items			9,714 61
Total passenger earnings			\$141,158 16
Total freight revenue			344,192 32
Total passenger and freight earnings			\$485,350 48
Total gross earnings from operation			\$485,350 48

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$70,649 77
Renewals of rails.....	1,086 12
Renewals of ties.....	12,402 73
Repairs and renewals of bridges and culverts.....	9,637 43
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,229 57
Repairs and renewals of buildings and fixtures.....	4,092 49
Repairs and renewals of telegraph.....	16 10
Total	\$99,094 21
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$19,272 10
Repairs and renewals of passenger cars.....	17,110 69
Repairs and renewals of freight cars.....	17,756 52
Repairs and renewals of shop machinery and tools.....	1,726 28
Other expenses.....	1,494 33
Total	\$57,359 92
Conducting transportation:	
Engine and roundhouse men.....	\$40,615 75
Fuel for locomotives.....	53,088 75
Water supply for locomotives.....	8,403 81
Oil, tallow and waste for locomotives.....	1,722 62
Train service.....	40,669 66
Train supplies and expenses.....	11,657 28
Telegraph expenses.....	9,213 61
Station service.....	20,802 97
Station supplies.....	4,548 92
Car mileage—balance.....	12,762 93
Loss and damage.....	1,198 81
Injuries to persons.....	3,817 80
Clearing wrecks.....	1,123 90
Advertising.....	6,274 39
Outside agencies.....	6,324 20
Stock yards and elevators.....	203 43
Rents for tracks, yards and terminals.....	23,800 00
Rents of buildings and other property.....	899 62
Other expenses.....	1,744 50
Total	\$248,872 95
General expenses:	
Salaries of general officers.....	\$19,053 06
Salaries of clerks and attendants.....	17,433 43
General office expenses and supplies.....	8,560 32
Insurance.....	1,163 50
Stationery and printing (general offices).....	1,752 97
Other expenses.....	2,550 72
Total	\$50,514 00
Recapitulation of expenses:	
Maintenance of way and structures.....	\$99,094 21
Maintenance of equipment.....	57,359 92
Conducting transportation.....	248,872 95
General expenses.....	50,514 00
Grand total	\$455,841 08

Percentage of expenses to earnings, 93.92.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Houlton Branch Railroad of Maine.....	\$1,680 00	.....	\$1,680 00

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Maine Central R. R. tracks.....	Mattawamkeag to Vanceboro	Maine Central R. R ...	\$23,800 00	\$23,800 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$6,373,321 98	Cost of road.....	.....	\$6,471,247 01	\$97,925 03	
	384,614 06	Cost of equipment .....	.....	398,468 72	13,854 66	
	173,385 94	Rolling sto'k lease .....	.....	159,531 28	.....	\$13,854 66
	\$6,931,321 98	Grand total ...	.....	\$7,029,247 01	\$97,925 03	
		LIABILITIES.				
	\$2,273,000 00	Capital stock.....	.....	\$2,273,000 00		
	3,514,000 00	Funded debt .....	.....	3,514,000 00		
	173,385 94	Equipment trust obligations .....	.....	159,531 28	.....	13,854 66
	970,936 04	Am't included by Can. Pac. R'y in cost of road C. P. R'y.....	.....	1,082,716 73	111,780 69	
	\$6,931,321 98	Grand total ...	.....	\$7,029,248 01	\$97,926 03	

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....	Boundary	Mattawamkeag ..	144.5	\$20,000 00
Aroostook River Railroad of Maine: N. B. R'y first mort. bonds proportion	Boundary	Presque Isle	29.2	20,548 00
Houlton Br. R. R. of Maine: first mortgage bonds	Boundary	Houlton	3	8,000 00

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers, proportion only.....	10	3,130	\$17,000 00	\$5 43
General office clerks.....	20	6,260	15,000 00	2 39
Station agents	20	4,348	8,551 61	1 97
Other station men.....	8	2,394	2,939 52	1 23
Enginemen	27	7,799	24,289 97	3 19
Firemen	30	7,799	13,989 95	1 50
Conductors	18	6,509	19,745 67	3 03
Other trainmen	39	13,355	24,874 11	1 86
Carpenters	2	457	897 17	1 97
Other shopmen	27	7,139	10,729 92	1 51
Section foremen	25	8,549	14,761 64	1 73
Other trackmen.....	82	22,272	27,905 08	1 24
Switchmen, flagmen and watchmen	3	145	218 50	1 50
Telegraph operators and dispatchers	10	3,640	7,175 09	1 97
All other employees and laborers	24	10,152	17,062 37	1 68
Total (including "general officers")	345	103,948	\$205,140 60	1 90
Less "general officers".....	10	3,130	17,000 00	5 43
Total (excluding "general officers").....	335	100,818	\$188,140 60	1 86
Distribution of above:				
General administration.....	33	10,496	\$23,312 02	3 17
Maintenance of way and structures	119	36,735	53,825 30	1 47
Maintenance of equipment.....	31	8,245	13,115 14	1 59
Conducting transportation	162	48,472	104,888 14	2 16

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.....	77,518			
Number of passengers carried one mile.....	5,931,404			
Number of passengers carried one mile per mile of road.....	25,478			
Average distance carried.....	76.51			
Total passenger revenue.....		89,540	92	
Average amount received from each passenger.....			15	509
Average receipts per passenger per mile.....			01	509
Total passenger earnings.....		141,158	16	
Passenger earnings per mile of road.....			606	35
Passenger earnings per train mile.....			88	880
Freight traffic:				
Number of tons carried of freight earning revenue....	389,421			
Number of tons carried one mile.....	67,729,806			
Number of tons carried one mile per mile of road....	290,936			
Average distance haul of one ton.....	173.93			
Total freight revenue.....		344,192	32	
Average amount received for each ton of freight.....			88	612
Average receipts per ton per mile.....			00	508
Total freight earnings.....		344,192	32	
Freight earnings per mile of road.....			1,478	49
Freight earnings per train mile.....			94	711
Passenger and freight:				
Passenger and freight revenue.....		433,733	24	
Passenger and freight revenue per mile of road.....			1,433	56
Passenger and freight earnings.....		485,350	48	
Passenger and freight earnings per mile of road.....			2,084	84
Gross earnings from operation.....		485,350	48	
Gross earnings from operation per mile of road.....			2,084	84
Gross earnings from operation per train mile.....			92	743
Operating expenses.....		455,841	08	
Operating expenses per mile of road.....			1,958	08
Operating expenses per train mile.....			86	913
Income from operation.....		29,509	40	
Income from operation per mile of road.....			126	76
Train mileage:				
Miles run by passenger trains.....	152,149			
Miles run by freight trains.....	340,101			
Miles run by mixed trains.....	31,079			
Total mileage trains earning revenue.....	523,329			
Miles run by construction and other trains.....	31,079			
Grand total train mileage.....	564,408			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage	389,421

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 in service..	10	10	Westinghouse.....	10	Trojan.
Total locomotives owned	10	10	Westinghouse.....	10	Trojan.
Cars—owned and leased:						
In freight service—						
Box cars	1000	1000	Westinghouse.....	1000	Trojan.
Total	1000	1000	Westinghouse.....	1000	Trojan.
In company's service—						
Other road cars	6		.....	6	Trojan.
Total cars in service.....	1006	1000	.....	1006	
Less cars leased.....	15	370	Westinghouse.....	370	Trojan.
Total cars owned	15	636	.....	636	Trojan.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

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.....	176.70	.....	56.10	232.80	.....	.....	176.70
Miles of yard track and sidings.....	19.30	.....	.....	19.30	.....	2.80	16.50
Total mileage operated (all tracks).....	196.00	.....	56.10	252.10	.....	2.80	193.20

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.....	176.70	.....	176.70	.....	.....	176.70

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	242	73 \$21 00	Cedar	13,256	18½c.
			Hemlock	17,698	22c.
			Total	30,954	20.25c

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	5,124.50	.....	5.50	5,127.25	188,412	54.43
Freight	12,828.50	.....	12	12,834.50	404,345	63.48
Switching	2,278.50	.....	3	2,280	95,748	47.62
Construction	987.50	.....	1	988	41,500	47.61
Total	21,219	.....	21.50	21,229.75	730,005	58.16
Average cost at distributing point		\$2.50		84.25c			

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Average length.		Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.				Ft.	In.
Bridges:					Overhead Highway Crossings:			
Iron....	16	4248		1207				
Wooden	1	34		34				
Combi- nation	3	957.7	154.3	547.4	Overhead Railway Crossings: Bridges—plate girder.....	1		
Total .	20	5239.7						
Trestles ..	30	2316.5	31	269.4				

Gauge of track, 4 feet 8½ inches—176.70 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.		
		Miles of line.	Miles of wire.	Name of Operating Company.
3	6	3	6	

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, 1899.

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 Railroad Company. Formation of new corporation by bondholders authorized by Revised Statutes of Maine, Chapter 51, as amended by Laws of 1883, Chapter 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	
Philip H. Winslow	Gardiner, Me	
A. S. Hall	Brunswick, Me	

Total number of stockholders at date of last election, 4.

Date of last meeting of stockholders for election of directors, December 21, 1898.

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.
Treasurer	P. H. Winslow	Gardiner, Me.
General Solicitor.....	L. C. Cornish.....	Augusta, Me.
Attorney, or General Counsel ..	L. C. Cornish.....	Augusta, Me.
Auditor	A. S. Hall	Brunswick, Me.
General Superintendent.	George M. Vose.....	Kingfield, Me.
General Freight Agent	George 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.
	From—	To—	
Franklin & Megantic Railway....	Strong.....	Kingfield.....	15.00
Kingfield & Dead River Railway.	Kingfield	Carrabasset.	10.00
Total.....			25.00

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 first mortgage 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, 1899.	
Cash	\$831 01	Loans and bills payable	\$6,500 00
Due from agents.....	294 88	Audited vouchers and accounts	587 78
Due from solvent companies and individuals	2,848 70	Wages and salaries	567 95
Net traffic balances due from other companies	658 20	Net traffic balances due to other companies	403 04
Total—cash and current assets.....	\$4,632 79	Miscellaneous	312 82
Balance—current liabilities..	8,738 80		
Total.....	\$8,371 59	Total—current liabilities.	\$8,371 59

* Materials and supplies on hand, \$1,621.25.

INCOME ACCOUNT.

Gross earnings from operation	\$22,285 45	
Less operating expenses	20,881 72	
Income from operation	\$1,403 73	
Total income		\$1,403 73
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for	\$612 82	
Taxes	102 82	
Total deductions from income		715 64
Net income		\$688 09
Surplus from operations of year ending June 30, 1899		\$688 09
Deficit on June 30, 1898		2,805 64
Deficit on June 30, 1899		\$2,117 55

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue			\$4,276 40
Mail	1,077 56		
Express	705 11		
Extra baggage and storage	28 60		
Total passenger earnings			1,811 27
Total passenger earnings			\$6,087 67
Freight:			
Total freight earnings			16,197 78
Total passenger and freight earnings			\$22,285 45
Total gross earnings from operation			\$22,285 45

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$5,693 54
Renewals of ties	735 83
Repairs and renewals of bridges and culverts	606 30
Repairs and renewals of fences, road crossings, signs, and cattle guards	34 37
Repairs and renewals of buildings and fixtures	129 98
Other expenses	162 00
Total	\$7,362 02
Maintenance of equipment:	
Repairs and renewals of locomotives	\$671 00
Repairs and renewals of freight cars	808 67
Total	\$1,480 47
Conducting transportation:	
Engine and roundhouse men	\$2,256 00
Fuel for locomotives	2,291 92
Water supply for locomotives	195 82
Other supplies for locomotives	304 35
Train service	2,148 81
Train supplies and expenses	155 63
Switchmen, flagmen, and watchmen	387 25
Station service	1,260 00
Station supplies	263 14
Car mileage—balance	317 60
Loss and damage	38 76
Advertising	144 17
Stationery and printing	70 00
Other expenses	101 40
Total	\$9,934 85
General expenses:	
Salaries of general officers	\$1,200 00
Salaries of clerks and attendants	240 00
General office expenses and supplies	415 02
Law expenses	200 00
Stationery and printing (general offices)	24 75
Other expenses	24 61
Total	\$2,104 38
Recapitulation of expenses:	
Maintenance of way and structures	\$7,362 02
Maintenance of equipment	1,480 47
Conducting transportation	9,934 85
General expenses	2,104 38
Grand total	\$20,881 72

Percentage of expenses to earnings, .937.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease
		Cash and current assets		\$4,632 79		
		Other assets:				
		Materials and supplies		1,621 25		
		Profit and loss		2,117 55		
		Grand total		\$8,371 59		
		LIABILITIES.				
		Current liabilities		\$8,371 59		
		Grand total		\$8,371 59		

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	300	240 00	80
Station agents	3	939	1,260 00	1 34
Enginemen	3	803	1,284 80	1 60
Firemen	3	776	971 20	1 25
Conductors	3	742	1,165 35	1 57
Other trainmen	3	776	983 46	1 26
Carpenters	1	109	163 50	1 50
Other shopmen	2	432	540 00	1 25
Section foremen	4	1,219	1,645 65	1 35
Other trackmen	8	2,737	3,421 25	1 25
Switchmen, flagmen, and watchmen	1	365	365 00	1 00
Total (including "general officers")	34	9,798	\$13,240 21	\$1 35
Less "general officers"	2	600	1,200 00	2 00
Total (excluding "general officers")	32	9,198	\$12,040 21	\$1 31
Distribution of above:				
General administration	3	900	1,440 00	1 60
Maintenance of way and structures	13	4,065	.....	1 29
Maintenance of equipment	2	432	.....	1 25
Conducting transportation	16	4,401	.....	1 37

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	7,590			
Number of passengers carried one mile	113,964			
Number of passengers carried one mile per mile of road	4,558			
Average distance carried	15.01			
Total passenger revenue		4,276	40	
Average amount received from each passenger			56	342
Average receipts per passenger per mile			03	753
Total passenger earnings		6,087	67	
Passenger earnings per mile of road		243	50	68
Passenger earnings per train mile			31	683
Freight traffic:				
Number of tons carried of freight earning revenue	19,598			
Number of tons carried one mile	441,761			
Number of tons carried one mile per mile of road	17,670			
Average distance haul of one ton	22.2			
Total freight revenue		16,197	78	
Average amount received for each ton of freight			81	404
Average receipts per ton per mile			03	656
Total freight earnings		16,197	78	
Freight earnings per mile of road		647	91	1
Freight earnings per train mile			63	926
Passenger and freight:				
Passenger and freight revenue		20,474	18	
Passenger and freight revenue per mile of road			818	964
Passenger and freight earnings		22,285	45	
Passenger and freight earnings per mile of road			891	418
Gross earnings from operation		22,285	45	
Gross earnings from operation per mile of road			891	418
Gross earnings from operation per train mile			50	021
Operating expenses		20,881	72	
Operating expenses per mile of road			885	2688
Operating expenses per train mile			46	870
Income from operation			688	09
Income from operation per mile of road			27	523
Train mileage:				
Miles run by passenger trains	15,513			
Miles run by freight trains	14,233			
Miles run by mixed trains	14,806			
Total mileage trains earning revenue	44,552			
Miles run by construction and other trains	8,811			
Grand total train mileage	53,363			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road. Whole tons.	Freight received from con- necting roads and other carriers. Whole tons.	Total freight tonnage. Whole tons.
Total tonnage.....	18,006	1,892	19,898

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	Eames	2	Miller.
Total locomotives in service		2	2	Eames	2	Miller.
Cars—owned and leased:						
In passenger service—						
Combination cars		1	1	Eames	1	Miller.
Baggage, express, and postal cars.....		1	1	Eames	1	Miller.
Total		2	2	Eames	2	Miller.
In freight service—						
Box cars		7				
Flat cars		21				
Total		28				
Total cars in service.....		30	2	Eames	2	Miller.
Total cars owned		30	2	Eames	2	Miller.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line of proprietary companies.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Total mileage operated (all tracks).....	15	1.70	.....	10	25	1.70	25

Branch track to Gilbert's, 1.7 miles, not included in mileage operated, as it was not used the past year.

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.			
Passenger					628	53,363	23.54
Freight		147	721				
Switching							
Construction							
Total		147	721		628	53,363	23.54
Average cost at distributing point..					\$3 65		

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, 1899.

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.....	Portland, Me.....	October 11, 1899.
William T. Cobb.....	Rockland, Me.....	October 11, 1899.
W. W. Case	Rockland, Me.....	October 11, 1899.
S. M. Bird	Rockland, Me.....	October 11, 1899.
A. F. Crockett	Rockland, Me.....	October 11, 1899.
J. M. Robbins.....	Union, Me.....	October 11, 1899.
I. C. Thurston	South Union, Me.....	October 11, 1899.

Total number of stockholders at date of last election, 104.

Date of last meeting of stockholders for election of directors, December 23, 1898.

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.
General Solicitor.....	C. E. Littlefield.....	Rockland, Me.
General Manager	James Mitchell.....	Union, Me.
General Superintendent.....	W. S. Mitchell.....	Union, Me.

PROPERTY OPERATED—CONCLUDED.

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		

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, 1899.	
Cash	\$3,639 84	Loans and bills payable, \$3,948.62 at 6% semi	\$3,948 62
Total—cash and current assets	\$3,639 84		
Balance—current liabilities..	308 78		
Total	\$3,948 62	Total—current liabilities.	\$3,948 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	\$100,000 00	.....	.....	8.50	\$11,764 70
Bonds	50,000 00	.....	.....	.....	5,882 35
Total	\$150,000 00	.....	.....	8.50	\$17,647 05

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	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; contract				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	\$9,528 47
Equipment:						
Locomotives				\$2,000 00	\$2,000 00	
Combination cars				852 36	852 36	
Freight cars				800 00	800 00	
Other cars of all classes				520 00	520 00	
Floating equipment				4,172 36	4,172 36	490 87
Total cost construction, equipment, etc.....				\$85,164 36	\$85,164 36	\$10,019 34

INCOME ACCOUNT.

Gross earnings from operation	\$11,553 20	
Less operating expenses	6,535 96	
Income from operation.....		\$5,017 24
Deductions from income:		
Interest on funded debt accrued.....	\$3,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	454 10	
Taxes	43 97	
Total deductions from income.....		\$3,498 07
Net income.....		\$1,519 17
Surplus from operations of year ending June 30, 1899		\$1,519 17
Surplus on June 30, 1898		536 11
Surplus on June 30, 1899		\$2,055 28

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Total passenger revenue			\$1,460 30
Mail	\$274 77	\$25 00	\$249 77
Express	330 02		330 02
Freight revenue	11,835 37	1,322 26	10,513 11
Total gross earnings from operation....	\$13,900 46	\$1,347 26	\$11,553 20

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,103 49
Renewals of ties	270 01
Repairs and renewals of bridges and culverts	6 10
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	11 00
Repairs and renewals of buildings and fixtures	37 64
Total.....	\$1,428 14
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$272 38
Repairs and renewals of passenger cars.....	4 60
Repairs and renewals of freight cars.....	2 00
Total	\$278 98
Conducting transportation:	
Engine and roundhouse men.....	\$1,398 25
Fuel for locomotives.....	739 12
Other supplies for locomotives.....	104 67
Train service	604 00
Train supplies and expenses.....	60 51
Station service	\$50 00
Station supplies	73 68
Car mileage—balance	33 09
Other expenses	35 00
Total.....	\$3,898 32
General expenses:	
Salaries of general officers	\$600 00
General office expenses and supplies.....	172 02
Law expenses	30 00
Stationery and printing (general offices).....	68 50
Total.....	\$930 52
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,428 14
Maintenance of equipment	278 98
Conducting transportation.....	3,898 32
General expenses.....	930 52
Grand total	\$6,535 96

Percentage of expenses to earnings, 56.50.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$85,164 36	} Cost of road..... } Cost of equipm't		} \$85,164 36		
	1,120 77		Cash and current assets.....			3,639 84
	67,781 95	Profit and loss....		1,519 17		
	\$154,067 08	Grand total ...		\$90,323 37		
		LIABILITIES.				
	\$100,000 00	Capital stock		\$100,000 00		
	50,000 00	Funded debt		50,000 00		
	4,067 08	Current liabilities		3,948 62		
	\$154,067 08	Grand total ...		\$153,948 62		

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 6% twenty year bond.....	Warren	Union	8.50	\$5,882 35.

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	77
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	
Less "general officers".....	1	313	600 00	\$1 92
Total (excluding "general officers").....	10	2,717	\$3,611 40	

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 passengers carried earning revenue	5,600			
Total passenger revenue.....		1,460	30	
Total passenger earnings.....		1,460	30	
Freight traffic:				
Number of tons carried of freight earning revenue	37,455			
Total freight revenue		11,835	37	
Total freight earnings.....		10,513	11	
Train mileage:				
Total mileage trains earning revenue—mixed	10,016			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage	27,668	9,787	37,455

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC BRAKE.	
			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—						
Flat cars	2	2				
Stock cars	3	3				
Total	6	6				
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

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	300					
Total	300	.....	.....	300	10,016	
Average cost at distributing point	\$2.46 $\frac{1}{8}$					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above sur- face of rail.	
		Ft.	In.					Ft.	In.	Ft.	In.
Bridges:						Overhead highway crossings:			
Iron.....	1	50				Overhead railway crossings:			
Wooden ..	1	144							
Total..	2	194							
Trestles ..									

Gauge of track, 4 feet, 8 $\frac{1}{2}$ inches—8.50 miles.

Report of the Grand Trunk Railway Company for the Year Ending June 30, 1899.

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, 1899, 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, 1,630 (June 30, 1899).

Date of last meeting of stockholders for election of directors, August 1, 1899.

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.
Treasurer	W. W. Duffett	Portland, Me.
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 Junc ...	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 Junc ...	Lewiston, Me.....	5.41	6.77
Total				171.99

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The Atlantic and St. Lawrence Railroad is leased to the Grand Trunk Railway Company for nine hundred and ninety-nine years from August 5, 1853. Interest and dividends are guaranteed by the latter company at the rate of six per cent per annum.

The Norway Branch Railroad is leased to the Grand Trunk Railway Company at a nominal rent of one dollar per annum.

The Lewiston and Auburn Branch Railroad is leased to the Grand Trunk Railway Company, the latter paying the sum of \$18,000 per annum. The lessees paying all expenses and receiving all income.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	54,840	\$100 ± 100	\$5,484,000	\$5,484,000	6%	\$329,040 00
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common					54,840	\$5,484,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.
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 Pond de. ventures	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 road is leased 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	\$93,192 11
Bonds.	3,438,000 00	3,438,000 00	.....	165.22	20,808 62
Total.....	\$8,922,000 00	\$8,922,000 00	.....	165.22	\$54,000 73

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

Name of Road.	Capital stock.	Funded debt.	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, Vermont.....		438,000 00			
Norway Branch Railroad	8,750 00	.....	8,750 00	1.36	6,433 82
Lewiston & 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, 1898.	Total cost to June 30, 1899.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Grand total cost construction, equipment, etc.....				\$8,922,000 00	\$8,922,000 00	\$54,000 73

Equipment furnished by the lessees.

INCOME ACCOUNT.

Gross earnings from operation	\$1,201,343 24	
Less operating expenses.....	1,085,834 34	
Income from operation		\$115,508 90
Miscellaneous income—less expenses		2,740 23
Total income		\$118,249 13
Deductions from income:		
Interest on funded debt accrued, and capital stock.....	\$553,320 00	
Taxes.....	42,074 89	
Total deductions from income.....		595,394 89
Deficit from operations of year ending June 30, 1899 (paid by lessees).....		\$477,145 76
Deficit on June 30, 1898.....		759,988 74
Deficit on June 30, 1899.....		\$1,237,134 50

The lessees receive all income and pay all expenses.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Total passenger revenue.....			\$237,223 27
Mail			25,675 91
Express			23,512 82
Total passenger earnings			\$286,412 00
Total freight earnings			914,931 24
Total gross earnings from operation— entire line			\$1,201,343 24

MISCELLANEOUS INCOME.

Item.	Gross income.
Rent of buildings, etc	\$2,740 23

OPERATING EXPENSES.

Items.	Amount.
Maintenance of way and structures	\$274,010 60
Maintenance of equipment	141,652 76
Conducting transportation	636,135 62
General expenses	34,035 36
Grand total	\$1,085,834 34
Percentage of expenses to earnings—entire line, 90.39.	
Operating expenses—State of Maine:	
Maintenance of way and structures.....	\$141,115 46
Maintenance of equipment.....	72,951 17
Conducting transportation.....	327,609 84
General expenses	17,528 21
Total	\$559,204 68

Percentage of expenses to earnings—Maine, 89.58.

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	\$18,000 00 per annum.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road.....	.....	\$8,922,000 00		
		Grand total ...	.....	\$8,922,000 00		
		LIABILITIES.				
		Capital stock.....	.....	\$5,484,000 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.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage bonds.....	Portland, Me.....	Island Pond, Vt..	149.58	\$20,056 15
Island Pond debentures.....	Island Pond, Vt..	Canada boundary	15.64	28,005 11

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	282	\$ 5,369 64	\$19 07
Other officers.....	12	4,050	11,736 04	2 90
General office clerks.....	21	6,751	9,519 35	1 41
Station agents.....	34	12,310	21,181 72	1 72
Other station men.....	130	57,365	86,332 78	1 51
Enginemen.....	60	18,309	52,731 48	2 88
Firemen.....	36	23,128	43,018 05	1 86
Conductors.....	43	11,546	32,604 36	2 82
Other trainmen.....	112	23,092	51,686 46	2 24
Machinists.....	31	9,587	18,210 00	1 90
Carpenters.....	57	16,082	29,005 17	1 80
Other shopmen.....	47	14,394	27,782 95	1 93
Section foremen.....	38	11,955	19,711 40	1 65
Other trackmen.....	175	54,849	68,890 68	1 25
Switchmen, flagmen and watchmen.....	82	19,063	31,794 72	1 67
Telegraph operators and dispatchers.....	32	9,595	16,189 04	1 69
All other employees and laborers.....	149	37,890	63,758 42	1 68
Total (including "general officers").....	1,060	330,248	\$589,522 26	\$1 78
Less "general officers".....	1	282	5,369 64	19 07
Total (excluding "general officers").....	1,059	329,966	\$584,152 62	\$1 76
Distribution of above:				
General administration.....	22	7,033	\$14,888 99	\$2 12
Maintenance of way and structures.....	281	81,685	117,142 82	1 43
Maintenance of equipment.....	208	62,290	110,175 60	1 77
Conducting transportation.....	549	179,240	347,314 85	1 92

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—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.....	232,428			
Number of passengers carried one mile.....	7,566,606			
Number of passengers carried one mile per mile of road.....	84,666			
Average distance carried.....	32.55			
Total passenger revenue.....		153,365	95	
Average amount received from each passenger.....			65	984
Average receipts per passenger per mile.....			02	027
Total passenger earnings.....		178,560	53	
Passenger earnings per mile of road.....		1,997	99	
Passenger earnings per train mile.....			74	969
Freight traffic:				
Number of tons carried of freight earning revenue....	1,117,752			
Number of tons carried one mile.....	80,764,867			
Number of tons carried one mile per mile of road....	903,713			
Average distance haul of one ton.....	72.26			
Total freight revenue.....		516,983	35	
Average amount received for each ton of freight.....			46	252
Average receipts per ton per mile.....			00	640
Total freight earnings.....		516,983	35	
Freight earnings per mile of road.....		5,784	75	
Freight earnings per train mile.....			1	20 547
Passenger and freight:				
Passenger and freight revenue.....		670,349	30	
Passenger and freight revenue per mile of road.....		7,500	83	
Passenger and freight earnings.....		695,543	88	
Passenger and freight earnings per mile of road.....		7,782	74	
Gross earnings from operation.....		696,885	10	
Gross earnings from operation per mile of road.....		7,797	75	
Gross earnings from operation per train mile.....			1	04 474
Operating expenses.....		559,204	68	
Operating expenses per mile of road.....		6,257	19	
Operating expenses per train mile.....			83	833
Income from operation.....		136,339	20	
Income from operation per mile of road.....		1,525	56	
Train mileage:				
Miles run by passenger trains.....	237,919			
Miles run by freight trains.....	428,085			
Miles run by mixed trains.....	1,039			
Total mileage trains earning revenue.....	667,043			
Miles run by switching trains.....	138,635			
Miles run by construction and other trains.....	60,868			
Grand total train mileage.....	866,546			

PASSENGER AND FREIGHT AND TRAIN MILEAGE—WHOLE 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	303,563			
Number of passengers carried one mile	11,381,834			
Number of passengers carried one mile per mile of road	66,177			
Average distance carried	37.49			
Total passenger revenue		237,223	27	
Average amount received from each passenger			78	146
Average receipts per passenger per mile			02	084
Total passenger earnings		286,412		
Passenger earnings per mile of road		1,665	28	
Passenger earnings per train mile			69	998
Freight traffic:				
Number of tons carried of freight earning revenue....	1,506,862			
Number of tons carried one mile	171,548,096			
Number of tons carried one mile per mile of road	997,431			
Average distance haul of one ton	113.84			
Total freight revenue		914,931	24	
Average amount received for each ton of freight.....			60	718
Average receipts per ton per mile				533
Total freight earnings		914,931	24	
Freight earnings per mile of road		5,319	68	
Freight earnings per train mile			1	03 277
Passenger and freight:				
Passenger and freight revenue		1,152,154	51	
Passenger and freight revenue per mile of road			6,698	96
Passenger and freight earnings		1,201,343	24	
Passenger and freight earnings per mile of road			6,984	96
Gross earnings from operation		1,204,083	47	
Gross earnings from operation per mile of road		7,000	89	
Gross earnings from operation per train mile			92	974
Operating expenses		1,085,834	34	
Operating expenses per mile of road			6,313	36
Operating expenses per train mile			83	844
Income from operation		115,508	90	
Income from operation per mile of road			671	60
Train mileage:				
Miles run by passenger trains	408,909			
Miles run by freight trains	885,111			
Miles run by mixed trains	1,050			
Total mileage trains earning revenue	1,295,070			
Miles run by switching trains	262,434			
Miles run by construction and other trains	97,989			
Grand total train mileage	1,655,493			

DESCRIPTION OF EQUIPMENT.

Equipment furnished by the lessees.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	165.22	.....	6.77	171.99	.....	.....	171.99
Miles of yard track and sidings.....	62.13	.....	1.98	64.11	.....	.....	64.11
Total mileage operated (all tracks).....	227.35	.....	8.75	236.10	.....	.....	236.10

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Main	82.60	.....	6.77	89.37	.....	.....	All.
New Hampshire.....	52.06	.....	.....	52.06	.....	.....	.....
Vermont.....	30.56	.....	.....	30.56	.....	.....	.....
Total mileage operated (single track).....	165.22	.....	6.77	171.99	.....	.....	All.

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	.....	.....	All.
New Hampshire.....	52.06	.....	52.06	.....	.....	.....
Vermont.....	30.56	.....	30.56	.....	.....	.....
Total mileage owned (single track).....	165.22	.....	165.22	.....	.....	All.

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	2,234.83	80	\$25 00	Hard pine	34,485	45c.
				Soft pine	14,599	35c.
				Cedar No. 1.....	14,957	30c.
				Cedar culls.....	461	20c.
				Total.....	64,502	39c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	6,724	.....	35	6,741.50	237,919	56.67
Freight	20,106	.....	130	20,171	429,124	94.01
Switching	3,085.50	.....	5	3,088	138,635	44.55
Construction	1,252.50	.....	2	1,253.50	60,868	41.19
Total.....	31,168	.....	172	31,254	866,546	72.13
Average cost at distributing point	\$2.45	.....	\$1 35			

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.								
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling and uncoupling .....	.....	6	.....	6	.....	1	.....	13	.....
Falling from trains and engines .....	.....	5	.....	3	.....	.....	.....	8	.....
At stations .....	.....	1	.....	.....	.....	.....	.....	1	.....
Other causes.....	*1	†1	.....	‡2	.....	*1	‡2	2	5
Total	1	13	.....	11	.....	1	3	2	27

Kind of Accident.	OTHERS.								
	Passenger.		Trespassing.		Not trespassing.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
At highway crossings	3	1	3	1	.....
At stations	2	1	1	1	.....	2	1	.....
Other causes.....	†1	§2	.....	†1	§1	2	3
Total	2	2	3	.....	5	2	7	5

*2—1 falling from bridge; 1 found on track.

†5—2 slipping in front of train; 2 struck by switch lever; 1 fire from fire box.

‡2—2 found on track.

§3—2 by falling timber; 1 crushed against elevator wall.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Average length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.					Ft.	In.
Bridges:									
Stone ...	1	177.6		19.10	177.6	Overhead Highway Crossings: Bridges	6	15.4	
Iron	33	3,175.11		18	422				
Wooden	16	332.3		12	29				
Combination	1	1,544.9				Overhead Railway Crossings: Bridges	3	16.6	
Total .	51	5,230.5							
Trestles ..									

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	159	The Great Northwestern Tel. Co..	The Great Northwestern Tel. Co..

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1899.

(Narrow Gauge—Two Feet.)

HISTORY.

Name of common carrier making this report. Kennebec Central Railroad Company.

Date of organization. October 3, 1889.

Under laws of what government, state or territory organized. State of Maine

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Weston Lewis	Gardiner, Me	September 20, 1899.
A. C. Stilphen.	Gardiner, Me	September 20, 1899.
J. S. Maxcy.	Gardiner, Me	September 20, 1899.
F. S. Thorne	Gardiner, Me	September 20, 1899.

Total number of stockholders at date of last election, 77.

Date of last meeting of stockholders for election of directors, September 19, 1898.

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 Railroad	Randolph	Togus	5	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock : common	500	\$100	\$50,000	\$40,000	6%	\$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
Payments on stock not issued						1,250
Total					400	\$41,250

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	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, 1899.	
Cash	\$2,741 57	Loans and bills payable.....	\$3,000 00
Due from agents.....	375 12	Audited vouchers and accounts	342 25
Due from solvent companies and individuals	248 84	Wages and salaries	450 97
Net traffic balances due from other companies	22 50		
Total—cash and current assets.....	\$3,388 03		
Balance—current liabilities..	405 19		
Total.....	\$3,793 22	Total—current liabilities.	\$3,793 22

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 Railroad..	\$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, 1898.	Total cost to June 30, 1899.	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	11,455 68	2,291 13
Rails.....			10,241 05	10,241 05	2,048 21
Fencing right of way.....			5,943 18	5,943 18	1,188 63
Crossings, cattle guards, and signs.....			3,250 00	3,250 00	650 00
Total construction.....			\$61,517 32	\$61,517 32	\$12,303 46
Equipment:					
Locomotives.....			\$8,224 85	\$8,224 85	\$1,644 97
Passenger cars.....			9,663 07	9,663 07	1,932 61
Freight cars.....			2,173 41	2,173 41	434 68
Total equipment.....			\$20,061 33	\$20,061 33	\$4,012 26
Total construction.....			61,517 32	61,517 32	12,303 46
Grand total cost construction, equipment, etc.....			\$81,578 65	\$81,578 65	\$16,315 73

INCOME ACCOUNT.

Gross earnings from operation.....	\$15,561 92	
Less operating expenses	10,527 54	
Income from operation.....	\$5,034 38	
Total income		\$5,034 38
Deductions from income:		
Interest on funded debt accrued	\$1,500 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	191 33	
Taxes	252 28	
Total deductions from income.. ..		1,943 61
Net income		\$3,090 77
Dividends, 6 per cent, common stock		2,400 00
Surplus from operations of year ending June 30, 1899.		\$690 77
Surplus on June 30, 1898.....		9,355 48
Surplus on June 30, 1899		\$10,046 25

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$7,953 10
Mail.....			310 80
Express ..			358 63
Other items			43 64
Total passenger earnings.....			\$8,666 17
Freight:			
Freight revenue	\$6,717 00		
Less repayments—			
Overcharge to shippers.....		11 25	
Total freight revenue earnings			6,705 75
Total passenger and freight earnings.....			\$15,371 92
Other earnings from operation:			
Rents not otherwise provided for			190 00
Total gross earnings from operation.. ..			\$15,561 92

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,933 32
Renewals of ties	742 42
Repairs and renewals of bridges and culverts	109 93
Repairs and renewals of fences, road crossings, signs and cattle guards.....	35 34
Repairs and renewals of buildings and fixtures.....	59 39
Total	\$2,880 40
Maintenance of equipment:	
Repairs and renewals of locomotives	\$452 33
Repairs and renewals of passenger cars.....	169 75
Repairs and renewals of freight cars	84 88
Total	\$706 96
Conducting transportation:	
Superintendence	\$ 550 00
Engine and roundhouse men	1,431 30
Fuel for locomotives	654 44
Water supply for locomotives.....	125 00
Other supplies for locomotives.....	79 33
Train service	1,227 52
Train supplies and expenses	102 09
Switchmen, flagmen and watchmen.....	427 05
Station service	960 00
Station supplies	237 94
Advertising.....	152 60
Stationery and printing.....	58 97
Total	\$6,006 24
General expenses:	
Salaries of general officers.....	\$500 00
Insurance	96 50
Internal revenue.....	19 60
Other expenses	317 84
Total	\$933 94
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,880 40
Maintenance of equipment.....	706 96
Conducting transportation.....	6,006 24
General expenses.....	933 94
Grand total	\$10,527 54

Percentage of expenses to earnings, .67.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$61,517 32	Cost of road		\$61,517 32		
	20,061 33	Cost of equipment		20,061 33		
	3,573 07	Cash and current assets		3,388 03		\$185 04
		Other assets:				
	301 62	Materials and supplies		301 62		
	\$85,453 34	Grand total		\$85,268 30		\$185 04
		LIABILITIES.				
	\$40,000 00	Capital stock		\$40,000 00		
	1,250 00	Capital stock payments		1,250 00		
	30,000 00	Funded debt		30,000 00		
	4,700 36	Current liabilities		3,793 22		\$907 14
	147 50	Accrued interest on funded debt not yet payable.		178 83	31 33	
	9,355 48	Profit and loss		10,046 25	690 77	
	\$85,453 34	Grand total		\$85,268 30	\$722 10	\$907 14

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	\$6,000

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	312	\$500 00	\$1 60
Other officers	1	333	550 00	1 65
Station agents	2	628	960 00	1 53
Enginemen	2	412	823 18	2 00
Firemen	2	405	608 12	1 50
Conductors	1	325	650 00	2 00
Other trainmen	1	361	577 52	1 60
Section foremen	1	311 $\frac{3}{4}$	623 50	2 00
Other trackmen	3	804	1,005 56	1 25
Switchmen, flagmen, and watchmen	1	365	427 05	1 17
Total (including "general officers")	15	4,256 $\frac{3}{4}$	\$6,724 93	\$1 58
Less "general officers"	1	312	500 00	1 60
Total (excluding "general officers")	14	3,944 $\frac{3}{4}$	\$6,224 93	\$1 58
Distribution of above:				
General administration	2	645	1,050 00	1 63
Maintenance of way and structures	4	1,115 $\frac{3}{4}$	1,629 06	1 46
Maintenance of equipment	1	365	427 05	1 17
Conducting transportation	8	2,131	3,618 82	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	51,321			
Number of passengers carried one mile	252,333			
Number of passengers carried one mile per mile of road	50,467			
Average distance carried	4.92			
Total passenger revenue		7,953	10	
Average amount received from each passenger			15	497
Average receipts per passenger per mile			03	099
Total passenger earnings		8,666	17	
Passenger earnings per mile of road		1,733	23	4
Passenger earnings per train mile			60	88
Freight traffic:				
Number of tons carried of freight earning revenue	5,378			
Number of tons carried one mile	26,890			
Number of tons carried one mile per mile of road	5,378			
Average distance haul of one ton	5			
Total freight revenue		6,705	75	
Average amount received for each ton of freight			1	24
Average receipts per ton per mile			24	938
Total freight earnings		6,705	75	
Freight earnings per mile of road		1,341	13	
Freight earnings per train mile			3	03
Passenger and freight:				
Passenger and freight revenue		14,658	85	
Passenger and freight revenue per mile of road			2	931
Passenger and freight earnings		15,371	92	
Passenger and freight earnings per mile of road			3	074
Gross earnings from operation		15,561	92	
Gross earnings from operation per mile of road			3	112
Gross earnings from operation per train mile			94	601
Operating expenses		10,527	54	
Operating expenses per mile of road		2,105	50	8
Operating expenses per train mile			63	997
Income from operation		5,034	38	
Income from operation per mile of road		1,006	87	6
Train mileage:				
Miles run by passenger trains	13,500			
Miles run by mixed trains	2,950			
Total mileage trains earning revenue	16,450			
Miles run by construction and other trains	3,415			
Grand total train mileage	19,865			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road.	Freight received from connecting roads and other carriers.	Total freight tonnage.
	Whole tons.	Whole tons.	Whole tons.
Total tonnage		5,378	5,378

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	Eames		
Total locomotives in service....		2	2	Eames		
Total locomotives owned		2	2	Eames		
Cars—owned and leased:						
In passenger service—						
First-class cars		2	2	Eames		
Combination cars		1	1	Eames		
Excursion cars		2	2	Eames		
Total		5	5	Eames		
In freight service—						
Box cars		2				
Flat cars		6				
Total		8				
Total cars in service.....		13	5	Eames		
Total cars owned		13	5	Eames		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line of proprietary companies.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Total mileage operated (all tracks).....	5	.....	.....	.....	5	.....	5

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar	7,424	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	181.83	.....	.....	181.83	16,450	22.11
Freight	37.75	.....	.....	37.75	3,415	22.10
Construction	219.58	.....	.....	219.58	19,865	22.10
Total	\$2.98	.....	.....	\$2.98		
Average cost at distributing point..	\$2.98	.....	.....	\$2.98		

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead highway crossings:		
Stone ...					Overhead railway crossings:		
Iron ...							
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, 1899.

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, 1900.
A. F. Crockett	Rockland, Me.....	Last Tuesday in January, 1900.
John T. Berry	Rockland, Me.....	Last Tuesday in January, 1900.
E. R. Spear.....	Rockland, Me.....	Last Tuesday in January, 1900.
G. L. Farrand.....	Rockland, Me.....	Last Tuesday in January, 1900.
S. M. Bird.....	Rockland, Me.....	Last Tuesday in January, 1900.
N. F. Cobb	Rockland, Me.....	Last Tuesday in January, 1900.

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

Date of last meeting of stockholders for election of directors, January 31, 1899.

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.....	Geo. P. White.....	Rockland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
.....	Limestone quarries.....		11.30
.....	Trackage rights.....		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	1½%	\$6,750 00
Manner of Payment for Capital Stock.						
			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....			.....	.....	4,500	\$48,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort.	1888.	1908.	\$250,000	\$247,000	\$247,000	\$234,250	5	Apr. & Oct. . .	\$12,070 77	\$12,070 77
2d mort.	1891.	1901.	150,000	150,000	150,000	149,905	6	Jan. & July,	9,022 50	9,022 50
Total . . . . .	.....	.....	\$400,000	\$397,000	\$397,000	\$384,155			\$21,093 27	\$21,093 27

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$397,000 00	\$397,000 00	\$21,393 27	\$21,393 27

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$881 90	Loans and bills payable	\$31,000 00
Due from solvent companies and individuals	13,599 52	Audited vouchers and acc'ts.	4,779 39
Total—cash and current assets	\$14,481 42	Matured interest coupons unpaid (including coupons due July 1)	2,437 50
Balance—current liabilities..	24,842 41	Other unpaid interest	406 94
Total	\$39,323 83	Unexpended insurance	700 00
		Total—current liabilities.	\$39,323 83

Materials and supplies on hand, \$2,993.85.

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	397,000 00	.....	.....	.....	35,132 00
Total	\$847,000 00	.....	.....	11.30	\$74,955 00

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.	Charged to construction or equipment.			
Construction:						
Engineering		\$ 10 00		\$ 5,343 33	\$ 5,353 33	
Right of way and station grounds		1,727 48		8,483 40	8,210 88	
Grading, road built by contract				19,000 00	19,000 00	
Bridges, trestles and culverts				150,452 06	150,452 06	
Ties		65 71		6,697 15	6,762 86	
Rails		326 52		41,340 39	41,666 91	
Fencing right of way				1,115 43	1,115 43	
Shops, roundhouses, etc.				10,852 13	10,852 13	
Tools				664 48	664 48	
Miscellaneous structures		1 67		20,538 71	20,540 38	
Interest and discount				13,190 73	13,190 73	
General expenses		352 26		23,070 51	23,422 77	
Total construction		\$2,483 04		\$378,748 32	\$381,231 96	\$33,737 34
Equipment:						
Locomotives				\$18,811 53	\$18,811 53	
Other cars of all classes				96,184 69	96,184 69	
Total equipment				\$114,996 22	\$114,996 22	\$10,176 66
Total construction		\$2,483 64		378,748 22	381,231 96	33,737 34
Grand total cost construction, equipment, etc.				\$493,744 54	\$496,228 18	\$43,914 00

INCOME ACCOUNT.

Gross earnings from operation	\$72,410 45	
Less operating expenses	25,221 39	
Income from operation		\$44,189 06
Miscellaneous income—less expenses		2,547 69
Total income		\$46,736 75
Deductions from income:		
Interest on funded debt accrued.....	\$21,093 27	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	2,279 46	
Taxes	1,248 11	
Total deductions from income.....		24,620 84
Net income		\$22,115 91
Dividends $\frac{1}{2}$ per cent, common stock		6,750 00
Surplus from operations of year ending June 30, 1899.....		\$15,365 91
Surplus on June 30, 1898.....		15,019 95
Total.....		\$30,385 86
Deductions for year:		
Surplus fund	\$6,000 00	
Contingent fund	724 34	
Depreciation account	969 88	
		7,694 22
Surplus on June 30, 1899.....		\$22,691 64

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total freight earnings			\$71,617 95
Other earnings from operation:			
Switching charges—balance			782 50
Hire of equipment—balance			10 00
Total gross earnings from operation.....			\$72,410 45

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rents			\$ 251 30
Income from sinking fund			2,296 39
Total.....			\$2,547 69

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$3,551 29
Renewals of rails	787 38
Renewals of ties	525 61
Repairs and renewals of bridges and culverts	17 73
Repairs and renewals of fences, road crossings, signs, and cattle guards	34 18
Repairs and renewals of buildings and fixtures	12 15
Repairs and renewals of docks and wharves	1,405 95
Other expenses	200 00
Total	\$6,534 29
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,435 33
Repairs and renewals of freight cars	2,951 73
Total	\$4,387 06
Conducting transportation:	
Engine and roundhouse men	\$3,732 78
Fuel for locomotives	2,149 47
Water supply for locomotives	260 02
Oil, tallow, and waste for locomotives	292 70
Train service	4,261 99
Train supplies and expenses	151 13
Flagmen	624 68
Total	\$11,472 77
General expenses:	
Salaries of general officers	\$3,847 50
General office expenses and supplies	150 93
Insurance	1,697 60
Other expenses	131 24
Total	\$5,827 27
Recapitulation of expenses:	
Maintenance of way and structures	\$6,534 29
Maintenance of equipment	4,387 06
Conducting transportation	11,472 77
General expenses	5,827 27
Grand total	\$28,221 39

Percentage of expenses to earnings, 38.19.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$378,748 32	.....	Cost of road	\$381,231 96	.....	\$2,483 64	
114,996 22	\$493,744 54	Cost of equipment	114,996 22	\$496,228 18		
	35,250 00	Real estate		35,250 00		
	10,263 55	Cash and current assets		14,481 42	4,217 87	
		Other assets:				
2,674 19	.....	Materials and supplies	2,993 85	.....	319 66	
42,000 00	.....	Sinking fund	52,000 00	.....	10,000 00	
316 93	44,991 12	Sundries	62 02	55,055 87	.....	\$254 91
	\$584,249 21	Grand total		\$601,015 47	\$16,766 26	
		LIABILITIES.				
	\$48,000 00	Capital stock	Paid in.	\$48,000 00		
	387,000 00	Funded debt		397,000 00	\$10,000 00	
	47,923 48	Current liabilities		39,323 83	.....	8,599 65.
\$33,030 12	.....	Depreciation acc't	34,000 00	.....	969 88	
11,275 66	.....	Contingent fund	12,000 00	.....	724 34	
42,000 00	86,305 78	Surplus fund	48,000 00	94,000 00	6,000 00	
	15,019 95	Profit and loss		22,691 64	7,671 69	
	\$584,249 21	Grand total .....	.....	\$601,015 47	\$16,766 26	

IMPORTANT CHANGES DURING THE YEAR.

Issued \$10,000 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 bonds	Whole line .....	.....	11.30	\$35,132

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	939	\$3,547 50	\$3 78
Enginemen	2	741	1,972 27	2 66
Firemen	2	706	1,235 51	1 75
Conductors	2	653	1,469 27	2 25
Other trainmen	6	1,813	2,792 72	1 54
Section foremen	1	247	432 86	1 75
Other trackmen	4	852	1,278 53	1 50
Flagmen	2	626	624 68	1 00
All other employees and laborers	1	379	525 00	1 39
Total (including "general officers")	23	6,956	\$13,878 34	2 00
Less "general officers"	3	939	3,547 50	
Total (excluding "general officers")	20	6,017	\$10,330 84	1 72
Distribution of above:				
General administration	3	939	\$3,547 50	3 78
Maintenance of way and structures	5	1,099	1,711 39	1 56
Conducting transportation	15	4,918	8,619 45	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	247,485			
Total freight revenue		71,617	95	
Average amount received for each ton of freight				28 938
Total freight earnings		71,617	95	
Freight earnings per mile of road				5,697 53
Passenger and freight:				
Gross earnings from operation		72,410	45	
Gross earnings from operation per mile of road		5,760	58	
Operating expenses		28,221	39	
Operating expenses per mile of road		2,245	14	
Income from operation		44,189	06	
Income from operation per mile of road		3,515	44	

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC BRAKE.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight		3				
Total locomotives in service ...		3				
Total locomotives owned		3				
Cars—owned and leased:						
In freight service—						
Flat cars		12				
Dump cars		401				
Total		413				
In company's service—						
Caboose cars		1				
Total cars in service		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	.....	3.18	8.12
Total mileage operated (all tracks)	11.30	.....	1.27	12.57	.....	3.18	8.12

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar	1,147	
Hackmatack	531	
Total	1,678	28c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Freight.....	*777.47	.....	.....	777.47		
Total.....	777.47	.....	.....	777.47		
Average cost at distributing point.....	†\$2.60					

* Net tons.

† Per gross ton.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.			Item.	Number.	Height of lowest above sur- face of rail.	
		Ft.	In.	Ft. In.			Ft.	In.
Bridges:					Overhead highway crossings:			
Iron.....					Overhead railway crossings:			
Wooden ..	1	33.6						
Total..	1	33.6						
Trestles ..	10	14,992.6	48	3,396				

Gauge of track, 4 feet, 8½ inches—11.30 miles.

Report of the Maine Central Railroad Company for the Year Ending June 30, 1899.

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 14, 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 28, 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.

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.

* Leased roads. † Rental paid in advance.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
William G. Davis	Portland, Me.	October 18, 1899.
George F. Evans	Portland, Me.	October 18, 1899.
Lucius Tuttle	Boston, Mass.	October 18, 1899.
Samuel C. Lawrence	Medford, Mass.	October 18, 1899.
William P. Frye	Lewiston, Me.	October 18, 1899.
Joseph S. Ricker	Portland, Me.	October 18, 1899.
Lewis C. Ledyard	New York, N. Y.	October 18, 1899.
Joseph H. Manley	Augusta, Me.	October 18, 1899.
Henry M. Whitney	Boston, Mass.	October 18, 1899.
Henry R. Reed	Boston, Mass.	October 18, 1899.
Thomas W. Hyde	Bath, Me.	October 18, 1899.
John Ware	Waterville, Me.	October 18, 1899.
Franklin A. Wilson	Bangor, Me.	October 18, 1899.

Total number of stockholders at date of last election, 870.
 Date of last meeting of stockholders for election of directors, October 19, 1898.
 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.
Vice Pres. and General Manager.	George F. Evans.	Portland, Me.
Clerk of Corporation.	Josiah H. Drummond.	Portland, Me.
Treasurer	George W. York.	Portland, Me.
Paymaster	Thomas P. Shaw.	Portland, Me.
General Auditor	George S. Hobbs.	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	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. Kenison.	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 } Wharf	1.36 } 48.39	
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, 3.01 } Enfield	3.03 } 120.34	
Stillwater Branch	Orono	Stillwater, 3.01 } Montague, 3.03 }	3.01 } 3.03 }	
Eastern Maine Railway	Enfield	Montague, 3.03 }	3.03 }	
Portland & Ogdensburg Railway	Bangor Junc.	Bucksport	18.80	
	Portland	Lunenburg, Vt.	109.10	
	Union Station	Thompson's Pt. .74 } Canada Line near Beecher's Falls, Vt .....	.74 } 55.33	
Upper Coos Railroad.....	Quebec Jct., N. H.	Canada Line near Beecher's Falls, Vt	55.33	
Herford Railway	Canada Line near Beecher's Falls, Vt	Lime Ridge, 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, 7.70-100 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, control effected December 2, 1884.

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	\$4,975,600	6%	\$298,531 50
Maine Central, scrip				1,200		
Androscoggin & Kennebec stock, bonds				11,000		
Total	100,000	\$100	\$10,000,000	\$4,987,800		\$298,531 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			36,011	
Androscoggin & Kennebec stock, bonds			110	
Total			49,878	\$1,375,700 00

Dividend No. 45, July 1, 1898, 1½% on \$4,975,500	\$74,632 50
Dividend No. 46, October 1, 1898, 1½% on \$4,975,500	74,632 50
Dividend No. 47, January 1, 1899, 1½% on \$4,975,500	74,632 50
Dividend No. 48, April 1, 1899, 1½% on \$4,975,600	74,634 00
Total	\$298,531 50

The Maine Central scrip, and the Androscoggin and Kennebec stock bonds, amounting in all to \$12,200, 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.
Maine Central extens'n bonds	Oct. 1, 1870.	Oct. 1, 1900.	\$500,000 00	\$ 496,500 00	\$ 441,500 00	\$ 436,400 00	6	April and Oct..	\$ 28,158 33	\$ 29,520 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	276,528 00
Maine Central consols	Apr. 1, 1872.	Apr. 1, 1912.		269,500 00	269,500 00	269,500 00	5	April and Oct..	13,475 00	13,532 50
Maine Central consols	Apr. 1, 1872.	Apr. 1, 1912.		1,525,000 00	1,525,000 00	1,525,000 00	4 1/2	April and Oct..	68,625 00	68,513 75
Maine Central consols	Apr. 1, 1872.	Apr. 1, 1912.		2,824,000 00	2,824,000 00	2,850,451 35	4 1/2	April and Oct..	111,847 78	111,820 00
Maine Central col. trust bonds	June 1, 1883.	June 1, 1923.		700,000 00	700,000 00	669,000 00	706,500 00	5	June and Dec..	33,450 00	30,800 00
Maine Shore Line	June 1, 1883.	June 1, 1923.	750,000 00	81,060 00	81,000 00	95,137 80	6	June and Dec..	* 4,560 00	4,680 00
Maine Central interest scrip..	May 23, 1870	.....	386,892 00	386,892 00	† 8,192 00	.....	.....	.....	.....	.....
			\$11,336,892 00	\$10,206,892 00	\$9,742,192 00	\$9,757,637 00	.....	.....	\$534,796 11	\$535,394 25
MISCELLANEOUS OBLIGATIONS										
Maine Central sinking fund..	Feb. 1, 1885.	Feb. 1, 1905.	\$600,000 00	\$600,000 00	\$600,000 00	\$600,000 00	4	Feb. and Aug..	\$27,000 00	\$25,965 00
Maine Central 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	20,205 00
Maine Central 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	
			\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,059,000 00	.....	.....	\$47,250 00	\$46,170 00
Total:										
Mortgage bonds			\$11,336,892 00	\$10,206,892 00	\$9,742,192 00	\$9,757,637 00	.....	.....	\$534,796 11	\$535,394 25
Miscellaneous obligations..			1,050,000 00	1,050,000 00	1,050,000 00	1,059,000 00	.....	.....	47,250 00	46,170 00
Grand total.			\$12,386,892 00	\$11,256,892 00	\$10,792,192 00	\$10,816,637 00	.....	.....	\$582,046 11	\$581,564 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.	\$10,206,892 00	\$9,742,192 00	\$534,796 11	\$335,394 25
Miscellaneous obligations.....	1,050,000 00	1,050,000 00	47,250 00	46,170 00
Total.....	\$11,256,892 00	\$10,792,192 00	\$582,046 11	\$581,564 25

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$277,413 66	Loans and bills payable	\$500,000 00
Bills receivable.....	155,000 00	Audited vouchers and accounts.....	216,873 64
Due from agents	93,532 52	Wages and salaries	72,640 16
Due from solvent companies and individuals.	201,180 94	Dividends not called for	8,647 54
Net traffic balances due from other companies	\$6,899 48	Matured interest coupons unpaid (including coupons due July 1).....	33,580 00
Total—cash and current assets	\$814,026 60	Rents due July 1	54,335 00
Balance—current liabilities..	93,908 24	Miscellaneous	21,858 50
Total	\$907,934 84	Total—current liabilities.	\$907,934 84

Materials and supplies on hand, \$421,519.41.

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	\$4,987,800 00	\$4,987,800 00	.....	345.23	\$14,448 00
Bonds	10,792,192 00	10,792,192 00	.....	345.23	31,261 00
Total	\$15,779,992 00	\$15,779,992 00	.....	345.23	\$45,709 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	\$4,987,800	\$10,792,192	\$15,779,992	345.23	\$45,709
Belfast and Moosehead Lake Railroad	648,100	126,500	774,600	33.13	23,381
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	4,392,538	2,119,000	6,511,538	109.84	59,282
Upper Coos Railroad	350,000	1,043,000	1,393,000	55.33	25,176
Herfort Railway	800,000	800,000	1,600,000	52.85	30,274
Total	\$14,313,738	\$17,930,692	\$32,244,430	814.68	\$39,579

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 stock and bonds per mile found in the foregoing tables.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	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 equipment				\$2,434,639 47	\$2,434,639 47	\$7,052 22
Total construction				13,032,524 86	13,032,524 86	37,750 27
Grand total cost construction, equipment, etc.....				\$15,467,164 33	\$15,467,164 33	\$41,802 49

INCOME ACCOUNT.

Gross earnings from operation.....	\$5,049,689 16	
Less operating expenses.....	3,283,337 40	
Income from operation.....		\$1,766,351 76
Dividends on stocks owned.....	\$19,445 60	
Interest on bonds owned.....	35 00	
Miscellaneous income—less expenses.....	33,999 08	
Income from other sources.....		53,479 68
Total income.....		\$1,819,831 44
Deductions from income:		
Interest on funded debt accrued.....	\$582,046 11	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	17,319 17	
Rents paid for lease of road.....	647,089 92	
Taxes.....	121,723 33	
Paid trustees sinking funds.....	29,440 00	
Total deductions from income.....		1,397,618 53
Net income.....		\$422,212 91
Dividends, 6 per cent, common stock.....		298,531 50
Surplus from operations of year ending June 30, 1899.....		\$123,681 41
Surplus on June 30, 1898.....		42,338 83
Additions for year.....	*\$28,947 35	\$166,020 24
Deductions for year.....	170,587 35	41,640 00
Surplus on June 30, 1899.....		\$124,380 24
*Premiums on bonds sold.....	\$20,947 35	
Androscoggin & Kennebec and Penobscot & Kennebec stock.....	8,000 00	
Total.....	\$28,947 35	
†Amounts paid for subscriptions to capital stock of various railroads, now charged off as being without marketable value:		
Sebasticook & Mooshead Railroad Company stock.....	\$8,000 00	
Northern Maine Railroad Company stock.....	27,503 97	
Phillips & Rangeley Railroad Company stock.....	25,000 00	
Kingfield & Dead River Railroad Company stock.....	9,500 00	
	\$70,003 97	
Miscellaneous accounts.....	583 38	
Total.....	\$70,587 35	

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$1,894,619 63		
Less repayments—			
Tickets redeemed.....		\$2,931 16	
Excess fares refunded.....		6,542 38	
Total deductions.....		\$9,473 48	
Total passenger revenue.....			\$1,885,146 15
Mail	179,260 12		
Express	74,200 00		
Extra baggage and storage	31,371 61		
Other items	11,486 43		296,318 16
Total passenger earnings			\$2,181,464 31
Freight:			
Freight revenue.....	\$2,862,972 89		
Less repayments—			
Overcharge to shippers.....		\$30,971 60	
Other repayments.....		2,802 57	
Total deductions.....		\$33,774 17	
Total freight revenue.....			\$2,829,198 72
Other items.....			11,434 47
Total freight earnings			\$2,840,633 19
Total passenger and freight earnings ...			\$5,022,097 50
Other earnings from operation:			
Rents from tracks, yards and terminals ..			27,591 66
Total gross earnings from operation— entire line.			\$5,049,689 16

*STOCKS OWNED.

RAILWAY STOCK.

Name.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Portland & Rochester Railroad	\$4,700 00	6	\$282 00	\$4,700 00
Portland & Ogdensburg Railway	198,180 00	2	3,963 60	79,272 00
Knox & Lincoln Railway	200,000 00	5	10,000 00	262,467 28
Bridgton & Saco River Railroad	8,800 00 5,000 00	.. 4	.. 200 00	5,000 00
Total	\$416,680 00	..	\$14,445 60	\$351,439 28

OTHER STOCKS.

St. John Bridge & Railway Extension Co.	\$20,000 00	15	\$5,000 00	\$20,000 00
Portland, Mt. Desert & Machias Steamboat Co.	110,000 00	..	.....	91,600 00
Portland Union Railway Station Co	25,000 00	..	.....	25,000 00
Total	\$155,000 00	..	\$5,000 00	\$136,600 00
Grand total	\$571,680 00	..	\$19,445 60	\$487,439 28

* See income account, deductions, stocks charged to profit and loss.

† \$10 per share extra on 400 shares.

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 Company	5,000 00 6		.....	5,000 00
	\$154,500 00 ..		\$35 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:				
Mattawamkeag to....	Vanceboro	Canadian Pacific Ry.	\$23,500 00	
Lewiston to	Rumford June ...	Portland & Rumford Falls Railway.....	3,791 66	\$27,591 66

MISCELLANEOUS INCOME.

Item.	Gross income.
Rents and wharfage	\$33,999 68

OPERATING EXPENSES—ENTIRE LINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$424,620 25
Renewals of rails.....	46,696 69
Renewals of ties.....	98,683 23
Repairs and renewals of bridges and culverts.....	40,315 47
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	16,008 38
Repairs and renewals of buildings and fixtures.....	77,048 70
Repairs and renewals of docks and wharves.....	4,518 78
Superintendence and general expenses.....	11,518 96
Total.....	\$719,410 46
Maintenance of equipment:	
Superintendence.....	\$15,536 53
Repairs and renewals of locomotives.....	206,888 57
Repairs and renewals of passenger cars.....	85,379 44
Repairs and renewals of freight cars.....	274,940 16
Repairs and renewals of work cars.....	7,903 03
Repairs and renewals of marine equipment.....	25,089 84
Repairs and renewals of shop machinery and tools.....	14,479 44
Stationery and printing.....	828 09
Other expenses.....	414 26
Total.....	\$629,459 66
Conducting transportation:	
Superintendence.....	\$54,487 08
Engine and roundhouse men.....	284,980 51
Fuel for locomotives.....	360,385 33
Water supply for locomotives.....	23,403 85
Oil, tallow and waste for locomotives.....	6,480 65
Other supplies for locomotives.....	2,171 53
Train service.....	205,023 98
Train supplies and expenses.....	51,377 47
Switchmen, flagmen and watchmen.....	138,903 16
Telegraph expenses.....	58,711 03
Station service.....	225,083 53
Station supplies.....	47,321 51
Car mileage—balance.....	95,722 33
Loss and damage.....	28,149 30
Injuries to persons.....	129,802 04
Clearing wrecks.....	1,566 29
Operating marine equipment.....	28,428 39
Advertising.....	16,172 21
Outside agencies.....	5,825 54
Rents for tracks, yards and terminals.....	7,500 00
Stationery and printing.....	19,385 97
Total.....	\$1,790,881 40
General expenses:	
Salaries of general officers.....	\$33,610 63
Salaries of clerks and attendants.....	21,245 95
General office expenses and supplies.....	13,574 55
Insurance.....	38,205 96
Law expenses.....	31,143 57
Stationery and printing (general offices).....	3,931 58
Other expenses.....	1,873 70
Total.....	\$143,585 88
Recapitulation of expenses:	
Maintenance of way and structures.....	\$719,410 46
Maintenance of equipment.....	629,459 66
Conducting transportation.....	1,790,881 40
General expenses.....	143,585 88
Grand total.....	\$3,283,337 40

Percentage of expenses to earnings—entire line, 65.02 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.....	5,833 33	\$3,660 00	4,420 83	13,914 16
Eastern Maine Railroad.....			9,500 00	9,500 00
Portland and Ogdensburg Railway ...	113,950 00	87,850 76	500 00	202,300 76
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
Hereford Railway.....	32,000 00	32,000 00	500 00	64,500 00
Knox and Lincoln Railway.....	70,450 00	10,000 00	200 00	80,650 00
Total rents.....	\$309,108 33	\$154,510 76	\$183,470 83	\$647,089 92

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Terminals: Union Station...	Portland, Me.....	Portland Union Railway Station Co .....	.....	\$7,500 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$			\$		
	13,032,524 86	Cost of road.....		13,032,524 86		
	2,434,639 47	Cost of equipment.....		2,434,639 47		
	587,439 25	Stocks owned.....		487,439 28		\$99,999 97
	154,500 00	Bonds owned.....		154,500 00		
	791,991 14	Cash and current assets.....		814,026 60	\$22,035 46	
	450,866 56	Other assets:				
	468,411 95	Materials & supplies.....		421,519 41		29,347 15
		Sinking funds....		518,855 77	50,443 82	
	\$ 17,920,373 23	Grand total ...		\$ 17,863,505 39		\$56,867 84
		LIABILITIES.				
	\$4,995,800 00	Capital stock.....		4,987,800 00		8,000 00
	10,795,092 00	Funded debt.....		10,792,192 00		2,900 00
	1,198,402 41	Current liabilities		907,934 84		290,467 57
	142,948 09	Accrued interest on funded debt not yet payable.....		144,634 01	1,685 92	
	115,979 24	Accrued rent not yet payable....		113,475 07		2,504 17
		Accrued taxes not yet payable....		45,907 71	45,907 71	
	50,261 40	Appropriation for equipment under construction.....		50,000 00	50,000 00	
	111,139 31	Injury fund.....		67,186 44	16,925 04	
	468,411 95	Sundry lease accounts.....		111,139 31		
	42,338 83	Sinking funds for redemption of bonds.....		518,855 77	50,443 82	
		Profit and loss....		124,380 24	82,041 41	
	\$ 17,920,373 23	Grand total ...		\$ 17,863,505 39		\$56,867 84

IMPORTANT CHANGES DURING THE YEAR.

\$100.00 in capital stock issued in place of same amount of Androscoggin & Kennebec stock surrendered.

\$8,000.00 credited to profit and loss account representing that amount of stock of the Androscoggin & Kennebec and Penobscot & Kennebec Railroad Companies exchangeable for Maine Central Railroad Company's stock when presented, the capital stock being thereby reduced in the amount of \$8,000.00 and the item of \$8,100.00 is eliminated from statement of "Capital Stock." Stock has been long outstanding and may never be presented for exchange.

\$675,500.00 Maine Central 4% consols issued and proceeds used for retiring the 7% loan maturing July 1, 1898 and the 6% extension loan maturing October 1, 1900.

The following described overdue bonds which have not been presented for payment are withdrawn from funded debt account and included in "Current Liabilities," being treated as current liabilities.

\$1,400.00 Androscoggin & Kennebec Railroad Company, bonds (\$100.00 paid during year).

\$700.00 Portland & Kennebec Railroad consol bonds.

\$500.00 Bath Loan to Androscoggin Railroad.

\$400.00 Leeds & Farmington Railroad bonds.

\$2,400.00 Maine Central 7% loan.

Total, \$5,400.00.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Maine Central extension bonds	Danville Jet	Cumberland Jet..	18.3	\$24,126
Maine Central Railroad consol. bonds.	Portland	Bangor	304.10	28,118
	Brunswick	Bath		
	Cumberland Jet..	Skowhegan		
	Brunswick	Leeds Jct		
Maine Central col. trust bonds	Crowley's	Lewiston	41.13	18,235
	Leeds Junction..	Farmington		
Maine Shore Line Railroad bonds	Brewer Junction.	Mt. Desert Ferry.		

All equipment of Maine Central Railroad Company mortgaged.

Maine Central sinking fund and improvement bonds are not secured by mortgage, and therefore do not appear in the foregoing statement.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	14	4,538	\$55,135 24	\$12 15
Other officers.....	36	11,352	38,831 60	3 42
General office clerks.....	98	33,342	66,857 35	2 01
Station agents.....	190	70,136	108,118 40	1 54
Other station men.....	307	105,555	148,896 86	1 41
Enginemen.....	148	47,137	149,270 67	3 17
Firemen.....	149	47,836	93,130 06	1 95
Conductors.....	102	28,749	78,636 70	2 74
Other trainmen.....	234	69,271	120,380 50	1 74
Machinists.....	83	23,516	47,551 87	2 02
Carpenters.....	151	43,774	78,111 82	1 78
Other shopmen.....	120	32,074	54,678 84	1 70
Section foremen.....	163	52,537	92,026 84	1 73
Other trackmen.....	779	194,062	253,185 03	1 30
Switchmen, flagmen and watchmen.....	275	82,455	117,897 85	1 42
Telegraph operators and dispatchers.....	76	23,914	37,530 73	1 57
Employees—account floating equipment.....	30	9,844	18,970 74	1 93
All other employees and laborers.....	461	144,370	216,603 63	1 50
Total (including "general officers").....	3,416	1,024,862	\$1,775,814 73	\$1 73
Less "general officers".....	14	4,538	55,135 24	12 15
Total (excluding "general officers").....	3,402	1,020,324	\$1,720,679 49	\$1 69
Distribution of above:				
General administration.....	99	34,332	\$97,149 72	\$2 82
Maintenance of way and structures.....	1,176	310,406	471,073 75	1 52
Maintenance of equipment.....	404	114,744	209,335 01	1 82
Conducting transportation.....	1,737	565,380	998,256 25	1 76

PASSENGER AND FREIGHT AND TRAIN MILEAGE—WHOLE 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	2,163,470			
Number of passengers carried one mile	83,103,024			
Number of passengers carried one mile per mile of road	102,007			
Average distance carried	38.90			
Total passenger revenue		1,885,146	15	
Average amount received from each passenger			88	236
Average receipts per passenger per mile			02	268
Total passenger earnings		2,181,464	31	
Passenger earnings per mile of road		2,677	69	
Passenger earnings per train mile			1	25 414
Freight traffic:				
Number of tons carried of freight earning revenue....	3,217,809			
Number of tons carried one mile	256,903,895			
Number of tons carried one mile per mile of road	315,343			
Average distance haul of one ton	79.84			
Total freight revenue		2,829,198	72	
Average amount received for each ton of freight.....			87	923
Average receipts per ton per mile			01	101
Total freight earnings		2,840,633	19	
Freight earnings per mile of road		3,486	81	
Freight earnings per train mile			1	87 613
Passenger and freight:				
Passenger and freight revenue		4,714,344	87	
Passenger and freight revenue per mile of road			5,786	74
Passenger and freight earnings		5,022,097	50	
Passenger and freight earnings per mile of road			6,164	50
Gross earnings from operation		5,049,689	16	
Gross earnings from operation per mile of road			6,198	37
Gross earnings from operation per train mile			1	55 207
Operating expenses		3,283,337	40	
Operating expenses per mile of road			4,030	22
Operating expenses per train mile				1 00 917
Income from operation		1,766,351	76	
Income from operation per mile of road			2,168	15
Train mileage:				
Miles run by passenger trains	1,739,415			
Miles run by freight trains	1,514,095			
Total mileage trains earning revenue	3,253,510			
Miles run by switching engines	1,149,947			
Miles run by construction and other trains	190,475			
Grand total engine mileage	4,593,932			

"Train mileage" includes mileage of Bangor & Aroostook engines running between Old Town and Bangor.

"Miles run by switching engines." Engineers report the number of hours worked and six (6) miles an hour is allowed for switching trains.

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, whole tons—1,629,086; freight received from connecting roads and other carriers, whole tons—1,588,723; total freight tonnage, whole tons—3,217,809.

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	61	61	Westinghouse ...	2	Gould.
Freight.....	3	69	68	Westinghouse.	25	Trojan.
Switching.....	*1	30	9	Westinghouse.		
Total locomotives in service..	3	160	138	.....	27	
Total locomotives owned	3	160	138	.....	27	
Cars—owned and leased:						
In passenger service—						
First-class cars .....	.....	139	139	Westinghouse ...	4	National.
Second-class cars.....	.....	9	9	Westinghouse ...	26	Janney-Buhoup.
Combination cars	2	21	21	Westinghouse ...	109	Miller.
Baggage, express and postal cars	1	60	60	Westinghouse ...	6	National.
Observation cars.....	2	2	2	Westinghouse	3	Miller.
Total	5	231	231	.....	4	Janney-Buhoup.
In freight service—						
Box cars	149	1002	508	Westinghouse ...	14	Miller.
Flat cars.....	*40	2029	1079	Westinghouse ...	2	Gould.
Stock cars.....	*9	57	40	Westinghouse ...	9	Janney-Buhoup.
Coal cars.....	.....	249	21	Westinghouse ...	47	National.
Refrigerator cars .....	.....	13	1	Westinghouse ...	47	Miller.
Total	100	3350	1649	.....	2	Miller.
In company's service—						
Officers' and pay cars.....	.....	1	1	Westinghouse	357	Trojan.
Gravel cars .....	.....	58	3	Westinghouse	6	Standard.
Derrick cars .....	.....	21	3	Westinghouse	539	Gould.
Caboose cars.....	*1	68	1	Westinghouse ...	8	Tower.
Other road cars .....	.....	337	11	Westinghouse ...	25	Standard.
Total	*1	485	16	.....	873	Trojan.
Total cars in service	104	4066	1896	.....	1044	Gould.
Total cars owned.....	104	4066	1896	.....	40	Trojan.
Cars contributed to fast freight line service .....	.....	48	20	Westinghouse ...	15	Gould.
					56	Norton.
					44	Trojan.
					149	Gould.
					4	Trojan.
					9	Gould.
					1	Standard.
					10	Gould.
					31	Trojan.
					77	
					3476	
					3476	
					27	Trojan.
					21	Gould.

Floating equipment—ferry boats, etc., 5.

*Decrease.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	345.23	.....	469.45	814.68	.....	1.26	813.42
Miles of second track.....	32.8	.....	7.7	40.5	.....	.....	40.50
Miles of yard track and sidings.....	132.9	.....	123.4	256.3	.....	47.04	209.26
Total mileage operated (all tracks).....	510.93	.....	600.55	1,111.48	.....	48.30	1063.18

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine.....	345.23	.....	303.29	648.52	.....	1.26	647.26
New Hampshire.....	.....	.....	100.13	100.13	.....	.....	100.13
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	.....	1.26	813.42

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	345.23	.....	.....	.....	.....	345.23

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	2,311,458	75	\$20 33	Cedar	391,015	22c.
				Hackmatack ...	8,578	20c.
				Total	399,593	22½c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	44,145	...	216	44,254	1,715,192	51.60
Freight	62,083	...	212	62,189	1,497,963	83.03
Switching.....	...	28,761	...	150	28,836	1,147,549	50.26
Construction	4,423	...	31	4,438	190,475	46.60
Total	739,412	...	609	139,717	4,551,179	61.40
Average cost at distributing point	\$2 63	...	\$4 00	\$2 64		

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		32	1	5			1	37
Falling from trains and engines	1	3		1		1	1	5
Overhead obstructions		2						2
Collisions			1					1
At highway crossings		1						1
At stations		2				2		4
Other causes		*1		*1	*1	*1	1	3
Total	1	41	2	7	1	4	4	52

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings			3	3		3	3	6
At stations		2	1	2			1	3
Other causes		†3	7	†5			1	5
Total		11	12	16		3	12	19

*4—3 injured and 1 killed, section man while walking on track in blinding snow-storm struck by a train; 1 injured, hand cut by glass; 1 struck by a switch while leaning out of car; 1 had fingers jammed by coal derrick.

† Passengers.—Injured 3. 1 fell from train; 1 finger slightly hurt by clinker; 1 back injured by being thrown against car seat. Trespassers.—7 killed by trains while trespassing on track; 5 injured. 3 by trains while trespassing on track, 1 in trying to board a train, 1 by falling through a bridge.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
*Bridges:								Overhead Highway Crossings:			
Iron	162	20,329		22		913		Bridges	35	14.9	
Wooden	19	3,462		27		859					
§Combination	5	3,538		257		765		Overhead Railway Crossings:			
Total .	186	27,329						Bridges	1	15.6	
†Trestles:											
Wood. ...	26	5,678		21		1,630					
Steel	1	518		518		518					

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

§ Under "Combination" bridges are included bridges of iron or steel spans, wooden spans and wooden trestles.

* 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 ANOTHER COMPANY.			
		Miles of line.	Miles of wire.	Name of Operating Company.	
165.23	175.23	165.23	175.23	Western Union Telegraph Company.	

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of lines.	Miles of wire.	Name of Owner.	Name of Operating Company.
714.37	4,277.37	Western Union Telegraph Co.	Western Union Telegraph Co.

* The telegraph lines owned by railroad companies whose property is leased to the Maine Central Railroad Company have been reported as owned by the company.

Report of the Monson Railroad Company for the Year Ending June 30, 1899.

(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, 1900.
J. F. Kimball	Wilton, N. H	June 30, 1900.
Geo. O. Whiting	Lexington, Mass	June 30, 1900.
J. F. Sprague	Monson, Me	June 30, 1900.
A. W. Chapin	Monson, Me	June 30, 1900.
W. L. Estabrooke	Monson, Me	June 30, 1900.
H. E. Morrill	Monson, Me	June 30, 1900.

Total number of stockholders at date of last election, 16.

Date of last meeting of stockholders for election of directors, June 21, 1899.

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.
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		

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.
Mortgage.	Apr. 1 1884.	Apr. 1 1904.	\$70,000	\$70,000	\$70,000	\$70,000	6	Apr. 1 Oct. 1	\$4,200

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$70,000 00	\$70,000 00	\$4,200 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$247 09	Loans and bills payable	\$11,113 29
Balance—current liabilities..	72,758 11	Matured interest coupons unpaid (including coupons due July 1)	61,891 91
Total	\$73,005 20	Total—current liabilities.	\$73,005 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	\$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, 1898.	Total cost to June 30, 1899.	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.....				\$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 63	\$9,577 03

INCOME ACCOUNT.

Gross earnings from operation	\$5,540 04	
Less operating expenses	5,065 77	
Income from operation		\$474 27
Miscellaneous income—less expenses		12 00
Total income.....		\$486 27
Deductions from income:		
Interest on funded debt accrued.....	\$4,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	662 34	
Taxes.....	20 35	
Total deductions from income.....		4,882 69
Deficit from operations of year ending June 30, 1899.....		\$4,396 42
Deficit on June 30, 1898.....		130,213 06
Deficit on June 30, 1899.....		\$134,609 48

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue	\$1,164 24
Mail	192 16
Express	132 08
Extra baggage and storage.....	90 19
Total passenger earnings	\$1,578 67
Total freight earnings	3,961 37
Total gross earnings from operation....	\$5,540 04

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Wood sold	\$12 00	.....	\$12 00
Total.....	\$12 00	.....	\$12 00

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$1,377 01
Renewals of ties	63 44
Repairs and renewals of buildings and fixtures	70 27
Total	\$1,510 72
Maintenance of equipment:	
Repairs and renewals of locomotives	\$231 25
Repairs and renewals of passenger cars	9 13
Repairs and renewals of freight cars	128 21
Repairs and renewals of shop machinery and tools	16 34
Total	\$384 93
Conducting transportation:	
Superintendence	\$900 00
Engine and roundhouse men	1,075 49
Fuel for locomotives	345 14
Train supplies and expenses	82 08
Station service	150 00
Loss and damage	34 04
Advertising	15 00
Rents of buildings and other property	2 00
Total	\$2,603 80
General expenses:	
Salaries of general officers	\$300 00
General office expenses and supplies	37 91
Insurance	120 00
Stationery and printing (general offices)	44 41
Fuel for station	64 00
Total	\$566 32
Recapitulation of expenses:	
Maintenance of way and structures	\$1,510 72
Maintenance of equipment	384 93
Conducting transportation	2,603 80
General expenses	566 32
Grand total	\$5,065 77

Percentage of expenses to earnings, 91.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$60,886 68	Cost of road		\$60,886 68		
	17,261 95	Cost of equipment		17,261 95		
		Cash and current assets		247 09	\$247 09	
	130,213 06	Profit and loss		134,609 48	4,396 42	
	\$208,361 69	Grand total		\$213,005 20	\$4,643 51	
		LIABILITIES.				
	\$70,000 00	Capital stock		\$70,000 00		
	70,000 00	Funded debt		70,000 00		
	68,361 69	Current liabilities		73,005 20	\$4,643 51	
	\$208,361 69	Grand total		\$213,005 20	\$4,643 51	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage	Monson Junction	Monson	8.16	\$8,578

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	313	\$300 00	\$ 95
Other officers	2	626		
Station agents	1	313	150 00	47
Enginemen	1	313	626 00	2 00
Firemen	1	355	449 49	1 34
Conductors	1	313	900 00	2 87
Section foremen	1	302	452 25	1 50
Other trackmen	3	693	863 06	1 25
Total (including "general officers")	11	3,208	\$3,740 80	\$1 46
Less "general officers"	3	939	300 00	
Total (excluding "general officers")	8	2,269	\$3,440 80	\$1 52
Distribution of above:				
General administration	3	939		
Maintenance of way and structures	4	995		
Conducting transportation	4	1,274		

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—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.....	3,849			
Number of passengers carried one mile.....	23,710			
Number of passengers carried one mile per mile of road.....	4,729			
Average distance carried.....	6.16			
Total passenger revenue.....		1,164	24	
Average amount received from each passenger.....			30	248
Average receipts per passenger per mile.....			04	910
Total passenger earnings.....		1,578	67	
Passenger earnings per mile of road.....		193	46	446
Passenger earnings per train mile.....			48	336
Freight traffic:				
Number of tons carried of freight earning revenue....	6,110			
Number of tons carried one mile.....	37,637			
Number of tons carried one mile per mile of road....	7,487			
Average distance haul of one ton.....	6.16			
Total freight revenue.....		3,961	37	
Average amount received for each ton of freight.....			64	834
Average receipts per ton per mile.....			10	525
Total freight earnings.....		3,961	37	
Freight earnings per mile of road.....		485	46	201
Freight earnings per train mile.....			40	422
Passenger and freight:				
Passenger and freight revenue.....		5,125	61	
Passenger and freight revenue per mile of road.....			628	13 721
Passenger and freight earnings.....		5,540	04	
Passenger and freight earnings per mile of road.....			678	92 647
Gross earnings from operation.....		5,540	04	
Gross earnings from operation per mile of road.....			678	92 647
Gross earnings from operation per train mile.....				42 400
Operating expenses.....		5,065	77	
Operating expenses per mile of road.....			620	80 637
Operating expenses per train mile.....				38 771
Income from operation.....			486	27
Income from operation per mile of road.....			59	59 191
Train mileage:				
Miles run by mixed trains.....	13,066			
Total mileage trains earning revenue.....	13,066			
Miles run by switching trains.....	626			
Grand total train mileage.....	13,692			

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	Hand brake	2	
Freight						
Switching						
Total locomotives in service		2	2	Hand brake	2	
Cars—owned and leased:						
In passenger service—						
Combination cars		1	1	Hand brake.		
Total		1	1	Hand brake.		
In freight service—						
Box cars		8	8	Hand brake.		
Flat cars		8	8	Hand brake.		
Other cars in freight service		2	2	Hand brake.		
Total		19	19			

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line of proprietary companies.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	6.16	2	.....	.....	8.16	.....	8.16
Miles of yard track and sidings	1	.....	.....	.....	1	.....	1
Total mileage operated (all tracks)	7.16	2	.....	.....	9.16	.....	9.16

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar	900	12½c.

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	}	40	83	.....	95.33	13,692	13.86
Freight							
Construction							
Average cost at distributing point..	\$4.23	\$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 Co	Northern Telegraph Company.

Report of the Patten and Sherman Railroad Company for the Year Ending June 30, 1899.

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 5, 1899.
Parker P. Burleigh	Houlton, Me	October 5, 1899.
Preston N. Burleigh.....	Houlton, Me	October 5, 1899.
Everett E. Burleigh	Houlton, Me	October 5, 1899.
Harry R. Burleigh	Houlton, Me	October 5, 1899.

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, October 15, 1898.

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.
	From—	To—	
Patten and Sherman Railroad ...	Patten.....	Patten Junction..	5.84

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	360	\$100	\$36,000 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	360	\$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, 1899.	
Cash	\$808 36	Wages and salaries	\$280 62
Due from agents.....	117 93	Net traffic balances, due to other companies	813 88
Due from solvent companies and individuals	228 03	Miscellaneous.	8 33
Total—cash and current assets.....	\$1,154 32	Due A. A. Burieth for advances on construction and interest	47,220 25
Balance—current liabilities..	47,168 76		
Total.....	\$48,323 08	Total—current liabilities.	\$48,323 08

Materials and supplies on hand, \$200.00.

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	\$36,000 00	.....	.....	5.84	\$6,164 38

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Patten & Sherman Railroad..	\$36,000 00	.....	.....	5.84	\$6,164 38

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	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				\$1,875 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, tunnels, b'gs, etc.				27,137 24	27,137 24	4,646 79
Ties				3,420 00	3,420 00	585 62
Rails, track fastenings, etc.				18,965 78	18,965 78	3,247 56
Ballast				5,362 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, shops and fixtures, etc.				6,350 00	6,350 00	1,087 33
Shop machinery and tools				1,250 00	1,250 00	214 04
Interest and discount			\$2,495 39	5,823 00	8,318 39	1,424 39
Total construction.....			\$2,495 39	\$73,633 00	\$76,128 39	\$13,035 65
Equipment:						
Locomotives				\$3,849 00	\$3,849 00	\$659 07
Combination cars				1,750 00	1,750 00	299 66
Total equipment				\$5,599 00	\$5,599 00	\$ 958 73
Total construction.....			\$2,495 39	73,633 00	76,128 39	13,035 65
Grand total cost construction, equipment, etc.....			\$2,495 39	\$79,232 00	\$81,727 39	\$13,994 38

INCOME ACCOUNT.

Gross earnings from operation	\$5,030 61	
Less operating expenses	4,904 92	
Income from operation		\$125 69
Deductions from income:		
Taxes	\$74 20	
Total deductions from income.....		74 20
Surplus from operations of year ending June 30, 1899.....		\$51 49
Deficit on June 30, 1898		1,292 86
Deficit on June 30, 1899.....		\$1,241 37

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$2,128 45		
Less repayments—			
Excess fares refunded		\$1 75	
Total passenger revenue			\$2,126 70
Mail			274 44
Express			159 76
Extra baggage and storage			63 50
Other items			2 00
Total passenger earnings			\$2,626 40
Freight:			
Freight revenue	\$2,346 26		
Less repayments—			
Overcharge to shippers		\$1 29	
Total freight earnings			2,344 97
Total passenger and freight earnings			\$4,971 37
Other earnings from operation:			
Other sources and rents			61 24
Total gross earnings from operation			\$5,030 61

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$974 67
Repairs and renewals of buildings and fixtures	13 10
Repairs and renewals of telegraph.....	1 00
Other expenses.....	88 20
Total	\$1,076 97
Maintenance of equipment:	
Repairs and renewals of locomotives	\$134 77
Repairs and renewals of passenger cars.....	82 07
Repairs and renewals of freight cars.....	33 85
Repairs and renewals of shop machinery and tools.....	33 85
Total	\$250 69
Conducting transportation:	
Engine and roundhouse men	\$1,222 75
Fuel for locomotives	827 73
Water supply for locomotives	50
Oil, tallow and waste for locomotives	75 84
Train service	489 23
Train supplies and expenses	19 56
Station service	651 50
Station supplies	68 67
Car mileage—balance.....	28 16
Hire of equipment—balance	8 00
Loss and damage.....	5 00
Advertising	16 25
Stationery and printing.....	110 79
Other expenses.....	48 28
Total	\$3,577 26
Recapitulation of expenses:	
Maintenance of way and structures	\$1,076 97
Maintenance of equipment	250 69
Conducting transportation	3,577 26
Grand total	\$4,904 92

Percentage of expenses to earnings, 97.50.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$73,633 00	Cost of road		\$76,128 39	\$2,495 39	
	5,599 00	Cost of equipment		5,599 00		
	427 43	Cash and current assets		1,154 32	726 89	
		Other assets:				
	170 00	Materials and supplies		200 00	30 00	
	1,292 86	Profit and loss		1,241 37		\$51 49
	\$82,122 29	Grand total		\$84,323 08		
		LIABILITIES.				
	\$36,000 00	Capital stock		\$36,000 00		
	45,122 29	Current liabilities		48,323 08	\$3,200 79	
	\$81,122 29	Grand total		\$84,323 08	\$3,200 79	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	5			
Station agents	2	629	\$651 50	\$1 03
Enginemen	1	325	651 00	2 00
Firemen	1	343	516 50	1 50
Conductors	1	325	489 23	1 50
Section foremen	1	302	453 75	1 50
Other trackmen	1	409	511 86	1 25
All other employees and laborers	1	116	130 73	1 12
Total (including "general officers")	12	2,450	\$3,404 57	\$1 39
Less "general officers"	5			
Total (excluding "general officers")	7	2,450	\$3,404 57	\$1 39
Distribution of above:				
General administration	5			
Maintenance of way and structures	2	773	\$1,041 09	\$1 35
Conducting transportation	5	1,677	2,363 48	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	6,873			
Number of passengers carried one mile	40,138			
Number of passengers carried one mile per mile of road	6,873			
Average distance carried	5.84			
Total passenger revenue		2,126	70	
Average amount received from each passenger			30	943
Average receipts per passenger per mile			05	298
Total passenger earnings		2,626	40	
Passenger earnings per mile of road		449	73	
Passenger earnings per train mile			31	579
Freight traffic:				
Number of tons carried of freight earning revenue	4,469			
Number of tons carried one mile	26,093			
Number of tons carried one mile per mile of road	4,469			
Average distance haul of one ton	5.84			
Total freight revenue		2,344	97	
Average amount received for each ton of freight			52	472
Average receipts per ton per mile			08	985
Total freight earnings		2,344	97	
Freight earnings per mile of road		401	54	
Freight earnings per train mile			84	564
Passenger and freight:				
Passenger and freight revenue		4,471	67	
Passenger and freight revenue per mile of road		765	70	
Passenger and freight earnings		4,971	37	
Passenger and freight earnings per mile of road		851	25	
Gross earnings from operation		5,030	61	
Gross earnings from operation per mile of road		861	41	
Gross earnings from operation per train mile			45	362
Operating expenses		4,904	92	
Operating expenses per mile of road		839	88	
Operating expenses per train mile			44	228
Income from operation		125	69	
Income from operation per mile of road			21	52
Train mileage:				
Miles run by passenger trains	7,393			
Miles run by mixed trains	3,697			
Total mileage trains earning revenue	11,090			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road.	Freight received from connecting roads and other carriers.	Total freight tonnage.
	Whole tons.	Whole tons.	Whole tons.
Total tonnage.....	2,875	1,594	4,469

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC BRAKE.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	}	1	1	Westinghouse.		
Freight						
Switching.....						
Total locomotives in service		1	1			
Total locomotives owned		1	1			
Cars—owned and leased:						
In passenger service:						
Combination cars.....		1	1	Westinghouse.....	1	Janney.

MILEAGE OF ROAD OPERATED IN MAINE (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.....	5.84	.....	.....	5.84	.....	5.84
Miles of yard track and sidings.....	1.61	.....	.....	1.61	.53	1.08
Total mileage operated (all tracks).....	7.45	.....	.....	7.45	.53	6.92

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		128		*207.4	246.51	11,090	44.37
Switching							
Total.....		128		207.4	246.51	11,090	44.37
Average cost at distributing point		\$3.92		\$1.57			

* Mixed.

Gauge of track, 4 feet 8½ inches—5.84 miles.

Telegraph—6 miles of line, 12 miles of wire; operated and owned.

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1899.

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 19, 1899.

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. Me.
First Vice President.....	Fletcher Pope.....	Redington Mills, Me.
Clerk.....	H. H. Field.....	Phillips, Me.
Treasurer.....	H. H. Field.....	Phillips, Me.
Auditor.....	D. F. Field.....	Phillips, Me.
General Manager.....	Fletcher Pope.....	Redington Mills, Me.
General Superintendent.....	A. L. Matthews.....	Phillips, Me.
General Freight Agent.....	H. H. Field.....	Phillips, Me.
General Passenger Agent.....	H. H. Field.....	Phillips, Me.
General 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 and Rangeley Railroad..	Phillips	Rangeley.....	28.60	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	\$1,000	\$100	\$100,000	\$99,400		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort.	Aug. 1, 1890.	Aug. 1, 1910.	\$150,000	\$150,000	\$150,000	\$141,000	5	Feb. & Aug. 1.	\$7,500	\$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, 1899.	
Cash ..	\$985 09	Loans and bills payable	\$54,524 81
Bills receivable.....	295 00	Audited vouchers and ac- counts.....	5,320 14
Due from agents	2,580 47	Wages and salaries	1,544 09
Net traffic balances due from other companies	4,219 76		
Kennebago Railroad.....	975 99		
Total—cash and current assets	\$9,056 31		
Balance—current liabilities..	52,332 73		
Total	\$61,389 04	Total—current liabilities.	\$61,389 0

Materials and supplies on hand, \$587.05.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$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	\$200,000	\$299,400	28.60	\$10,468 53

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	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: Station buildings and fixtures	\$40 00	.....	.....	.....	.....
Total construction	\$40 00	.....	\$238,894 48	\$238,934 48	\$8,354 35
Total equipment	57,588 28	57,588 28	2,013 58
Grand total cost construction, equipment, etc.....	\$40 00	.....	\$296,482 76	\$296,522 76	\$10,367 93

INCOME ACCOUNT.

Gross earnings from operation.....	\$34,928 86	
Less operating expenses.....	26,358 65	
Income from operation.....		\$8,570 21
Deductions from income:		
Interest on funded debt accrued.....	\$10,000 00	
Interest on interest-bearing current liabilities accrued not otherwise provided for.....	3,271 44	
Taxes.....	151 80	
Total deductions from income.....		13,423 24
Deficit.....		\$4,853 03
Deficit from operations of year ending June 30, 1899.....		\$4,853 03
Deficit on June 30, 1898.....		61,034 95
Deficit on June 30, 1899.....		\$65,887 98

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Total passenger revenue.....			\$9,634 78
Mail.....	\$1,650 73		
Express.....	1,474 71		
Extra baggage and storage.....	460 87		
Other items.....			3,586 31
Total passenger earnings.....			\$13,221 09
Total freight revenue.....			\$15,897 84
Other items.....			5,696 70
Total freight earnings.....			\$21,594 54
Total passenger and freight earnings.....			\$34,815 63
Other earnings from operation:			
Car mileage—balance.....			113 23
Total gross earnings from operation..			\$34,928 86

OPERATING EXPENSES—ENTIRE LINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$7,003 90
Renewals of rails.....	98 11
Renewals of ties.....	198 32
Repairs and renewals of buildings and fixtures.....	217 89
Stationery and printing.....	6 60
Other expenses.....	14 18
Total.....	\$7,539 00
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,407 68
Repairs and renewals of passenger cars.....	279 59
Repairs and renewals of freight cars.....	810 44
Repairs and renewals of work cars.....	26 05
Repairs and renewals of shop machinery and tools.....	79 13
Other expenses.....	89 11
Total.....	\$2,692 00
Conducting transportation:	
Superintendence.....	\$ 21 45
Engine and roundhouse men.....	4,308 19
Fuel for locomotives.....	4,950 10
Oil, tallow and waste for locomotives.....	79 01
Train service.....	2,506 69
Train supplies and expenses.....	46 87
Station service.....	1,925 44
Station supplies.....	98 36
Loss and damage.....	15 15
Advertising.....	622 24
Stationery and printing.....	165 21
Other expenses.....	15 47
Total.....	\$14,754 18
General expenses:	
Salaries of general officers.....	\$1,242 00
General office expenses and supplies.....	32 24
Insurance.....	9 00
Stationery and printing (general offices).....	44 06
Other expenses.....	46 17
Total.....	\$1,373 47
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,539 00
Maintenance of equipment.....	2,692 00
Conducting transportation.....	14,754 18
General expenses.....	1,373 47
Grand total.....	\$26,358 65

Percentage of expenses to earnings—entire line, 75.46 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$238,894 48	Cost of road.....		\$238,934 48	\$40 00	
	57,588 28	Cost of equipment.....		57,588 28		
	12,095 70	Cash and current assets.....		9,056 81		\$3,039 39
	685 43	Other assets: Materials & supplies.....		587 05		98 38
	61,034 95	Profit and loss.....		65,887 98	\$4,853 03	
	\$370,298 84	Grand total ...		\$372,054 10	\$1,715 26	
		LIABILITIES.				
	\$ 99,400 00	Capital stock.....		\$99,400 00		
	200,000 00	Funded debt.....		200,000 00		
	62,605 22	Current liabilities.....		61,389 04		\$1,216 18
	3,958 32	Accrued interest on funded debt not yet payable.....		3,958 32		
	4,335 30	Accrued interest on floating debt not yet paid....		7,306 74	\$2,971 44	
	\$370,298 84	Grand total ...		\$372,054 10	\$1,715 26	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.....	Phillips.....	Rangeley.....	28.60	\$5,244 76
Second mortgage.....	Phillips.....	Rangeley.....	28.60	1,748 25

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	350	\$1,242 00	\$3 55
Station agents.....	4	1,252	1,735 09	1 39
Other station men.....	1	156	156 00	1 00
Enginemen.....	4	1,019	2,021 62	1 98
Firemen.....	3	948	1,184 92	1 25
Conductors.....	2	731	1,279 23	1 75
Other trainmen.....	3	982	1,227 46	1 25
Machinists.....	1	323	725 16	2 24
Carpenters.....	1	329	449 55	1 36
Other shopmen.....	2	261	390 85	1 50
Section foremen.....	6	1,624	2,354 00	1 45
Other trackmen.....	13	2,860	3,428 95	1 20
Switchmen, flagmen and watchmen.....	4	1,001	1,101 65	1 10
All other employees and laborers.....	1	866	1,100 17	1 27
Total (including "general officers").....	50	12,702	\$18,396 65	\$1 45
Less "general officers".....	5	350	1,242 00	3 55
Total (excluding "general officers").....	45	12,352	\$17,154 65	\$1 39
Distribution of above:				
General administration.....	5	350	1,242 00	\$3 55
Maintenance of way and structures.....	24	6,351	7,984 77	1 26
Maintenance of equipment.....	4	913	1,565 56	1 71
Conducting transportation.....	17	5,087	7,604 32	1 49

PASSENGER AND FREIGHT AND TRAIN MILEAGE—WHOLE 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	10,729			
Number of passengers carried one mile	272,076			
Number of passengers carried one mile per mile of road	9,513			
Average distance carried	25.36			
Total passenger revenue		9,634	78	
Average amount received from each passenger			89	801
Average receipts per passenger per mile			03	541
Total passenger earnings		13,221	09	
Passenger earnings per mile of road			462	28
Passenger earnings per train mile			46	926
Freight traffic:				
Number of tons carried of freight earning revenue....	19,543			
Number of tons carried one mile	349,858			
Number of tons carried one mile per mile of road	1,223			
Average distance haul of one ton	17.90			
Total freight revenue		15,897	84	
Average amount received for each ton of freight.....			81	345
Average receipts per ton per mile			04	544
Total freight earnings		21,594	54	
Freight earnings per mile of road			755	05
Freight earnings per train mile			1	531
Passenger and freight:				
Passenger and freight revenue		25,532	62	
Passenger and freight revenue per mile of road			892	75
Passenger and freight earnings		34,815	63	
Passenger and freight earnings per mile of road.....			1,217	33
Gross earnings from operation		34,928	86	
Gross earnings from operation per mile of road			1,221	28
Gross earnings from operation per train mile				82
Operating expenses		26,358	65	
Operating expenses per mile of road			921	63
Operating expenses per train mile				62
Income from operation		8,570	21	
Income from operation per mile of road			299	66
Train mileage:				
Miles run by passenger trains	23,635			
Miles run by freight trains	462			
Miles run by mixed trains	18,145			
Total mileage trains earning revenue	42,242			
Miles run by switching trains	6,878			
Miles run by construction and other trains	6,750			
Grand total train mileage	55,870			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage	15,335	4,208	19,543

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	...	4	4	Eames Vacuum.		
Freight.....	...	4	4	Eames Vacuum.		
Switching.....	...	4	4	Eames Vacuum.		
Total locomotives in service..	...	4	4	Eames Vacuum.		
Total locomotives owned.....	...	4	4	Eames Vacuum.		
Cars—owned and leased:						
In passenger service—						
First-class cars.....	...	3	3	Eames Vacuum.....	3	Miller.
Combination cars.....	...	1	1	Eames Vacuum.....	1	Miller.
Baggage, express and postal cars.....	...	1	1	Eames Vacuum.....	1	Miller.
Total.....	...	5	5	Eames Vacuum.....	5	
In freight service—						
Box cars.....	...	16				
Flat cars.....	...	70				
Other cars in freight service..	...	14				
Total.....	...	100				
In company's service—						
Caboose cars.....	...	1				
Other road cars.....	...	2				
Total.....	...	3				
Total cars in service.....	...	108				
Total cars owned.....	...	108				

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.....	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.
				Cedar	1,875	10c.
				Spruce	1,575	12c.
				Hackmatack...	3,050	9c.
				Birch	1,400	12c.
				Total	7,900	

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.....						28,174	
Freight.....		1,010.8			1,010.8	14,068	
Switching.....						6,878	
Construction						6,750	
Total		1,010.8			1,010.8	55,870	40.53

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above sur- face of rail;	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead highway crossings:			
Iron.....											
Wooden ..	22	794.3		4.3	200			Overhead railway crossings:			
Total..	22	794.3									
Trestles ..	5	616		4.2	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 lines.	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, 1899.

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 4, 1899.
Nathan Webb.....	Portland, Me.....	October 4, 1899.
Joseph S. Ricker.	Portland, Me.	October 4, 1899.
Charles McCarthy, Jr.	Portland, Me.....	October 4, 1899.
William G. Davis	Portland, Me.....	October 4, 1899.
Lucius Tuttle.....	Boston, Mass.....	October 4, 1899.
Franklin A. Wilson	Bangor, Me	October 4, 1899.
Frederick Robie.....	Gorham, Me.	October 4, 1899.
Joseph H. Manley.....	Augusta, Me.	October 4, 1899.
Samuel C. Lawrence.....	Medford, Mass.....	October 4, 1899.

Total number of stockholders at date of last election, 92.

Date of last meeting of stockholders for election of directors, October 5, 1898.

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.....	H. W. Davis... ..	Portland, Me.
General Freight Agent	T. F. Tolman.....	Portland, Me.
General Ticket Agent.....	H. W. Davis....	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	6,000	\$100	\$600,000	\$592,000 00	6%	\$35,520 00
Scrip				70 45	6%	4 22
Total	6,000	\$100	\$600,000	\$592,070 45	.....	\$35,524 22

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Portland and Rochester Railroad terminal bonds.....	May 4 1892,	Oct. 1, 1907,	\$113,500	\$113,500	\$113,500	\$111,496 25	4	Apr. 1 Oct. 1	\$4,540	\$3,405

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$113,500 00	\$113,500 00	\$4,540 00	\$3,405 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$16,109 38	Audited vouchers and accounts.....	\$30,188 50
Bills receivable	305 82	Matured interest coupons unpaid (including coupons due July 1).....	370 00
Due from solvent companies and individuals	6,610 84	Miscellaneous	18,499 50
Net traffic balances due from other companies	542 07	Total—current liabilities.	\$49,058 00
Other cash assets	113,469 62	Balance—cash assets	87,979 73
Total—cash and current assets.....	\$137,037 73	Total	\$137,037 73

Materials and supplies on hand, \$16,095.69.

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	\$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 and 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, 1898.	Total cost to June 30, 1899.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
Construction and equipment			\$703,793 42		\$12,800 90
Real estate		\$50 00	50 00		
Real estate sold			\$703,743 42		
			3,291 00		
Total construction				\$700,552 42	\$12,741 90

INCOME ACCOUNT.

Gross earnings from operation	\$266,041 20	
Less operating expenses	211,232 19	
Income from operation		\$54,809 01
Miscellaneous income—less expenses		3,451 08
Total income		\$58,260 09
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for	\$ 425 00	
Taxes	6,535 74	
Land improvement fund	\$7,000 00	
Injury fund	8,000 00	
	15,000 00	
Total deductions from income		21,960 74
Net income		\$36,299 35
Dividends, 6 per cent, common stock		35,524 22
Surplus from operations of year ending June 30, 1899		\$ 775 13
Surplus on June 30, 1898		118,512 71
		\$119,287 84
Deductions for year		61 36
Surplus on June 30, 1899		\$119,226 48

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$77,901 39		
Less repayments—			
Tickets redeemed		\$102 65	
Excess fares refunded		378 70	
Other repayments		233 05	
Total deductions		\$714 40	
Total passenger revenue			\$77,186 99
Mail			8,361 12
Express			8,622 28
Total passenger earnings			\$94,170 39
Freight:			
Freight revenue	\$173,973 78		
Less repayments—			
Overcharge to shippers		\$2,102 97	
Total freight earnings			\$171,870 81
Total gross earnings from operation			\$266,041 20

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rent of buildings, land, etc.	\$1,594 96	\$78 85	\$1,516 11
Profit on building for city of Portland bulk-head on marginal way	179 19		179 19
Profit on material sold	1,755 78		1,755 78
Total	\$3,529 93	\$78 85	\$3,451 08

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$27,565 88
Renewals of rails	10,944 21
Renewals of ties	6,564 56
Repairs and renewals of bridges and culverts	4,466 98
Repairs and renewals of fences, road crossings, signs and cattle guards	3,784 32
Repairs and renewals of buildings and fixtures	6,746 31
Repairs and renewals of docks and wharves	15 20
Other expenses	927 50
Total	\$60,964 96
Maintenance of equipment:	
Repairs and renewals of locomotives	\$23,297 91
Repairs and renewals of passenger cars	6,140 65
Repairs and renewals of freight cars	4,787 26
Repairs and renewals of work cars	487 04
Repairs and renewals of shop machinery and tools	222 74
Total	\$34,935 60
Conducting transportation:	
Engine and roundhouse men	\$16,731 76
Fuel for locomotives	20,317 86
Water supply for locomotives	1,607 84
Oil, tallow and waste for locomotives	858 46
Other supplies for locomotives	102 36
Train service	12,465 80
Train supplies and expenses	614 75
Switchmen, flagmen and watchmen	9,382 15
Telegraph expenses	2,275 77
Station service	16,563 03
Station supplies	1,530 34
Car mileage—balance	4,964 47
Hire of equipment—balance	100 63
Loss and damage	500 41
Injuries to persons	4,626 00
Clearing wrecks	14 88
Advertising	658 91
Stationery and printing	1,770 80
Other expenses	211 28
Total	\$95,237 24
General expenses:	
Salaries of general officers	\$8,176 92
Salaries of clerks and attendants	5,395 55
General office expenses and supplies	85 53
Insurance	1,548 80
Law expenses	2,590 75
Stationery and printing (general offices)	696 21
Other expenses	1,600 53
Total	\$20,094 39
Recapitulation of expenses:	
Maintenance of way and structures	\$60,964 96
Maintenance of equipment	34,935 60
Conducting transportation	95,237 24
General expenses	20,094 39
Grand total	\$211,232 19

Percentage of expenses to earnings, 79.39.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		Assets.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$703,793 42	{ Cost of road.....	}	\$700,552 42	.....	\$3,241 00
		{ Cost of equipm't				
	21,304 09	Lands owned		21,304 09		
	141,889 07	Cash and current assets.....		137,037 73		4,851 34
	15,574 86	Other assets: Materials and supplies.....		16,095 69	\$520 83	
	\$882,561 44	Grand total ...		\$874,989 93	\$520 83	\$8,092 34
LIABILITIES.						
	\$592,070 45	Capital stock.....		\$592,070 45		
	113,500 00	Funded debt . . .		113,500 00		
	57,343 28	Current liabilities .		49,058 00		\$8,285 28
	1,135 00	Accrued interest on funded debt not yet payable.		1,135 00		
	118,512 71	Profit and loss.....		119,226 48	\$713 77	
	\$882,561 44	Grand total.....		\$874,989 93	\$713 77	\$8,285 28

Net decrease, \$7,571.51.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portland & Rochester Railroad (terminal bond)	Near Green St., Portland	Maine Central R. R., Portland ...	1.12	\$101,339

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	4	1,291	\$8,176 92	\$6 33
Other officers.....	3	941	3,379 25	3 59
General office clerks.....	10	2,780	5,395 55	1 94
Station agents.....	17	5,274	8,289 27	1 57
Other station men	22	6,390	8,213 76	1 29
Enginemen.....	10	3,016	9,217 72	3 06
Firemen	11	3,113	4,839 83	1 55
Conductors	7	2,284	5,474 99	2 40
Other trainmen	19	3,767	6,990 81	1 86
Machinists.....	3	685	1,490 25	2 18
Carpenters.....	6	1,754	3,516 27	2 00
Other shopmen.....	15	4,462	7,240 52	1 62
Section foremen	12	3,627	5,717 75	1 58
Other trackmen.....	43	11,396	15,402 17	1 35
Switchmen, flagmen and watchmen.....	25	7,306	9,382 15	1 28
Telegraph operators and dispatchers.....	4	1,120	1,715 75	1 53
All other employees and laborers	31	7,647	11,058 75	1 45
Total (including "general officers").....	242	66,853	\$115,501 71	\$1 73
Less "general officers".....	4	1,291	8,176 92	6 33
Total (excluding "general officers").....	238	65,562	\$107,324 79	\$1 64
Distribution of above:				
General administration.....	17	5,012	\$16,951 72	\$3 38
Maintenance of way and structures	86	22,670	32,178 67	1 42
Maintenance of equipment	24	6,901	12,247 04	1 77
Conducting transportation	115	32,270	54,124 28	1 68

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	273,516			
Number of passengers carried one mile	3,414,660			
Number of passengers carried one mile per mile of road	63,399			
Average distance carried	12.48			
Total passenger revenue		77,186	99	
Average amount received from each passenger			23	220
Average receipts per passenger per mile			02	260
Total passenger earnings		94,170	39	
Passenger earnings per mile of road		1,748	42	907
Passenger earnings per train mile			71	072
Freight traffic:				
Number of tons carried of freight earning revenue	307,470			
Number of tons carried one mile	11,891,593			
Number of tons carried one mile per mile of road	220,787			
Average distance haul of one ton	38.67			
Total freight revenue		171,870	81	
Average amount received for each ton of freight			55	898
Average receipts per ton per mile			01	445
Total freight earnings		171,870	81	
Freight earnings per mile of road		3,191	66	591
Freight earnings per train mile			1	76 822
Passenger and freight:				
Passenger and freight revenue		249,057	80	
Passenger and freight revenue per mile of road		4,624	17	007
Passenger and freight earnings		266,041	20	
Passenger and freight earnings per mile of road		4,938	49	498
Gross earnings from operation		266,041	20	
Gross earnings from operation per mile of road		4,939	49	498
Gross earnings from operation per train mile			1	15 821
Operating expenses		211,232	19	
Operating expenses per mile of road		3,921	87	504
Operating expenses per train mile			91	960
Income from operation		54,809	01	
Income from operation per mile of road		1,017	61	994
Train mileage:				
Miles run by passenger trains	132,500			
Miles run by freight trains	97,200			
Total mileage trains earning revenue	229,700			
Miles run by switching trains	33,400			
Miles run by construction and other trains	24,500			
Grand total train mileage	287,600			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, whole tons, 150,367; freight received from connecting roads and other carriers, whole tons, 157,103; total freight tonnage, whole tons, 307,470.

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	1	5	5	Westinghouse Automatic		
Switching	1	1	1	Westinghouse Automatic		
Total locomotives in service..	1	14	14			
Cars—owned and leased:						
In passenger service—						
First-class cars		8	8	Westinghouse Automatic	8	Miller Hook.
Combination cars		4	4	Westinghouse Automatic	4	Miller Hook.
Baggage, express and postal cars		5	4	Westinghouse Automatic	5	Miller Hook.
Other cars in passenger service		2	2	Westinghouse Automatic	2	Miller Hook.
Total		19	18		19	
In freight service—						
Box cars		48	44	Westinghouse Automatic	44	Gould Coupler.
Flat cars		97	89	Westinghouse Automatic	89	Gould Coupler.
Coal cars		35	35	Westinghouse Automatic	35	Gould Coupler.
Total		180	168		168	Gould Coupler.
In company's service—						
Boarding car		1			1	Gould Coupler.
Flange car		1	1	Westinghouse Automatic	1	Gould Coupler.
Gravel cars		26				
Derrick cars		1				
Caboose cars		4	4	Westinghouse Automatic	4	Gould Coupler.
Construction cars		9				
Ash car		1				
Wrecking car and shovel		1				
Total		44	5		6	
Total cars in service		243				
Total cars owned		243	191		193	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	53.86	.....	.....	53.86	.....	.....	53.86
Miles of yard track and sidings.....	17.77	.....	.....	17.77	.....	6.79	10.98
Total mileage operated (all tracks)	71.63	.....	.....	71.63	.....	6.79	64.84

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	50.86	.....	.....	50.86	.....	.....	50.86
New Hampshire.....	3	.....	.....	3	.....	.....	3
Total mileage operated (single track)	53.86	.....	.....	53.86	.....	.....	53.86

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	50.86	1.12	51.98	.....	.....	51.98
New Hampshire	3	.....	3	.....	.....	3
Total mileage owned (single track)	53.86	1.12	54.98	.....	.....	54.98

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	545.11	75	\$20 08	Cedar	27,188	27.98c
				Hemlock	381	20.00c
				Total	27,569	27.51c

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		3,373.81	....	19	3,383.31	131,355	51.51
Freight		3,418.29	....	11.40	3,423.99	96,307	71.10
Switching		1,042.45	....	3.80	1,044.35	41,693	50.09
Construction		326.11	....	3.80	328.00	13,808	47.51
Total		8,160.66	....	38.00	8,179.66	283,163	57.77
Average cost at distributing point		\$2.50	...		\$2.50		

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
Other train accidents.....	2	6	.....	.....	.....	.....	2	6
Other causes.....	.....	.....	.....	.....	.....	2	.....	2
Total	2	7	.....	.....	.....	2	2	9

Kind of Accident.	Passenger.	OTHERS.						
		Trespassing.		Not trespassing.		Total.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
At highway crossings	1	.....	.....	1	.....
Other causes	2	.....	.....	2	.....
Total	3	.....	.....	3	.....

Trainmen killed—James A. Bickford, engineer; John F. Eldridge, fireman. Cause, explosion of engine.

Trainmen injured—Jacob W. Hanscom, freight brakeman, by being struck by a car; E. P. Dennett, brakeman, while setting off cars; C. P. Smith, freight brakeman, while getting off from engine; Fred O'Donnoll, freight brakeman, caught between platform and car; W. H. Dresser, freight brakeman, opening car door; E. P. Dennett, freight brakeman, caught between brake-staff and lumber.

Other employees injured—James Liverley, thrown from section car; George Hailey, bridge carpenter, struck by engine.

Trespassers killed—Daniel Driskoll, while walking on track; W. W. Hanlan, a child, fell under turn-table; James Feeny, struck by an engine.

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	40				Bridges	7	16.8	
Iron.....	4	857.4		66	548.6				
Wooden.	5	259.3		44	56.3				
Total..	10	1156.7							
Trestles ..	1	848				Overhead railway crossings:			

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 and Rochester R. R.

Report of the Portland and Rumford Falls Railway Company for the Year Ending June 30, 1899.

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway Company.

Date of organization. November 8, 1890.

Under laws of what government, state or territory organized. Organized under laws of the State of Maine.

On November 1, 1890, the railroad of the Rumford Falls and Buckfield Railroad Company extending from Mechanic Falls to Gilbertville was leased for one thousand (1,000) years to the Portland and Rumford Falls Railway. This latter corporation extended the line from Gilbertville to Rumford Falls, a distance of fifteen (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.

During the present year the road was extended to Livermore.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Hugh J. Chisholm	Portland, Me.	September 12, 1899.
Waldo Pettingill	Rumford Falls, Me.	September 12, 1899.
George D. Bisbee	Rumford Falls, Me.	September 12, 1899.
Fred E. Richards	Portland, Me.	September 12, 1899.
Galen C. Moses	Bath, Me.	September 12, 1899.
George C. Wing	Auburn, Me.	September 12, 1899.
George W. Russell	Lawrence, Mass.	September 12, 1899.
Payson Tucker	Portland, Me.	September 12, 1899.
George N. Fletcher	Detroit, Mich.	September 12, 1899.
Charles D. Brown	Boston, Mass.	September 12, 1899.
R. C. Bradford	Portland, Me.	September 12, 1899.

Total number of stockholders at date of last election, 50.

Date of last meeting of stockholders for election of directors, September 13, 1898.

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	R. 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 Livermore, Me...	53.58	63.85
Otis Branch.....	Canton	Lewiston, Me.....	10.27	4.20
Maine Central Railroad.....	Rumford Junction			
Total.....				68.05

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	\$1,000,000	6%	\$60,000
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					4,000	\$400,000 00
Issued for construction : common.....					6,000	
Total					10,000	\$400,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Rate—%.	INTEREST.		
	Date of issue.	When due.					When payable.	Amount accrued during year.	Amount paid during year.
Construction & 1st mort. bonds	Nov. 2 1896, 1923,	Nov. 1 1897, 1927,	\$1,000,000	\$1,000,000	\$1,000,000	4	May & Nov. & Feb. & Aug.	\$40,000	\$39,540
Debenture 4%	Aug. 2 1897, 1927,	Aug. 1 1897, 1927,	350,000	350,000	350,000	4		14,000	14,000
Total			1,350,000	1,350,000	1,350,000			\$54,000	\$53,540

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$1,000,000 00	\$1,350,000 00	\$40,000 00	\$39,540 00
Miscellaneous obligations.....	350,000 00	350,000 00	14,000 00	14,000 00
Total.....	\$1,350,000 00	\$1,350,000 00	\$54,000 00	\$53,540 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash.....	\$54,380 41	Audited vouchers and accounts (June pay roll).....	\$25,072 09
Notes receivable.....	50,000 00	Net traffic balances due to other companies.....	9,459 67
Due from agents.....	3,289 42	Miscellaneous	1,794 71
Due from solvent companies and individuals.....	23,184 96	Total—current liabilities	\$36,326 67
Total—cash and current assets.....	\$130,854 79	Balance—cash assets.....	94,528 02
		Total.....	\$130,854 79

Materials and supplies on hand, \$24,062.12.

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	\$1,100,000 00	\$1,000,000 00	.....	63.85	\$15,662 00
Bonds	1,350,000 00	1,350,000 00	.....	63.85	21,143 00
Total	\$2,350,000 00	\$2,350,000 00	.....		\$36,805 00

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

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Portland & Rumford Falls Ry.	\$1,000,000	\$1,350,000	\$2,350,000	63.85	\$36,805

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1898.	Total cost to June 30, 1899.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
Construction:					
Engineering		\$963 76	\$71,530 91	\$72,494 67	
Right of way and station grounds		1,703 48	68,812 57	70,516 05	
Real estate		1,200 00	16,663 31	17,863 31	
Grading		1,250 10	580,958 27	582,208 37	
Bridges, trestles and culverts		75 77	258,152 85	258,228 62	
Ties		52 35	70,053 06	70,105 41	
Rails		166 79	290,014 88	290,181 67	
Track fastenings			34,271 88	34,271 88	
Frogs and switches			6,017 33	6,017 33	
Ballast		137 75	62,059 30	62,197 05	
Track laying and surfacing		951 57	65,718 18	66,669 75	
Fencing right of way			7,921 54	7,921 54	
Crossings, cattle guards and signs			9,417 61	9,417 61	
Telegraph lines			4,901 20	4,901 20	
Station buildings and fixtures		5,149 35	115,897 44	121,046 79	
Shops, roundhouses and turntables		3,169 03	9,814 09	12,983 12	
Shop machinery and tools			592 62	592 62	
Water stations		808 92	2,000 00	2,808 92	
Miscellaneous structures		210 79		210 79	
Legal expenses			20,651 92	20,651 92	
Interest and discount			214,008 71	214,008 71	
General expenses		8 50	132,479 79	132,488 29	
Total construction		\$15,848 16	\$2,041,937 46	\$2,057,785 62	\$32,228 43
Equipment:					
Locomotives			\$82,700 00	\$82,700 00	
Passenger cars		\$3,500 00	23,037 75	26,537 75	
Baggage, express and postal cars			2,025 00	2,025 00	
Combination cars			3,301 83	3,301 83	
Freight cars		25,651 41	28,775 00	54,426 41	
Other cars of all classes			5,839 37	5,839 37	
Total equipment		\$29,151 41	\$ 145,678 95	\$ 174,830 36	\$ 2,738 14
Total construction		15,848 16	2,041,937 46	2,057,785 62	32,228 43
Grand total cost construction, equipment, etc		\$44,999 57	\$2,087,616 41	\$2,232,615 98	\$34,966 57

INCOME ACCOUNT.

Gross earnings from operation	\$300,808 29	
Less operating expenses.....	184,266 32	
Income from operation		\$116,541 97
Dividends on stocks owned	\$24,866 25	
Interest on bonds owned	4,373 67	
Miscellaneous income—less expenses	4,691 66	
Income from other sources.....		33,931 58
Total income.....		\$150,473 55
Deductions from income:		
Interest on funded debt accrued.....	\$54,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	2,049 35	
Taxes.....	5,526 32	
Total deductions from income.....		61,575 67
Net income		\$88,897 88
Dividends, 6 per cent, common stock.....		60,000 00
Surplus from operations of year ending June 30, 1899.....		\$28,897 88
Surplus on June 30, 1898.....		118,630 62
		\$147,528 50
Additions for year	\$43,877 78	
Deductions for year.....	2,592 84	
		41,284 94
Surplus on June 30, 1899.....		\$188,813 44

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$58,258 63
Mail			6,001 75
Express			3,500 00
Extra baggage and storage.....			545 17
Other items.....			258 35
Total passenger earnings			\$68,563 90
Total freight earnings			230,286 74
Total passenger and freight earnings.....			\$298,850 64
Other earnings from operation:			
Rents not otherwise provided for.....	\$1,200 00		
Other sources	757 65		
Total other earnings.....			1,957 65
Total gross earnings from operation.....			\$300,808 29

STOCKS OWNED.

RAILWAY STOCK.

Name.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Rumford Falls and Rangeley Lakes Railroad Company.....	\$89,500 00	.....	.....	\$49,350 00

OTHER STOCKS.

Rumford Falls Power Company .....	.....	5	\$4,616 25	
Rumford Falls Publishing Company	\$300 00	.....	.....	\$300 00
Otis Falls Pulp Company	80,000 00	.....	.....	43,200 00
International Paper Company—preferred.....	50,090 00	6	20,250 00	34,652 75
Total	\$130,300 00	.....	\$24,866 25	\$78,182 75
Grand total	\$219,800 00	.....	\$24,866 25	\$127,532 75

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Rumford Falls Sulphite Company .....	.....	.....	\$953 67	
International Paper Company (debenture)....	\$47,000 00	6	2,010 00	\$47,000 00
International Paper Company, gold first mortgage.....	.....	6	1,410 00	
Total	\$47,000 00	.....	\$4,373 67	\$47,000 00

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Gross income.
Rent of buildings	\$640 21	\$110 33	\$529 88
Interest on notes and accounts	4,337 21	175 43	4,161 78
Total.....	\$4,977 42	\$285 76	\$4,691 66

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$44,832 04
Renewals of rails.....	3,494 99
Renewals of ties.....	4,338 64
Repairs and renewals of bridges and culverts.....	2,106 04
Repairs and renewals of fences, road crossings, signs and cattle guards.....	843 46
Repairs and renewals of buildings and fixtures.....	7,343 78
Repairs and renewals of telegraph.....	601 60
Stationery and printing.....	51 02
Other expenses.....	130 42
Total.....	\$63,741 99
Maintenance of equipment:	
Superintendence.....	\$1,000 00
Repairs and renewals of locomotives.....	8,049 16
Repairs and renewals of passenger cars.....	4,964 23
Repairs and renewals of freight cars.....	3,063 58
Repairs and renewals of work cars.....	1,326 57
Repairs and renewals of shop machinery and tools.....	1,008 73
Stationery and printing.....	46 50
Other expenses.....	796 69
Total.....	\$20,255 46
Conducting transportation:	
Superintendence.....	\$1,200 00
Engine and roundhouse men.....	13,275 65
Fuel for locomotives.....	18,877 76
Water supply for locomotives.....	1,574 42
Oil, tallow and waste for locomotives.....	84 61
Other supplies for locomotives.....	213 25
Train service.....	9,011 51
Train supplies and expenses.....	1,082 44
Switchmen, flagmen and watchmen.....	3,871 85
Telegraph expenses.....	3,147 40
Station service.....	11,427 66
Station supplies.....	2,395 01
Car mileage—balance.....	5,902 90
Hire of equipment—balance.....	318 00
Loss and damage.....	665 69
Injuries to persons.....	988 64
Clearing wrecks.....	16 52
Advertising.....	1,924 94
Outside agencies.....	162 05
Rents for tracks, yards and terminals.....	3,791 69
Rents of buildings and other property.....	880 00
Stationery and printing.....	1,562 54
Other expenses.....	62 00
Total.....	\$82,946 50
General expenses:	
Salaries of general officers.....	\$5,416 66
Salaries of clerks and attendants.....	5,421 68
General office expenses and supplies.....	2,025 04
Insurance.....	884 82
Law expenses.....	1,667 29
Stationery and printing (general offices).....	1,232 09
Other expenses.....	674 79
Total.....	\$17,322 37
Recapitulation of expenses:	
Maintenance of way and structures.....	\$63,741 99
Maintenance of equipment.....	20,255 46
Conducting transportation.....	82,946 50
General expenses.....	17,322 37
Grand total.....	\$184,266 32

Percentage of expenses to earnings, 61.26.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks: Maine Central R. R Co	Rumford Falls Jc. to Lewiston, 4.20 miles, trackage rights	Me. Central R. R. Co.	.....	\$3,791 66

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,041,937 46	Cost of road		\$2,057,535 62	\$15,598 16	
	145,678 95	Cost of equipment		174,830 36	29,151 14	
	517,000 00	Stocks owned		127,532 75	.....	\$389,467 25
	25,000 00	Bonds owned		47,000 00	22,000 00	
	11,210 00	Lands and build- ings owned		16,027 82	4,817 82	
	111,697 25	Cash and current assets		130,854 79	19,157 54	
	19,963 46	Other assets:				
		Materials and supplies		24,062 12	4,098 66	
	2,766 67	Sinking fund		9,789 79	7,023 12	
	\$2,875,253 79	Grand total		\$2,587,633 25	.....	\$287,620 54
		LIABILITIES.				
	\$1,000,000 00	Capital stock		\$1,000,000 00		
	1,349,000 00	Funded debt		1,350,000 00	\$1,000 00	
	395,589 83	Current liabilities		36,326 47	.....	\$359,263 36
	12,033 34	Accrued interest on funded debt not yet payable.		12,493 34	460 00	
	118,630 62	Profit and loss		188,813 44	70,182 82	
	\$2,875,253 79	Grand total		\$2,587,633 25	.....	\$287,620 54

IMPORTANT CHANGES DURING THE YEAR.

This company has extended the Otis Falls Branch from Chisholm to Livermore, .69 miles.

This company has acquired during the year capital stock of the Rumford Falls and Rangeley Lakes Railroad Company, making a total on June 30, 1899, of 895 shares of this stock owned by this company.

The railway has disposed of all of its holdings in the stock of the Rumford Falls Power Company and a large portion of the stock of the Otis Falls Pulp Company, and has acquired in exchange for the latter stock and bonds of the International Paper Company, a portion of which has been sold, leaving the railway's holdings on June 30, 1899, as shown in this report.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portland and Rumford Falls Railway consolidated 30 years mort. gold sinking fund bonds dated Nov. 2, 1896	Rumford Junct. also Canton ...	Rumford Falls.. Livermore	63.85	\$15,662

All equipment owned mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	939	\$5,416 66	\$5 77*
Other officers	4	1,252	5,200 00	4 15
General office clerks	11	3,131	5,421 68	1 73
Station agents	20	6,188	8,487 85	1 37
Other station men	15	3,840	4,643 59	1 21
Enginemen	9	2,861	6,837 00	2 39
Firemen	10	2,758	4,141 35	1 50
Conductors	7	2,214	4,920 56	2 22
Other trainmen	18	4,100	6,173 91	1 51
Machinists	1	309	775 00	2 51
Other shopmen	13	2,462	4,796 11	1 95
Section foremen	14	4,474	6,973 74	1 56
Other trackmen	54	12,751	15,984 59	1 25
Switchmen, flagmen and watchmen	9	3,303	4,710 39	1 43
Telegraph operators and dispatchers	1	325	676 52	2 08
All other employees and laborers	58	8,977	13,651 48	1 52
Total (including "general officers")	247	59,884	\$98,810 43	\$1 65
Less "general officers"	3	939	5,416 66	5 77
Total (excluding "general officers")	244	58,945	\$93,393 77	\$1 58
Distribution of above:				
General administration	14	4,070	\$10,838 34	\$2 66
Maintenance of way and structures	118	24,751	36,780 83	1 49
Maintenance of equipment	19	3,381	7,066 75	2 08
Conducting transportation	96	27,682	44,124 51	1 59

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	94,583			
Number of passengers carried one mile.	2,247,204			
Number of passengers carried one mile per mile of road	33,028			
Average distance carried.	23.76			
Total passenger revenue		58,258	63	
Average amount received from each passenger.....			61	595
Average receipts per passenger per mile			02	592
Total passenger earnings.....		68,563	90	
Passenger earnings per mile of road.....		1,007	55	
Passenger earnings per train mile.....			76	049
Freight traffic:				
Number of tons carried of freight earning revenue	367,735			
Number of tons carried one mile.	10,281,492			
Number of tons carried one mile per mile of road	151,087			
Average distance haul of one ton.	27.96			
Total freight revenue		230,286	74	
Average amount received for each ton of freight.			62	623
Average receipts per ton per mile			02	240
Total freight earnings.....		230,286	74	
Freight earnings per mile of road.....		3,384	08	
Freight earnings per train mile			222	493
Passenger and freight:				
Passenger and freight revenue.....		288,545	37	
Passenger and freight revenue per mile of road.....		4,240	20	
Passenger and freight earnings		298,850	64	
Passenger and freight earnings per mile of road.....		4,391	63	
Gross earnings from operation.....		300,808	29	
Gross earnings from operation per mile of road.....		4,420	40	
Gross earnings from operation per train mile.....			155	327
Operating expenses		184,266	32	
Operating expenses per mile of road.....		2,707	81	
Operating expenses per train mile			95	149
Income from operation		116,541	97	
Income from operation per mile of road		1,712	59	
Train mileage:				
Miles run by passenger trains	90,158			
Miles run by freight trains	103,503			
Total mileage trains earning revenue.....	193,661			
Miles run by switching trains.....	49,497			
Miles run by construction and other trains.....	24,817			
Grand total train mileage.	267,975			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 219,169 tons; received from connecting roads, 148,566 tons; total tonnage, 367,735.

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	Westinghouse.		
Freight	6	6	6	Westinghouse ...	4	Janney.
Switching	1	1				
Total locomotives in service	11	11	10		4	
Total locomotives owned..	11	11	10		4	
Cars—owned and leased:						
In passenger service—						
First-class cars	1	6	6	Westinghouse.	6	Miller.
Combination cars		3	3	Westinghouse.	3	Miller.
Baggage, express and postal cars		1	1	Westinghouse.	1	Miller.
Total	1	10	10	Westinghouse ...	10	
In freight service—						
Box cars	50	84	75	Westinghouse ...	75	Janney.
Flat cars		35			10	
Total	50	119	75	Westinghouse ...	85	
In company's service:						
Gravel cars		30				
Derrick cars		1				
Caboose cars		3				3 Janney.
Other road cars		9				
Total		43				3 Janney.
Total cars in service		172				
Total cars owned		172				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

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.....	53.58	10.27	4.20	68.05	.59	.....	63.85
Miles of yard track and sidings	11.78	2.80	.....	14.58	.69	2.70	11.88
Total mileage operated (all tracks).....	65.36	13.07	4.20	82.63	1.28	2.70	75.73

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	305	70	\$21.42	Cedar	18,164	23.68c.
				Hemlock		
				Hackmatack..		
				Oak.		
				Ash.		

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	1,360.50	15	.....	.....	1,370.50	90,158	30.40
Freight	3,052.00	15	.....	.....	3,062.00	103,503	59.17
Switching	877.50	8	.....	.....	882.83	49,497	35.67
Construction	469.00	6	.....	.....	473.00	24,817	38.12
Total	5,759.00	44	.....	.....	5,788.33	267,975	43.20
Average cost at distributing point	\$2.98	\$2.37					

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
Total	1	.....	.....	.....	.....	.....	1

Kind of Accident.	PASSENGERS.							
	Trespassing.		Not trespassing.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At stations	1	.....	.....	.....	1
Total	1	.....	.....	.....	1

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone ...	3	18		6		6		Trestles	1	21	
Iron and steel..	19	1,609.2		13		609					
Wooden	7	278		10		113					
Stone & rails ..	6	49		6		10		Overhead Railway Crossings:			
Total .	35	1,952.2									
Trestles:											
Pile	2	690		150		540					

Gauge of track, 4 feet 8½ inches—63.85 miles.

Report of the Rumford Falls and Rangeley Lakes Railroad Company for the Year Ending June 30, 1899.

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 the General Laws of State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Galen C. Moses.....	Bath, Me.....	September 12, 1899.
Hugh J. Chisholm.....	Portland, Me.....	September 12, 1899.
Wm. W. Brown.....	Portland, Me.....	September 12, 1899.
Edward Plummer.....	Lisbon Falls, Me.....	September 12, 1899.
H. J. Brown.....	Portland, Me.....	September 12, 1899.
C. B. Denison.....	Portland, Me.....	September 12, 1899.
Waldo Pettengill.....	Rumford Falls, Me.....	September 12, 1899.
Fred E. Richards.....	Portland, Me.....	September 12, 1899.
R. C. Bradford.....	Portland, Me.....	September 12, 1899.

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

Date of last meeting of stockholders for election of directors, October 17, 1898.

Post office address of general office, Portland, Me.

Post office address of operating office, Rumford Falls, Me.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Galen C. Moses.....	Bath, Me.
Clerk.....	R. C. Bradford.....	Portland, Me.
Treasurer.....	R. C. Bradford.....	Portland, Me.
General Manager.....	Waldo Pettengill.....	Rumford Falls, Me.
Chief Engineer.....	R. B. Stratton.....	Rumford Falls, Me.
Superintendent.....	E. L. Lovejoy.....	Rumford Falls, Me.
Traffic Manager.....	R. C. Bradford.....	Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	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 00	\$150,000 00		
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash : common .....			.....	.....	1,500	\$150,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Five per ct. 40 yr. gold bond dated	Oct. 1, 1897	Oct. 1, 1937	\$400,000	\$400,000	\$400,000	.....	5	Apr. & Oct.	\$20,000	\$20,000

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
A, equip. trust notes	Oct. 1, 1896.....	5 years.....	27	*30 Pullman flat cars.
B, equip. trust notes	Sept. 25, 1897.....	3 years.....	5	† 1 locomotive.
C, equip. trust notes	Feb. 21, 1898.....	5 years.....	15	*20 Pullman flat cars.

STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS PRINCIPAL.		DEFERRED PAYMENTS —INTEREST.			
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
A	\$915	\$9,079 20	\$4,085 64				
B	901	8,903 64	3,709 85				
C	1,224	5,811 40	4,358 55				
Total.....	\$3,040	\$23,794 24	\$12,154 04				

* Pullman Palace Car Company.

† Burnham, Williams & Co

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	\$20,000 00	\$20,000 00
Equipment trust obligations	23,794 24	12,154 04		
Total	\$423,794 24	\$412,154 04	\$20,000 00	\$20,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$8,122 00	Audited vouchers and ac- counts	\$5,235 42
Due from agents	1,212 91	Wages and salaries	
Due from solvent companies and individuals	40 23		
Net traffic balances due from other companies	4,669 65	Balance—cash assets	8,809 37
Total	\$14,044 79	Total	\$14,044 79

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	\$150,000 00	.....	31	\$4,839 00
Bonds	400,000 00	400,000 00	.....	31	12,963 00
Equipment trust obligations	12,154 04	12,154 04	.....	31	392 00
Total	\$562,154 04	\$562,154 04	.....	31	\$18,134 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.
Rumford Falls and Rangeley Lakes Railroad.	\$150,000 00	\$412,154 04	\$562,154 04	31	\$18,134 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	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 equipment.....	\$95,024 56	\$95,024 96	\$3,065 32
Total construction.....	\$20,478 38	474,703 78	495,182 16	15,973 62
Grand total cost construction, equipment, etc.....	\$20,478 38	\$569,728 74	\$590,207 12	\$19,038 94

INCOME ACCOUNT.

Gross earnings from operation	\$74,139 64	
Less operating expenses	48,639 67	
Income from operation		\$25,499 97
Deductions from income:		
Interest on funded debt accrued.....	\$20,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	100 00	
Taxes.....	1,271 75	
Total deductions from income.....		21,371 75
Surplus from operations of year ending June 30, 1899.....		\$4,128 22
Surplus on June 30, 1898		29,866 47
Surplus on June 30, 1899		\$33,410 72

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Total passenger revenue			\$10,733 50
Mail.....			1,202 94
Express			497 79
Total passenger earnings.....			\$12,434 23
Freight:			
Total freight earnings			60,833 22
Total passenger and freight earnings.....			\$73,267 45
Other earnings from operation:			
Car mileage—balance	\$331 44		
Hire of equipment—balance	234 00		
Other sources.....	306 75		
Total other earnings.....			\$872 19
Total gross earnings from operation..			\$74,139 64

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$12,743 62
Renewals of rails.....	83 60
Renewals of ties.....	2,662 27
Repairs and renewals of bridges and culverts.....	422 40
Repairs and renewals of fences, road crossings, signs and cattle guards.....	65 90
Repairs and renewals of buildings and fixtures.....	668 48
Repairs and renewals of telegraph.....	645 20
Other expenses.....	2 00
Total.....	\$17,293 47
Maintenance of equipment:	
Superintendence.....	\$780 00
Repairs and renewals of locomotives.....	1,731 81
Repairs and renewals of passenger cars.....	538 40
Repairs and renewals of freight cars.....	3,771 90
Repairs and renewals of work cars.....	201 05
Repairs and renewals of shop machinery and tools.....	116 57
Other expenses.....	18 75
Total.....	\$7,158 48
Conducting transportation:	
Engine and roundhouse men.....	\$3,895 00
Fuel for locomotives.....	8,437 85
Water supply for locomotives.....	110 89
Oil, tallow and waste for locomotives.....	213 25
Other supplies for locomotives.....	98 68
Train service.....	2,586 01
Train supplies and expenses.....	354 07
Telegraph expenses.....	398 73
Station service.....	1,631 55
Station supplies.....	122 69
Loss and damage.....	27 99
Injuries to persons.....	18 55
Advertising.....	146 88
Rents for tracks, yards and terminals.....	600 00
Stationery and printing.....	263 56
Other expenses.....	207 32
Total.....	\$19,113 32
General expenses:	
Salaries of general officers.....	\$2,600 00
Salaries of clerks and attendants.....	1,206 64
General office expenses and supplies.....	958 81
Insurance.....	147 54
Law expenses.....	27 40
Stationery and printing (general offices).....	34 01
Other expenses.....	100 00
Total.....	\$5,074 40
Recapitulation of expenses:	
Maintenance of way and structures.....	\$17,293 47
Maintenance of equipment.....	7,158 48
Conducting transportation.....	19,113 32
General expenses.....	5,074 40
Grand total.....	\$48,639 67

Percentage of expenses to earnings, 65.61.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks, yards and terminals	Rumford Falls...	Portland & Rumford Falls Railway.....	.....	\$600 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$474,703 78	Cost of road .....	.....	\$495,182 16	\$20,478 38	
	95,024 96	Cost of equipment .....	.....	95,024 96		
	1,548 29	Other permanent investments .....	.....	1,548 27		
	32,324 69	Cash and current assets .....	.....	14,044 79	.....	\$18,279 90
	5,326 55	Other assets: Materials and supplies .....	.....	.....	.....	5,326 55
	\$608,928 25	Grand total .....	.....	\$605,800 18	.....	\$3,128 07
		LIABILITIES.				
	\$150,000 00	Capital stock .....	.....	\$150,000 00		
	418,100 04	Funded debt .....	.....	412,154 04	.....	\$5,946 00
	5,961 74	Current liabilities .....	.....	5,235 42	.....	726 32
	5,000 00	Accrued interest on funded debt not yet payable .....	.....	5,000 00		
	29,866 47	Profit and loss .....	.....	33,410 72	\$3,544 25	
	\$608,928 25	Grand total .....	.....	\$605,800 18	\$3,544 25	\$3,128 07

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Five per cent gold 40 year bonds, \$400,000	Rumford Falls...	Bemis.....	27.00	* \$12,903
Equipment trust notes, \$1,154 04.	Houghton	Township E	4.00	
				†

* All equipment owned mortgaged. No income or securities mortgaged.

† One locomotive and fifty flat cars mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	315	\$1,100 00	\$3 49
Other officers	2	629	1,560 00	2 48
General office clerks	2	555	1,088 00	1 96
Station agents	5	1,346	1,561 05	1 16
Enginemen	2	915	1,900 96	2 08
Fremen	2	882	1,312 61	1 49
Conductors	1	614	1,170 54	1 91
Other trainmen	2	993	1,492 37	1 54
Machinists	1	130	259 00	1 99
Carpenters	1	309	585 65	1 90
Other shopmen	7	1,092	1,746 73	1 60
Section foremen	7	2,627	3,961 28	1 51
Other truckmen	22	6,349	7,975 97	1 26
All other employees and laborers	4	1,304	1,882 34	1 44
Total (including "general officers")	59	18,060	\$27,596 50	\$1 53
Less "general officers"	1	315	1,100 00	3 49
Total (excluding "general officers")	58	17,745	\$26,496 50	\$1 49
Distribution of above:				
General administration	3	870	\$2,188 00	\$2 51
Maintenance of way and structures	34	10,595	14,599 59	1 38
Maintenance of equipment	10	1,845	3,371 38	1 83
Conducting transportation	12	4,750	7,437 53	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	9,012			
Number of passengers carried one mile	198,532			
Number of passengers carried one mile per mile of road	7,353			
Average distance carried	22.03			
Total passenger revenue		10,733	50	
Average amount received from each passenger		1	19	102
Average receipts per passenger per mile			05	406
Total passenger earnings		12,434	23	
Passenger earnings per mile of road		460	53	
Passenger earnings per train mile		44	408	
Freight traffic:				
Number of tons carried of freight earning revenue	91,189			
Number of tons carried one mile	1,962,311			
Number of tons carried one mile per mile of road	63,300			
Average distance haul of one ton	21.52			
Total freight revenue		60,833	22	
Average amount received for each ton of freight			66	711
Average receipts per ton per mile			03	100
Total freight earnings		60,833	22	
Freight earnings per mile of road		1,962	36	
Freight earnings per train mile		2	25	308
Passenger and freight:				
Passenger and freight revenue		71,566	72	
Passenger and freight revenue per mile of road		2,308	60	
Passenger and freight earnings		78,267	45	
Passenger and freight earnings per mile of road		2,363	47	
Gross earnings from operation		74,139	64	
Gross earnings from operation per mile of road		2,391	60	
Gross earnings from operation per train mile			1	34
Operating expenses		48,639	67	
Operating expenses per mile of road		1,569	02	
Operating expenses per train mile			88	436
Income from operation		25,499	97	
Income from operation per mile of road			822	58
Train mileage:				
Miles run by passenger trains	28,000			
Miles run by freight trains	27,000			
Total mileage trains earning revenue	55,000			
Miles run by switching trains	11,500			
Miles run by construction and other trains	10,800			
Grand total train mileage	77,300			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight	4	4	1	Westinghouse.		
Total locomotives in service	4	4	1			
Total locomotives owned	4	4	1			
Cars—owned and leased:						
In passenger service—						
First-class cars	1	1			1	Miller.
Combination cars	3	3	1	Westinghouse	1	Miller.
Total	4	4	1	Westinghouse	2	Miller.
In freight service—						
Box cars	6	6				
Flat cars	49	49				
Logging cars (sets)	106	106				
Total	161	161				
In company's service—						
Gravel cars	14	14				
Derrick cars	1	1				
Caboose cars	1	1				
Other road cars	1	1				
Total	17	17				
Total cars in service	182	182				
Less cars leased	50	50				
Total cars owned	132	132				

MILEAGE OF ROAD OPERATED IN MAINE (ALL TRACKS).

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.....	27.00	4.00	1.42	32.42	.....	31.00
Miles of yard track and sidings.....	5.23	.74	.....	5.97	.....	5.97
Total mileage operated (all tracks).....	32.23	4.74	1.42	38.39	.....	36.97

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar ..	8,254	23c.
Hemlock ..		
Hackmatack ..		
Ash ..		
Oak ..		

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead highway crossings:			
Iron....	3	500		50		350.6		.			
Wooden.	15	313		8		67		Overhead railway crossings:			
Total..	18	813									
Trestles ..	11	1,395		30		408					

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	Rumford Falls & Rangeley Lakes Railroad Company, as a metallic telephone circuit.

Report of the Sandy River Railroad Company for the Year Ending June 30, 1899.

(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 15, 1899.
Josiah S. Maxcy.....	Gardiner, Me.	November 15, 1899.
P. H. Winslow.....	Gardiner, Me.....	November 15, 1899.

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, November 16, 1898

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.
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	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 00	\$300,000 00	\$15,000 00	\$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, 1899.	
Cash	\$4,260 78	Loans and bills payable	\$7,000 00
Due from agents	609 68	Audited vouchers and accounts	7,235 15
Due from solvent companies and individuals	903 64	Wages and salaries	854 11
Net traffic balances due from other companies	3,787 56	Dividends not called for	3,000 00
Total—cash and current assets	\$9,541 66		
Balance—current liabilities ..	8,547 60		
Total	\$18,089 26	Total—current liabilities ..	\$18,089 26

Materials and supplies on hand, \$973.00.

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, 1898.	Total cost to June 30, 1899.	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.....			5,345 09	5,345 09	296 95
Real estate.....			1,925 83	1,925 83	106 99
Grading.....		\$3,084 54	122,821 62	125,906 16	6,994 79
Bridges, trestles and culverts.....		3,935 46	19,133 92	23,069 38	1,281 63
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.....			6,430 20	6,430 20	357 23
Shop machinery and tools.....		290 00	1,038 21	1,328 21	73 79
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.....		\$7,310 00	\$208,861 98	\$216,171 98	\$12,120 67
Equipment:					
Locomotives.....			\$17,579 00	\$17,579 00	\$976 63
Passenger cars.....			7,500 00	7,500 00	416 67
Baggage, express and postal cars.....			2,000 00	2,000 00	111 11
Freight cars.....			20,088 64	20,088 64	1,116 03
Total equipment.....			\$47,167 64	\$47,167 64	\$2,620 42
Total construction.....		\$7,310 00	208,861 98	216,171 98	12,120 67
Grand total cost construction, equipment, etc.....		\$7,310 00	\$256,029 62	\$263,339 62	\$14,741 09

INCOME ACCOUNT.

Gross earnings from operation.....	\$48,196 49	
Less operating expenses	25,993 50	
Income from operation.....		\$22,202 99
Interest on bonds owned		2,500 00
Total income		\$24,702 99
Deductions from income:		
Interest on funded debt accrued	\$15,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	405 74	
Taxes.....	519 14	
Total deductions from income.. ..		15,924 88
Net income		\$8,778 11
Dividends, 6 per cent, common stock		6,000 00
Surplus from operations of year ending June 30, 1899.		\$2,778 11
Deficit on June 30, 1898.....		102,766 82
Deficit on June 30, 1899		\$99,988 11

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$13,294 37		
Less repayments— Tickets redeemed		\$22 51	
Total passenger revenue.....			\$13,271 86
Mail	\$1,379 88		
Express	1,512 40		
Extra baggage and storage.....	102 93		
Other items.....	11 00		
			3,006 21
Total passenger earnings			\$16,278 07
Freight:			
Freight revenue	\$31,732 39		
Less repayments— Overcharge to shippers		\$141 60	
Total freight earnings			31,590 79
Total passenger and freight earnings ..			\$47,868 86
Other earnings from operation:			
Car mileage—balance			327 63
Total gross earnings from operation....			\$48,196 49

STOCKS OWNED.

RAILWAY STOCK.

Name.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
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—ENTIRE LINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$4,929 34
Renewals of ties.....	615 37
Repairs and renewals of bridges and culverts.....	70 62
Repairs and renewals of fences, road crossings, signs and cattle guards.....	295 84
Repairs and renewals of buildings and fixtures.....	64 59
Total.....	\$5,975 76
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,436 16
Repairs and renewals of passenger cars.....	392 91
Repairs and renewals of freight cars.....	791 15
Other expenses.....	59 07
Total.....	\$2,679 23
Conducting transportation:	
Engine and roundhouse men.....	\$2,532 15
Fuel for locomotives.....	3,209 25
Water supply for locomotives.....	358 45
Other supplies for locomotives.....	191 22
Train service.....	2,224 91
Train supplies and expenses.....	185 61
Switchmen, flagmen and watchmen.....	753 78
Station service.....	1,337 57
Station supplies.....	418 25
Loss and damage.....	217 49
Injuries to persons.....	375 00
Advertising.....	567 12
Transferring freight.....	423 61
Internal revenue.....	69 10
Stationery and printing.....	260 76
Other expenses.....	37 33
Total.....	\$13,761 60
General expenses:	
Salaries of general officers.....	\$1,600 00
Insurance.....	218 50
Mail expenses.....	102 40
Other expenses.....	1,656 01
Total.....	\$3,576 91
Recapitulation of expenses:	
Maintenance of way and structures.....	\$5,975 76
Maintenance of equipment.....	2,679 23
Conducting transportation.....	13,761 60
General expenses.....	3,576 91
Grand total.....	\$25,993 50

Percentage of expenses to earnings, .54.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$208,861 98	Cost of road.....		\$216,171 98	\$7,310 00	
	47,167 64	Cost of equipment		47,167 64		
	4,500 00	Stocks owned.....		4,500 00		
	41,565 20	Bonds owned.....		41,565 20		
	5,521 45	Cash and current assets.....		9,541 66	4,020 21	
	3,277 00	Other assets: Materials & supplies		973 00		\$2,304 00
	102,766 22	Profit and loss.....		99,988 11		2,614 00
	\$413,659 49	Grand total		\$419,907 59	\$6,412 21	
		LIABILITIES.				
	\$100,000 00	Capital stock		\$100,000 00		
	300,000 00	Funded debt.....		300,000 00		
	11,945 07	Current liabilities		18,089 26	\$6,144 19	
	1,714 42	Accrued interest on funded debt not yet payable.....		1,818 33	103 91	
	\$413,659 49	Grand total		\$419,907 59	\$6,248 10	

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 00
First mortgage consolidated	Farmington..	Phillips.....	18	11,111 00

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	\$1,600 00	\$2 56
Station agents.....	3	876	1,338 00	1 53
Other station men.....	2	666 $\frac{1}{2}$	599 52	1 90
Enginemen.....	3	769	1,538 00	2 00
Firemen.....	3	766 $\frac{1}{2}$	994 15	1 30
Conductors.....	2	701 $\frac{1}{2}$	1,084 95	1 55
Other trainmen.....	2	926	1,139 96	1 23
Machinists.....	1	321	713 20	2 25
Carpenters.....	1	89 $\frac{1}{2}$	137 99	1 53
Other shopmen.....	3	720	1,012 77	1 40
Section foremen.....	3	988	1,481 15	1 50
Other trackmen.....	8	2,090	2,618 77	1 25
Switchmen, flagmen and watchmen.....	3	793	753 78	1 95
All other employees and laborers.....	2	274	360 71	1 32
Total (including "general officers").....	38	10,607	\$15,372 95	\$1 45
Less "general officers".....	2	626	1,600 00	2 56
Total (excluding "general officers").....	36	9,981	\$13,772 95	\$1 38
Distribution of above:				
General administration.....	2	626	\$1,600 00	2 56
Maintenance of way and structures.....	13	3,352	4,460 63	1 33
Maintenance of equipment.....	5	1,130 $\frac{1}{2}$	1,863 96	1 65
Conducting transportation.....	18	5,498 $\frac{1}{2}$	7,448 36	1 36

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	24,179			
Number of passengers carried one mile	339,508			
Number of passengers carried one mile per mile of road	18,861			
Average distance carried	14.04			
Total passenger revenue		13,271	86	
Average amount received from each passenger			54	889
Average receipts per passenger per mile			03	909
Total passenger earnings		16,278	07	
Passenger earnings per mile of road			904	33 722
Passenger earnings per train mile				50 496
Freight traffic:				
Number of tons carried of freight earning revenue	42,055			
Number of tons carried one mile	590,526			
Number of tons carried one mile per mile of road	32,807			
Average distance haul of one ton	14.04			
Total freight revenue		31,590	79	
Average amount received for each ton of freight			75	118
Average receipts per ton per mile			05	350
Total freight earnings		31,590	79	
Freight earnings per mile of road			1,755	04 389
Freight earnings per train mile				2 09 829
Passenger and freight:				
Passenger and freight revenue		44,862	65	
Passenger and freight revenue per mile of road			2,492	36 944
Passenger and freight earnings		47,868	86	
Passenger and freight earnings per mile of road			2,639	38 111
Gross earnings from operation		48,196	49	
Gross earnings from operation per mile of road			2,677	98 277
Gross earnings from operation per train mile			1	01 913
Operating expenses		26,176	50	
Operating expenses per mile of road			1,454	25 351
Operating expenses per train mile				
Income from operation		22,019	99	
Income from operation per mile of road			1,223	33
Train mileage:				
Miles run by passenger trains	27,218			
Miles run by freight trains	20,074			
Miles run by mixed trains				
Total mileage trains earning revenue	47,292			
Miles run by construction and other trains	4,491			
Grand total train mileage	51,783			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road.	Freight received from connecting roads and other carriers.	Total freight tonnage.
	Whole tons.	Whole tons.	Whole tons.
Total tonnage.....	14,152	27,903	42,055

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	3	3	3	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	30					
Flat cars	31					
Total	61					
Total cars in service	67		6			
Total cars owned.....	67		6			

MILEAGE OF ROAD OPERATED.

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage operated (all tracks).....	18	.....	18	.....	.....	18

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.

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	492.59	.....	.....	.....	492.59	27,218	36.19
Freight and mixed	363.25	.....	.....	.....	363.25	20,074	36.18
Construction	81.26	.....	.....	.....	81.26	4,491	36.19
Total	937.10	.....	.....	.....	937.10	51,783	36.19
Average cost at distributing point	\$3.42	.....	.....	.....	\$3.42		

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges: Iron. ...	2	260		105		155		Overhead highway crossings: Trestles	1	15	
Trestles ..	1 1	283 244						Overhead railway crossings:			

Gauge of track, 2 feet—18 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
18	18	Western Union Telegraph Co.....	Western Union Telegraph Co.

Report of the Sebasticook and Moosehead Railroad Company for the Year Ending June 30, 1899.

HISTORY.

Name of common carrier making this report. Sebasticook and Moosehead Railroad Company. By Z. D. Lancaster, operating the same.

Date of organization. July 24, 1886.

Under laws of what government, state or territory organized. State of Maine.

If a consolidated company, name the constituent companies. This road is in possession at date of this report of Mr. Z. D. Lancaster by virtue of an execution against the company obtained by the Lakeside Press, a corporation existing by law and having its place of business at Portland, Maine. The franchise of said road and right to take tolls for ten years, having been purchased by said Z. D. Lancaster.

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	8

INCOME ACCOUNT.

Gross earnings from operation.....	\$9,987 60	
Less operating expenses	5,369 46	
Income from operation.....		\$4,618 14
Net income		\$4,618 14

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Total passenger revenue.....			\$3,084 37
Mail.....			372 00
Express.....			511 16
Total passenger earnings.....			\$3,967 98
Freight:			
Total freight revenue.....			6,019 62
Total passenger and freight earnings.....			\$9,987 60
Total gross earnings from operation.....			\$9,987 60

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Total.....	\$948 00
Conducting transportation:	
Engine and roundhouse men.....	\$1,200 00
Fuel for locomotives.....	1,548 00
Oil, tallow and waste for locomotives.....	54 31
Train service.....	480 00
Station service.....	780 00
Car mileage—balance.....	59 15
Rents of buildings and other property.....	300 00
Total.....	\$4,421 46
Recapitulation of expenses:	
Maintenance of way and structures.....	\$ 948 00
Conducting transportation.....	4,421 46
Grand total.....	\$5,369 46

Percentage of expenses to earnings, 53.76.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Office.....	Pittsfield	E. C. Bryant .....	.....	\$108 00
Roundhouse	Pittsfield	C. C. Woodruff .....	.....	192 00
Total .....	.....	.....	.....	\$300 00

IMPORTANT CHANGES DURING THE YEAR.

This report made by Z. D. Lancaster, Pittsfield, Maine, who operated the road of the Seabastcook & Moosehead Railroad Company, by virtue of an execution against said road, obtained by the Lakeside Press, Portland, Me.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents	1	300	\$680 00	\$2 27
Enginemmen	1	300	480 00	1 60
Firemen	1	300	375 00	1 25
Conductors	1	300	480 00	1 60
Section foremen	1	300	480 00	1 60
Other trackmen	2	374	468 00	1 25
Total (including "general officers")	7	1,874	\$2,953 00	\$1 52

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	7,711			
Number of passengers carried one mile.....	61,688			
Average distance carried	8			
Total passenger revenue		3,084	37	
Average amount received from each passenger.....			40	
Average receipts per passenger per mile			05	
Total passenger earnings		3,967	98	
Passenger earnings per mile of road.....		496	00	
Passenger earnings per train mile			27	555
Freight traffic:				
Number of tons carried of freight earning revenue ...	15,049			
Number of tons carried one mile	120,392			
Average distance haul of one ton	8			
Total freight revenue		6,019	62	
Average amount received for each ton of freight			40	
Average receipts per ton per mile			05	
Total freight earnings.....		6,019	62	
Freight earnings per mile of road.....		752	45	
Freight earnings per train mile.....			41	710
Passenger and freight:				
Passenger and freight revenue.....		9,103	99	
Passenger and freight earnings		9,987	60	
Gross earnings from operation.....		9,987	60	
Gross earnings from operation per train mile			69	358
Operating expenses.....		5,369	46	
Operating expenses per mile of road.....		671	18	
Operating expenses per train mile			37	288
Income from operation.....		4,618	14	
Income from operation per mile of road			577	27
Train mileage:				
Miles run by mixed trains	14,400			
Total mileage trains earning revenue.....	14,400			
Grand total train mileage.	14,400			

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				
Freight.....					
Switching.....					
Total locomotives in service	1				
Cars—owned and leased:						
In passenger service—						
Second-class cars.....	1				
Combination cars.....	1				
Total.....	2				

MILEAGE OF ROAD OPERATED. (ALL TRACKS).

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.....	8		

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

Report of the Somerset Railway Company for the Year Ending June 30, 1899.

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, Me.	September 13, 1899.
B. P. J. Weston.....	Madison, Me.	September 13, 1899.
David K. Phillips	Swampscott, Mass.	September 13, 1899.
E. W. Dunn	Waterville, Me.	September 13, 1899.
W. M. Dunn	Waterville, Me.	September 13, 1899.
A. R. Small	Oakland, Me.	September 13, 1899.
Thomas Flint.....	San Juan, California.....	September 13, 1899.
W. M. Ayer	Oakland, Me.	September 13, 1899.

Total number of stockholders at date of last election, 36.

Date of last meeting of stockholders for election of directors, September 14, 1898.

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	Waterville, Me.
First Vice-President	F. W. Hill	Exeter, Me.
Clerk	A. R. Small	Oakland, Me.
Treasurer	A. R. Small	Oakland, 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	\$637,900 00		
Somerset Railroad bonds and interest not converted.....				98,748 76		
Total.....	7,366	\$100	\$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.....			643	.....	6,379	

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...	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, 1899.	
Cash	\$862 51	Loans and bills payable	\$65,220 64
Bills receivable.....	185 00	Audited vouchers and accounts.....	1,377 71
Due from agents	9,747 62	Net traffic balances due to other companies	3,459 59
Due from solvent companies and individuals.....	2,631 23	Miscellaneous.....	4,926 15
Other cash assets (excluding "materials and supplies")* Mail	746 00		
Express... ..	231 87		
Telegraph.....	77 68		
Miscellaneous.....	243 57		
Total—cash and current assets	\$14,725 48		
Balance—current liabilities..	60,258 61		
Total	\$74,984 09	Total—current liabilities..	\$74,984 09

Materials and supplies on hand, \$14,780.25.

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 00
Bonds	225,000 00	225,000 00	.....	42.06	5,350 00
Total	\$961,648 76	\$961,648 76	.....	42.06	\$22,864 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
	Charged to income account as permanent improvements.	Charged to construction or equipments.				
Total equipment.....	.....	\$2,500 00	\$30,758 05	\$32,758 05	\$779 00
Total construction .....	.....	.....	1,042,083 02	1,042,083 02	24,776 00
Grand total cost construction, equipment, etc.....	.....	\$2,500 00	\$1,072,841 07	\$1,074,841 07	\$25,555 00

INCOME ACCOUNT.

Gross earnings from operation	\$80,195 40	
Less operating expenses.....	54,171 92	
Income from operation		\$26,023 48
Deductions from income:		
Interest on funded debt accrued.....	\$11,250 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	3,776 66	
Taxes.....	639 81	
Total deductions from income.....		15,666 47
Surplus from operations of year ending June 30, 1899.....		\$10,357 01
Surplus on June 30, 1898.....		62,314 54
		\$72,671 55
Deductions for year.....		4,957 60
Surplus on June 30, 1899.....		\$67,713 95

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$20,684 55
Mail			2,990 00
Express			1,935 09
Extra baggage and storage.....			280 58
Total passenger earnings			\$25,890 22
Freight:			
Freight revenue	\$55,564 84		
Less repayments:			
Overcharge to shippers.....		\$1,404 95	
Total freight earnings			54,159 89
Total passenger and freight earnings...			\$80,050 11
Other earnings from operation:			
Telegraph companies			145 29
Total gross earnings from operation.....			\$80,195 40

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$12,336 98
Renewals of rails.....	2,493 65
Renewals of ties	2,096 65
Repairs and renewals of bridges and culverts.....	2,338 60
Repairs and renewals of buildings and fixtures	692 09
Other expenses.....	1,756 72
Total	\$21,714 69
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,566 36
Repairs and renewals of passenger cars	871 49
Repairs and renewals of freight cars	588 29
Repairs and renewals of work cars.....	239 51
Repairs and renewals of shop machinery and tools	617 29
Total	\$3,882 94
Conducting transportation:	
Engine and roundhouse men	\$3,637 61
Fuel for locomotives	7,203 28
Water supply for locomotives	331 32
Oil, tallow and waste for locomotives	360 42
Train service.....	3,211 59
Train supplies and expenses.....	415 32
Switchmen, flagmen and watchmen.....	858 00
Station service	4,603 03
Station supplies	869 12
Car mileage—balance.....	715 45
Loss and damage	77 51
Injuries to persons.....	75 00
Advertising	40 55
Stationery and printing.....	150 00
Total	\$22,548 20
General expenses:	
Salaries of general officers	\$2,450 00
Salaries of clerks and attendants	1,468 00
General office expenses and supplies	864 22
Insurance	487 14
Law expenses	506 00
Stationery and printing (general offices)	250 73
Total	\$6,026 09
Recapitulation of expenses:	
Maintenance of way and structures.....	\$21,714 69
Maintenance of equipment	3,882 94
Conducting transportation	22,548 20
General expenses.....	6,026 09
Grand total	\$54,171 92

Percentage of expenses to earnings, 67.55.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		Assets.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,042,083 02	Cost of road.....		\$1,042,083 02		
	30,258 05	Cost of equipment.....		32,758 05	\$2,500 00	
	19,510 72	Cash and current assets.....		14,725 48	.....	\$4,785 24
	12,299 20	Other assets: Materials and supplies.....		14,780 25	2,481 05	
	\$1,104,150 99	Grand total ...		\$1,104,346 80	\$195 81	.
		LIABILITIES.				
	\$736,648 76	Capital stock.....		\$736,648 76		
	225,000 00	Funded debt . . .		225,000 00		
	80,187 69	Current liabilities . . .		74,984 09	... ..	\$5,203 60
	62,314 54	Profit and loss....		67,713 95	\$5,399 41	
	\$1,104,150 99	Grand total....		\$1,104,346 80	.....	\$195 81

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	4	939	\$2,450 00	\$2 61
General office clerks.....	2	626	1,468 00	2 35
Station agents.....	8	2,504	3,973 25	1 59
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	626	1,185 60	1 89
Section foremen	8	2,504	3,680 88	1 47
Other trackmen	16	5,005	6,260 00	1 25
Switchmen, flagmen and watchmen.....	2	730	858 00	1 18
All other employees and laborers	4	1,252	1,590 95	1 27
Total (including "general officers").....	60	18,571	\$28,228 67	\$1 52
Less "general officers".....	4	939	2,450 00	2 61
Total (excluding "general officers").....	56	17,632	\$25,778 67	\$1 46
Distribution of above:				
General administration.....	6	1,565	\$3,918 00	\$2 50
Maintenance of way and structures	25	7,825	10,530 28	1 35
Maintenance of equipment	5	1,565	2,765 55	1 77
Conducting transportation	24	7,616	11,014 84	1 45

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 per cent ...	Oakland	Bingham	41.06	\$5,350
	Main line.....	Quarry	1	

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	24,429			
Number of passengers carried one mile	576,532			
Number of passengers carried one mile per mile of road	13,707			
Average distance carried	23.60			
Total passenger revenue		20,684	55	
Average amount received from each passenger			84	672
Average receipts per passenger per mile			3	588
Total passenger earnings		25,890	22	
Passenger earnings per mile of road		615	55	415
Passenger earnings per train mile			54	730
Freight traffic:				
Number of tons carried of freight earning revenue....	100,245			
Number of tons carried one mile	1,953,923			
Number of tons carried one mile per mile of road	46,456			
Average distance haul of one ton	19.49			
Total freight revenue		54,159	89	
Average amount received for each ton of freight			54	027
Average receipts per ton per mile			2	722
Total freight earnings		54,159	89	
Freight earnings per mile of road		1,287	68	165
Freight earnings per train mile			1	85 581
Passenger and freight:				
Passenger and freight revenue		74,844	44	
Passenger and freight revenue per mile of road			1,779	46 838
Passenger and freight earnings		80,050	11	
Passenger and freight earnings per mile of road			1,903	23 609
Gross earnings from operation		80,195	40	
Gross earnings from operation per mile of road			1,906	61 912
Gross earnings from operation per train mile			1	04 845
Operating expenses		54,171	92	
Operating expenses per mile of road		1,287	96	766
Operating expenses per train mile			70	823
Income from operation		26,023	48	
Income from operation per mile of road			618	72 277
Train mileage:				
Miles run by passenger trains	45,041			
Miles run by freight trains	22,392			
Miles run by mixed trains	9,056			
Total mileage trains earning revenue	76,489			
Miles run by switching trains	775			
Miles run by construction and other trains	3,765			
Grand total train mileage	81,029			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage	42,632	57,613	100,245

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	3	3	3	Westinghouse.		
Freight	3	3				
Total locomotives in service..	6	6	3	Westinghouse.		
Total locomotives owned.....	6	6	3	Westinghouse.		
Cars—owned and leased:						
In passenger service--						
First-class cars	6	6	6	Westinghouse.....	6	Miller.
Combination cars.....	1	1	1	Westinghouse.		
Baggage, express and postal cars	3	3	3	Westinghouse.....	3	Miller.
Total	10	10	10	Westinghouse.....	9	Miller.
In freight service--						
Box cars	14	14			14	Trojan.
Flat cars	20	40				
Other cars in freight service..	1	1				
Total	20	55			14	
In company's service--						
Derrick cars.....	1	1				
Caboose cars.....	1	1				
Total	2	2				
Total cars in service.....	67	67	10		23	
Total cars owned.....	67	67	10		23	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	41.06	1	.....	42.06	.....	.....	42.06
Miles of yard track and sidings.....	.....	4.45	.....	4.45	.13	.....	4.45
Total mileage operated (all tracks)	41.06	5.45	.....	46.51	.13	.....	46.51

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	125	.. \$18 50	Cedar	8,000	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		1,121	.....	.....	.....	47,305	
Freight		692	.....	.....	.....	29,184	
Switching.....		18	.....	.....	.....	775	
Construction		90	.....	.....	.....	3,765	
Total		1,921	.....	.....	1,921	81,029	47.42
Average cost at distributing point		\$3.75					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above sur- face of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead highway crossings:			
Iron.....	4	471		16		450		Overhead railway crossings:			
Wooden ..	5	1,552		22		580					
Total..	9	2,023									
Trestles ..	2	184		88		96					

Gauge of track, 4 feet, 8½ inches—42.06 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.			
		Miles of line.	Miles of wire.	Name of Operating Company.	
41.06	42	41.06	42	Postal Telegraph Cable Company.	

*Report of the St. Croix and Penobscot Railroad Company for Four Months Ending October 31, 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.

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. Murchie.....	Calais, Me.....	

Total number of stockholders at date of last election, 44.

Date of last meeting of stockholders for election of directors, September, 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, Me.
President.....	G. P. Wescott.....	Portland, Me.
Treasurer.....	Samuel Black.....	Calais, Me.
Attorney or General Counsel...	George A. Curran.....	Calais, Me.
Auditor.....	George A. Curran.....	Calais, Me.
General Superintendent.....	S. W. Haycock.....	Calais, Me.
Traffic Manager.....	S. W. Haycock.....	Calais, Me.
General Freight Agent.....	A. H. Hiltz.....	Calais, Me.
General Ticket Agent.....	H. A. Black.....	Calais, Me.

*The McDonald Company, contractors, Washington County Railroad came in possession of the road October 31, 1898 and January 1, 1899, it was operated as part of the Washington County Railroad.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
St. Croix & 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.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort.....	1864	1879	\$96,000	\$95,200	.....	.....	6	Jan. & July	\$431 00	
2d mort.....	1864	1879	18,000	17,500	\$10,100	.....	6	Jan. & July	202 00	
City of Calais bonds.....	1891	1911	88,000	88,000	88,000	.....	6	June & Dec.		
Total.....	.....	.....	\$202,000	\$200,700	\$98,100	.....	.....	.....	\$633 00	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$112,700 00	\$10,100 00	\$633	
Miscellaneous obligations.....	88,000 00	88,000 00		
Total.....	\$200,700 00	\$98,100 00	\$633	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING OCTOBER 31, 1898.	
		Audited vouchers and accounts	\$14,464 85
		Matured interest coupons unpaid	4,512 00
Balance—current liabilities..	\$18,976 85	Total—current liabilities	\$18,976 85

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.	98,100 00	98,100 00	.....	21	4,671 00
Total.....	\$198,100 00	\$198,100 00	.....	21	\$9,433 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	\$98,000	\$198,100	21	\$9,433 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING 4 Mos.			Total cost to June 30, 1898.	Total cost to Oct. 31, 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	\$18,597 41	.....	\$364,000 00	\$382,597 41	\$18,218 92
Grand total cost construction, equipment, etc.....	\$18,597 41	.....	\$364,000 00	\$382,597 41	\$18,218 92

* Four months, June 30 to October 31, 1898.

INCOME ACCOUNT.

Gross earnings from operation.....	\$7,141 24	
Less operating expenses.....	8,275 48	
Deficit		\$1,134 24
Miscellaneous income—less expenses		91 12
Deficit		\$1,043 12
Deductions from income:		
Taxes.....	\$458 47	
Total deductions from income.....		\$458 47
Deficit from operations of 4 months, ending October 31, 1898		\$1,501 59
Surplus on June 30, 1898.....		135,970 76
		\$134,469 17
Additions for year.....	\$2 86	
Deductions for year	7,633 00	7,630 14
Surplus on October 31, 1898.		\$126,839 03

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Total passenger revenue.....			\$1,023 74
Mail			304 08
Total passenger earnings			\$1,327 82
Total freight revenue.....			5,722 30
Total passenger and freight earnings . .			\$7,050 12
Other earnings from operation:			
Rents from tracks, yards and terminals..			91 12
Total gross earnings from operation..			\$7,141 24

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rent of buildings and land	\$54 00		\$54 00
Interest	37 12		37 12
Total.....	\$91 12		\$91 12

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$966 35
Renewals of ties	305 74
Repairs and renewals of bridges and culverts	308 17
Repairs and renewals of fences, road crossings, signs and cattle guards	51 09
Repairs and renewals of buildings and fixtures	219 02
Stationery and printing	5 50
Other expenses	52 40
Total	\$1,908 27
Maintenance of equipment:	
Repairs and renewals of locomotives	\$775 24
Repairs and renewals of passenger cars	167 67
Repairs and renewals of freight cars	1,054 48
Repairs and renewals of shop machinery and tools	169 08
Other expenses	18 15
Total	\$2,184 62
Conducting transportation:	
Fuel for locomotives	\$584 18
Water supply for locomotives	35 83
Oil, tallow and waste for locomotives	100 04
Other supplies for locomotives	37 77
Train service	1,125 68
Train supplies and expenses	38 38
Switchmen, flagmen and watchmen	227 50
Telegraph expenses	60 51
Station service	356 15
Station supplies	35 58
Car mileage—balance	942 00
Loss and damage	10 88
Advertising	16 15
Rents for tracks, yards and terminals	100 00
Stationery and printing	16 20
Other expenses	53 03
Total	\$2,807 30
General expenses:	
Salaries of general officers	\$600 00
Salaries of clerks and attendants	210 00
General office expenses and supplies	85 65
Insurance	441 51
Stationery and printing (general offices)	27 53
Other expenses	10 60
Total	\$1,375 29
Recapitulation of expenses:	
Maintenance of way and structures	\$1,908 27
Maintenance of equipment	2,184 62
Conducting transportation	2,807 30
General expenses	1,375 29
Grand total	\$8,275 48

Percentage of expenses to earnings, 1.16.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Rent of land for spur track	Salmon Falls, N. B	The Hill estate		\$100 per year.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	OCT. 31, 1898.		ENDING OCT. 31, 1898.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$364,000 00	{ Cost of road... } { Cost of equip- ment..... }	.....	\$382,597 41	\$18,697 41	
	7,057 94		Cash and current assets.			
		Sundries .....	.....	1,318 47	.....	\$5,739 47
	\$371,057 94	Grand total ...	.....	\$383,915 88	\$12,857 94	
		LIABILITIES.				
	\$100,000 00	Capital stock .....	.....	\$100,000 00		
	131,100 00	Funded debt .....	.....	98,100 00	.....	33,000 00
	3,987 18	Current liabilities	.....	18,976 85	14,989 67	
		Sale of road from Calais to Baring, 5 miles.....	.....	40,000 00	40,000 00	
	135,970 76	Profit and loss.....	.....	126,839 03	.....	9,131 73
	\$371,057 94	Grand total ...	.....	\$383,915 88	\$12,857 94	

IMPORTANT CHANGES DURING THE YEAR.

All the first mortgage Calais and Baring Railroad bonds, amounting to \$33,000, were bought by the J. P. McDonald Company, contractors, who were building the Washington County Railroad. They foreclosed the mortgage, and that portion of the road from Calais to Baring was sold by auction and bought for \$40,000 by F. E. Randall, who is now Treasurer of the Washington County Railroad.

The city of Calais sold their \$88,000 interest in the St. Croix and Penobscot Railroad to the same parties for \$35,000, and on the first of November, 1898, the whole road was taken possession of by the McDonald Company and operated by them until January 1, 1899, when it passed to the Washington County Railroad Company.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	228	\$600 00	\$2 63
General office clerks	1	105	210 00	2 00
Station agents	3	342	356 15	1 04
Enginemen	2	163	306 70	1 88
Firemen	2	166	201 95	1 22
Conductors	2	224	349 25	1 56
Other trainmen	2	196	267 78	1 37
Machinists	3	302	607 97	2 01
Carpenters	2	92	151 25	1 64
Other shopmen	3	421	539 73	1 28
Section foremen	2	140	206 00	1 47
Other trackmen	4	226	276 74	1 22
Switchmen, flagmen and watchmen	3	178	227 50	1 22
All other employees and laborers	3	217	268 06	1 24
Total (including "general officers")	34	3,000	\$4,569 08	\$1 52
Less "general officers"	2	228	600 00	2 63
Total (excluding "general officers")	32	2,772	\$3,969 08	\$1 43
Distribution of above:				
General administration	3	333	\$810 00	\$2 43
Maintenance of way and structures	8	458	633 99	1 38
Maintenance of equipment	7	795	1,237 05	1 56
Conducting transportation	16	1,414	1,888 04	1 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.....	2,404			
Number of passengers carried one mile.....	39,667			
Number of passengers carried one mile per mile of road.....	1,889			
Average distance carried.....	16.50			
Total passenger revenue.....		1,023	74	
Average amount received from each passenger.....			42	585
Average receipts per passenger per mile.....			02	028
Total passenger earnings.....		1,327	82	
Passenger earnings per mile of road.....			63	23
Passenger earnings per train mile.....			1	04 553
Freight traffic:				
Number of tons carried of freight earning revenue....	15,924			
Number of tons carried one mile.....	77,284			
Number of tons carried one mile per mile of road....	3,680			
Average distance haul of one ton.....	4.85			
Total freight revenue.....		5,722	30	
Average amount received for each ton of freight.....			35	935
Average receipts per ton per mile.....			07	404
Total freight earnings.....		5,722	30	
Freight earnings per mile of road.....			272	49 048
Freight earnings per train mile.....			1	07 360
Passenger and freight:				
Passenger and freight revenue.....		6,746	04	
Passenger and freight revenue per mile of road.....			321	24
Passenger and freight earnings.....		7,050	12	
Passenger and freight earnings per mile of road.....			335	72
Gross earnings from operation.....		7,141	24	
Gross earnings from operation per mile of road.....			340	05 900
Gross earnings from operation per train mile.....			1	08 201
Operating expenses.....		8,275	48	
Operating expenses per mile of road.....			394	07 048
Operating expenses per train mile.....			1	25 385
Income from operation—deficit.....		1,134	24	
Train mileage:				
Miles run by freight trains.....	1,520			
Miles run by mixed trains.....	5,080			
Total mileage trains earning revenue.....	6,600			
Miles run by construction and other trains.....	3,588			
Grand total train mileage.....	10,188			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 10,383 tons; received from connecting roads and other carriers, 5,541 tons; total tonnage, 15,924.

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				
Freight		3				
Total locomotives in service		4				
Total locomotives owned		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.		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.....	21	.....	.....	21	.....	9.40	11.60
Miles of yard track and sidings	3.34	.....	.....	3.34	.....	3.34	
Total mileage operated (all tracks).....	24.34	.....	.....	24.34	.....	12.74	11.60

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	16.25	.....	16.25	.....	6.15	10.10
New Brunswick	4.75	.....	4.75	.....	3.25	1.50
Total mileage operated (single track)	21.00	.....	21.00	.....	9.40	11.60

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar	1,667	18c.

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:		
Iron.....	1	85.6				Bridges	2	13.6
Wooden	2	494	216	278				
Total .	3	579.6				Overhead Railway Crossings:		
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 Washington County Railroad Company for the Year Ending June 30, 1899.

HISTORY.

Name of common carrier making this report? Washington County Railroad Company.

Date of organization. July 26, 1894.

Under laws of what government, state or territory organized? State of Maine. Charter granted by the Legislature and approved March 7, 1893.

This report includes the operation of the St. Croix and Penobscot Railroad from January 1, 1899. This road, the St. Croix and Penobscot, was a consolidation of the Calais and Baring Railroad and the Lewy's Island Railroad. The Calais and Baring road was bought by the Washington County Railroad under foreclosure sale, and the Lewy's Island road is now held by the Washington County Railroad Company as assignee of a mortgage given by the St. Croix and Penobscot Railroad to the city of Calais, which mortgage is now in process of foreclosure.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John G. Moore	New York	March 14, 1902.
Grant B. Schley	New York	March 14, 1902.
Frederick W. Whitredge	New York	March 14, 1902.
Henry W. Cannon	New York	March 14, 1902.
William H. Duff	New York	March 14, 1901.
Stewart M. Brice	New York	March 14, 1901.
George A. Murchie	Calais, Maine	March 14, 1901.
J. K. Ames	Machias, Maine	March 14, 1901.
Samuel D. Leavitt	Eastport, Maine	March 14, 1900.
F. A. Chandler	Addison, Maine	March 14, 1900.
George A. Curran	Calais, Maine	March 14, 1900.
Frank E. Randall	New York	March 14, 1900.

Total number of stockholders at date of last election, 27.

Date of last meeting of stockholders for election of directors, March 14, 1899.

Post office address of general office, Calais, Me.

Post office address of operating office, Calais, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	George A. Curran	Calais, Maine.
First Vice-President	Frank E. Randall	New York.
Clerk	William W. Colby	Calais, Maine.
Treasurer	Frank E. Randall	New York.
General Solicitor	George A. Curran	Calais, Maine.
Attorney, or General Counsel	George A. Curran	Calais, Maine.
Auditor	William W. Colby	Calais, Maine.
General Manager	Henry F. Dowst	Calais, Maine.
Engineer	H. C. Robinson	Calais, Maine.
Traffic Manager	Henry F. Dowst	Calais, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Washington County Railroad Co.	Calais	Washington Je ...	102.28
Washington County Railroad Co.	Eastport Junction	Eastport	16.72
St. Croix & Penobscot Railroad Co.	St. Croix Junction	Princeton	17.33
Total. ....	.....	.....	136.33

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		Miles of line.
	From—	To—	
St. Croix & Penobscot Railroad..	St. Croix Junction	Princeton	17.33

Operated by Washington County Railroad, under foreclosure of mortgage.

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	15,000	\$100	\$1,500,000	\$1,499,000 00		
Preferred	5,000	100	500,000	500,000 00		
Total	20,000	.....	\$2,000,000	\$1,999,000 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: preferred			5,000	.....	.....	.....
Issued for construction: common			14,999	.....	.....	.....
Total			19,999	.....	.....	.....

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Rate—%.	INTEREST.	
	Date of issue.	When due.					When payable.	Amount accrued during year.
1st mortgage...	Jan. 1, 1898	Jan. 1, 1948	\$2,320,000	\$2,142,000	\$2,142,000	5	Jan. & July	\$107,100

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$2,142,000 00	\$2,142,000 00	\$107,100 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$10,305 89	Loans and bills payable.....	\$105,806 86
Due from agents.....	2,438 08	Audited vouchers and accounts	25,108 63
Due from solvent companies and individuals	66,163 91	Wages and salaries	24,632 63
Net traffic balances due from other companies.....	2,998 16	Net traffic balances due to other companies	7,113 06
Other cash assets (excluding "materials and supplies")*	277 21	Matured interest coupons unpaid (including coupons due July 1).....	160,650 00
Total—cash and current assets.....	\$82,183 25	Miscellaneous	8,191 08
Balance—current liabilities	249,319 01		
Total.....	\$331,502 26	Total—current liabilities,	\$331,502 26

* Materials and supplies on hand, \$15,334.77.

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	\$1,999,900 00	\$1,999,900 00	.....	119	\$16,805 88
Bonds	2,142,000 00	2,142,000 00	.....	119	18,000 00
Total.....	\$4,141,900 00	\$4,141,900 00	.....	.....	\$34,805 88

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	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.....			\$122,944 29			
Right of way and station grounds			193,128 30			
Real estate			587 50			
Grading			1,438,292 93			
Bridges, trestles and culverts			381,338 73			
Ties			234,556 11			
Rails			627,675 21			
Track fastenings			140,896 25			
Frogs and switches			29,550 20			
Ballast			282,123 70			
Track laying and surfacing			105,964 56			
Fencing right of way			58,328 90			
Crossings, cattle guards and signs			21,899 50			
Station buildings and fixtures			92,361 64			
Shops, roundhouses and turntables			35,237 16			
Shop machinery and tools			11,963 85			
Water stations			38,007 75			
Fuel stations			709 73			
Storage warehouses			4 20			
Docks and wharves			4,433 01			
Legal expenses			51,093 52			
Interest and discount			82,543 10			
General expenses			96,239 58			
Total construction			\$4,049,879 72		\$4,049,879 72	\$34,032 60
Equipment:						
Locomotives			\$94,275 59			
Passenger cars			55,743 72			
Baggage, express and postal cars			10,262 22			
Combination cars			12,794 93			
Freight cars			130,784 12			
Other cars of all classes			8,628 87			
Floating equipment			4,992 29			
Total equipment			\$317,481 74		\$317,481 74	\$2,667 90
Total construction			4,049,879 72		4,049,879 72	\$34,032 60
Grand total cost construction, equipment, etc			\$4,367,361 46		\$4,367,361 46	\$36,700 50

INCOME ACCOUNT.

Gross earnings from operation	\$73,730 67	
Less operating expenses	\$1,648 85	
Deficit		\$7,918 18
Deductions from income:		
Taxes	\$602 60	
Other deductions	2 00	
Total deductions from income		604 60
Deficit on June 30, 1899		\$8,522 78

EARNINGS FROM OPERATION.

Item	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$43,229 81		
Less repayments—			
Tickets redeemed		\$ 66 87	
Excess fares refunded		181 40	
Total deductions		\$248 27	
Total passenger revenue			\$42,981 54
Mail			2,892 08
Express			1,120 42
Extra baggage and storage			728 11
Total passenger earnings			\$47,722 15
Freight:			
Total freight earnings			25,823 89
Total passenger and freight earnings			\$73,546 04
Other earnings from operation:			
Rents not otherwise provided for	\$ 24 00		
Other sources	160 63		
Total other earnings			\$184 63
Total gross earnings from operation			\$73,730 67

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$21,689 70
Renewals of ties	423 44
Repairs and renewals of bridges and culverts	453 78
Repairs and renewals of fences, road crossings, signs and cattle guards.....	508 86
Repairs and renewals of buildings and fixtures	571 92
Repairs and renewals of docks and wharves	8 00
Stationery and printing	128 80
Total	\$23,784 50
Maintenance of equipment:	
Superintendence	\$1,680 48
Repairs and renewals of locomotives.....	2,552 75
Repairs and renewals of passenger cars.....	1,099 03
Repairs and renewals of freight cars	1,948 08
Repairs and renewals of work cars	587 79
Repairs and renewals of shop machinery and tools.....	822 06
Stationery and printing	95 00
Other expenses.....	419 51
Total	\$9,204 70
Conducting transportation:	
Superintendence	\$73 94
Engine and roundhouse men	7,154 49
Fuel for locomotives.....	9,235 51
Water supply for locomotives	875 44
Oil, tallow and waste for locomotives	463 03
Other supplies for locomotives.....	89 08
Train service	5,945 47
Train supplies and expenses	1,618 56
Switchmen, flagmen and watchmen	246 16
Telegraph expenses	1,144 07
Station service	6,813 85
Station supplies	1,423 76
Car mileage—balance.....	192 05
Loss and damage	169 92
Clearing wrecks.....	539 17
Advertising	2,017 68
Outside agencies	23 12
Stationery and printing	1,433 10
Other expenses.....	264 31
Total	\$39,722 71
General expenses:	
Salaries of general officers	\$3,500 00
Salaries of clerks and attendants.....	3,302 15
General office expenses and supplies	667 16
Insurance.....	433 10
Stationery and printing (general offices)	1,034 53
Total	\$8,936 94
Recapitulation of expenses:	
Maintenance of way and structures	\$23,784 50
Maintenance of equipment	9,204 70
Conducting transportation	39,722 71
General expenses	8,936 94
Grand total	\$81,648 85

Percentage of expenses to earnings, 1.107.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.		
Item.	Total.		Item.	Total.	Increase.	Decrease	
		Cost of road	\$4,049,879 72				
		Cost of equipment	317,481 74	\$4,367,361 46			
		Cash and current assets		82,183 25			
		Other assets:					
		Materials and supplies		15,334 77			
		Profit and loss		8,522 78			
		Grand total		\$4,473,402 26			
		LIABILITIES.					
		Capital stock		\$1,999,900 00			
		Funded debt		2,142,000 00			
		Current liabilities		331,502 26			
		Grand total		\$4,473,402 26			

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	*Total compensation for 6 months.	Average daily compensation.
General officers	3	400	\$3,800 00	\$9 50
Other officers	6	948	2,485 50	2 62
General office clerks	13	2,046	3,883 67	1 89
Station agents	23	3,565	5,280 30	1 48
Other station men	9	1,395	1,722 24	1 24
Enginemen	7	1,260	3,654 00	2 90
Firemen	7	1,260	2,394 00	1 90
Conductors	6	968	2,567 67	2 65
Other trainmen	11	1,705	2,728 25	1 60
Machinists	5	900	1,800 00	2 00
Carpenters	8	1,248	2,346 73	1 88
Section foremen	19	3,136	5,484 75	1 75
Other trackmen	60	9,659	12,074 02	1 25
Switchmen, flagmen and watchmen	4	590	605 40	1 03
Telegraph operators and dispatchers	3	490	960 00	1 96
All other employees and laborers	21	3,186	4,084 93	1 28
Total (including "general officers")	205	32,756	\$55,871 46	1 71
Less "general officers"	3	400	3,800 00	9 50
Total (excluding "general officers")	202	32,356	\$52,071 46	1 61
Distribution of above:				
General administration	12	1,860	\$6,802 15	3 65
Maintenance of way and structures	91	14,519	21,180 35	1 47
Maintenance of equipment	20	3,312	5,669 23	1 71
Conducting transportation	82	13,065	22,219 73	1 70

* For six months.

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	56,032			
Number of passengers carried one mile	1,608,816			
Number of passengers carried one mile per mile of road	11,801			
Average distance carried	28.71			
Total passenger revenue		42,981	54	
Average amount received from each passenger			76	700
Average receipts per passenger per mile			02	672
Total passenger earnings		47,722	15	
Passenger earnings per mile of road		350	05	
Passenger earnings per train mile			74	378
Freight traffic:				
Number of tons carried of freight earning revenue	31,690			
Number of tons carried one mile	1,127,740			
Number of tons carried one mile per mile of road	8,272			
Average distance haul of one ton	35.59			
Total freight revenue		25,823	89	
Average amount received for each ton of freight			81	489
Average receipts per ton per mile			02	289
Total freight earnings		25,823	89	
Freight earnings per mile of road		189	42	
Freight earnings per train mile			74	343
Passenger and freight:				
Passenger and freight revenue		68,805	43	
Passenger and freight revenue per mile of road		504	70	
Passenger and freight earnings		73,546	04	
Passenger and freight earnings per mile of road		539	47	
Gross earnings from operation		73,730	67	
Gross earnings from operation per mile of road		540	82	
Gross earnings from operation per train mile			74	552
Operating expenses		81,648	85	
Operating expenses per mile of road		598	90	
Operating expenses per train mile			82	559
Income from operation		*7,918	18	
Income from operation per mile of road		*58	09	
Train mileage:				
Miles run by passenger trains	64,162			
Miles run by freight trains	34,736			
Total mileage trains earning revenue	98,898			
Miles run by switching trains	23,525			
Miles run by construction and other trains	47,638			
Grand total train mileage	170,061			

* Deficit.

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road.	Freight received from connecting roads and other carriers.	Total freight tonnage.
	Whole tons.	Whole tons.	Whole tons.
Total tonnage	24,723	6,967	31,690

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	1	1	Westinghouse	10	Gould.
Freight	5	5				
Switching	1	9	9	N. Y. Air Brake ... }		
Total locomotives in service..	10	10	10	.....	10	
Cars—owned and leased:						
In passenger service—						
First-class cars	10	10	10	N. Y. Air Brake.....	10	Miller.
Combination cars	3	3	3	N. Y. Air Brake.....	3	Miller.
Baggage, express and postal cars	2	2	2	N. Y. Air Brake.....	2	Miller.
Total	15	15	15	.....	15	
In freight service—						
Box cars	100	100	100	N. Y. Air Brake.....	100	Gould.
Flat cars	150	150	150	N. Y. Air Brake.....	150	Gould.
Total	250	250	250	.....	250	
In company's service—						
Derrick cars	1	1	1	N. Y. Air Brake . . .	1	Gould.
Caboose cars	2	2	2	N. Y. Air Brake.....	2	Gould.
Total	3	3	3	.....	3	
Total cars in service	268	268	268	.....	268	
Total cars owned.....	268	268	268	.....	268	

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under foreclosure.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	102.28	16.72	17.33	136.33	.....	7.39	128.94
Miles of yard track and sidings.....	7.44	1.00	1.38	9.82	.....	1.38	8.44
Total mileage operated (all tracks).....	109.72	17.72	18.71	146.15	.....	8.77	137.38

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.....	102.28	16.72	119.00	.....	.....	119.00

Maine, 131.58 miles. New Brunswick, 4.75 miles.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Hemlock.....	1,891	17c.
Cedar.....	479	18.84c.
Hackmatack.....	63	18.64c.
Total.....	2,433	17.26c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		1,345	20	24	1,372	64,162	42.76
Freight.....		1,068	10	40	1,094	34,736	62.96
Switching.....		656	10	8	666	23,525	56.62
Construction		1,242	6	6	1,248	47,638	52.39
Total		4,311	46	78	4,380	\$170,061	51.51
Average cost at distributing point.....		\$3 00	\$3 00	\$2 00	\$3 02		

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.						Ft.	In.
Bridges:						Overhead highway crossings:		
Iron.....	8	760.1	½			Bridges	2	17.6
Wooden.	61	9,366.8	½					
Combi- nation	2	24.8				Overhead railway crossings:		
Total ..	71	10,374.9	¾			Bridges	1	

Gauge of track, 4 feet, 8½ inches—119 miles.

Report of the Wiscasset and Quebec Railroad Company for the Year Ending June 30, 1899.

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	New York, N. Y.	

Total number of stockholders at date of last election, 495.

Date of last meeting of stockholders for election of directors, October 19, 1898.

Post office address of general office, Wiscasset, Me.

Post office address of operating office, Wiscasset, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Albert M. Card	Wiscasset, Maine.
President	Albert M. Card	Wiscasset, Maine.
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.
Superintendent	Harry G. Fowle	Wiscasset, Maine.
General Freight Agent	William D. Patterson ...	Wiscasset, Maine.
General Passenger 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 & 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	\$500,600	\$185,850		.
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common			3	\$300 00	1,858½	\$178,650 00

\$2,760.25 has been received upon authorized stock not yet fully paid.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mort g'd bonds	Aug. 1 1896	Aug. 1 1916	\$600,000	\$175,200	\$175,200	.....	5	Feb. 1 Aug. 1	\$8,732 91	

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 and 2 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.				
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
1. Holmes' note.	\$330 00	\$670 00	\$670 00	.....	.....	\$40 20	.....	6
2. Holmes' note.	330 06	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	.....	.....	88 11	.....	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	.....	.....	\$784 69	\$87 78	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$175,200 00	\$175,200 00	\$8,732 91	
Equipment trust obligations.....	13,625 00	13,078 21	784 69	
Total	\$188,825 00	\$188,278 21	\$9,517 60	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Bills receivable	\$336 53	Cash O. D	\$ 266 03
Due from agents	887 26	Loans and bills payable.....	88,088 14
Due from solvent companies and individuals	514 81	Audited vouchers and accounts.....	14,651 74
		Wages and salaries	3,784 60
		Matured interest coupons unpaid (including coupons due July 1).....	26,441 80
Total — cash and current assets	\$1,738 60		
Balance—current liabilities..	131,493 71		
Total.....	\$133,232 31	Total—current liabilities.	\$133,232 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	\$185,850 00	.....	.....	43.46	\$4,276 35
Bonds	175,200 00	.....	.....	43.46	4,031 29
Equipment trust obligations	13,078 21	.....	.....	43.46	300 92
Total.....	\$374,128 21	.....	.....	43.46	\$8,608 56

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 R. R..	\$185,850 00	\$188,278 21	\$374,628 21	43.46	\$8,608 56

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	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.....				\$11,281 88	\$11,281 88	
Right of way and station grounds.....		\$28 00		4,239 98	4,267 98	
Real estate.....				4,960 00	4,960 00	
Grading.....				143,364 94	143,364 94	
Bridges, trestles and culverts.....				16,126 37	16,126 37	
Ties.....				17,777 59	17,777 59	
Rails.....				71,777 96	71,777 96	
Crossings, cattle guards and signs.....				7,349 65	7,349 65	
Shops, roundhouses and turntables.....				13,818 47	13,818 47	
Docks and wharves.....				3,081 62	3,081 62	
Road built by contract.....				48,000 00	48,000 00	
Legal expenses.....		111 58		.....	111 58	
Interest and discount.....		2,456 05		35,107 79	37,563 84	
General expenses.....		7 41		52,207 45	52,214 86	
Total construction.....		\$2,603 04		\$429,093 70	\$431,696 74	
Equipment:						
Locomotives.....				\$10,154 92	\$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.....				3,258 72	3,258 72	
Total equipment.....				\$31,635 03	\$31,635 03	
Total construction.....		\$2,603 04		429,093 70	431,696 74	
Grand total cost construction, equipment, etc.....		\$2,603 04		\$460,728 73	\$463,331 77	

INCOME ACCOUNT.

Gross earnings from operation	\$18,979 25	
Less operating expenses.....	21,904 70	
Deficit.....		\$2,925 45
Deductions from income:		
Interest on funded debt accrued.....	\$9,544 69	
Taxes.....	76 64	
Total deductions from income.....		9,621 33
Deficit from operations of year ending June 30, 1899.....		\$12,546 78
Deficit on June 30, 1898		36,153 62
Deficit on June 30, 1899		\$48,700 40

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$5,166 95		
Less repayments:			
Excess fares refunded.....		\$48 90	
Total passenger revenue			\$5,118 05
Mail.....			3,405 23
Express.....			725 65
Extra baggage and storage.....			9 90
Total passenger earnings			\$9,258 83
Freight:			
Freight revenue	\$10,166 92		
Less repayments:			
Overcharge to shippers.....		\$446 50	
Total freight revenue.....			9,720 42
Total passenger and freight earnings...			\$18,979 25
Total gross earnings from operation.....			\$18,979 25

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$9,145 74
Renewals of ties	60 00
Repairs and renewals of bridges and culverts	487 53
Repairs and renewals of fences, road crossings, signs and cattle guards.	81 66
Total	\$9,774 93
Maintenance of equipment:	
Repairs and renewals of locomotives	\$906 18
Repairs and renewals of passenger cars	195 56
Repairs and renewals of freight cars	299 17
Repairs and renewals of work cars	80 50
Other expenses	61 12
Total	\$1,542 53
Conducting transportation:	
Superintendence	\$600 00
Engine and roundhouse men	1,310 07
Fuel for locomotives	1,249 10
Water supply for locomotives	96 50
Oil, tallow and waste for locomotives	178 69
Train service	932 25
Train supplies and expenses	113 66
Switchmen, flagmen and watchmen	605 00
Station service	2,394 00
Station supplies	95 44
Loss and damage	10 50
Advertising	74 50
Stationery and printing	12 10
Total	\$7,671 81
General expenses:	
Salaries of general officers	\$1,275 00
Salaries of clerks and attendants	600 00
General office expenses and supplies	472 12
Insurance	225 00
Law expenses	87 60
Stationery and printing (general offices)	255 71
Total	\$2,915 43
Recapitulation of expenses:	
Maintenance of way and structures	\$9,774 93
Maintenance of equipment	1,542 53
Conducting transportation	7,671 81
General expenses	2,915 43
Grand total	\$21,904 70

Percentage of expenses to earnings, 115%.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		ASSETS.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$429,093 70	Cost of road.....		\$431,696 74		
	31,635 03	Cost of equipment.....		31,635 03		
	2,800 00	Bonds owned.....				
	3,998 83	Cash and current assets.....		1,738 60		
	36,163 52	Profit and loss.....		48,700 40		
	\$503,691 08	Grand total		\$513,770 77		
		LIABILITIES.				
	\$188,585 25	Capital stock.....		\$188,610 25		
	181,778 21	Funded debt.....		188,278 21		
	129,813 04	Current liabilities.....		133,232 31		
	3,514 58	Accrued interest on funded debt not yet payable.....		3,650 00		
	\$503,691 08	Grand total		\$513,770 77		

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.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	626	\$1,275 00	\$2 04
Other officers.....	1	316	874 75	2 77
General office clerks.....	1	313	600 00	1 91
Station agents.....	12	3,844	2,394 00	62
Enginemen.....	2	421	736 75	1 75
Firemen	2	418	522 50	1 25
Conductors	2	403	644 75	1 60
Other trainmen	1	320	287 50	90
Machinists.....	1	324	554 07	1 71
Carpenters.....	1	208	280 80	1 35
Other shopmen	2	270	449 22	1 68
Section foremen	8	2,366	3,194 10	1 35
Other trackmen.....	16	4,285	4,927 77	1 15
Switchmen, flagmen and watchmen	2	605	605 00	1 00
Total (including "general officers").....	54	14,719	\$17,346 21	\$1 17
Less "general officers".....	3	626	1,275 00	2 04
Total (excluding "general officers").....	51	14,093	\$16,071 21	\$1 14
Distribution of above:				
General administration.....	4	939	\$1,875 00	\$2 00
Maintenance of way and structures	24	6,828	8,446 62	1 24
Maintenance of equipment	3	802	1,284 09	1 60
Conducting transportation	23	6,150	5,740 50	93

One general officer receives no compensation.

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	9,767			
Number of passengers carried one mile.....	176,117			
Number of passengers carried one mile per mile of road	4,052			
Average distance carried	18			
Total passenger revenue		5,118	05	
Average amount received from each passenger.....			52	3
Average receipts per passenger per mile.....			02	9
Total passenger earnings		9,258	83	
Passenger earnings per mile of road.....		213	04	
Passenger earnings per train mile			26	4
Freight traffic:				
Number of tons carried of freight earning revenue ...	7,980			
Number of tons carried one mile.....	221,022			
Number of tons carried one mile per mile of road	5,086			
Average distance haul of one ton	27.7			
Total freight revenue.....		9,720	42	
Average amount received for each ton of freight		1	21	8
Average receipts per ton per mile.....			04	37
Total freight earnings.....		9,720	42	
Freight earnings per mile of road.....		223	66	
Freight earnings per train mile.....			35	7
Passenger and freight:				
Passenger and freight revenue.....		14,838	47	
Passenger and freight revenue per mile of road.....		341	43	
Passenger and freight earnings		18,979	25	
Passenger and freight earnings per mile of road.....		436	71	
Gross earnings from operation.....		18,979	43	
Gross earnings from operation per mile of road.....		436	71	
Gross earnings from operation per train mile			54	2
Operating expenses		21,904	70	
Operating expenses per mile of road.....		504	02	
Operating expenses per train mile			62	5
Train mileage:				
Miles run by passenger trains.....	7,801			
Miles run by mixed trains	27,231			
Total mileage trains earning revenue.....	35,032			

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	3	Eames Vacuum.		
Total locomotives owned	3	3				
Cars—owned and leased:						
In passenger service—						
First-class cars	2	2	2	Eames Vacuum	2	Miller.
Combination cars	1	1	1	Eames Vacuum	1	Miller.
Baggage, express and postal cars	1	1	1	Eames Vacuum	1	Miller.
Total	4	4	4	Eames Vacuum	4	Miller.
In freight service—						
Box cars	17	17				
Flat cars	14	14				
Coal cars	4	4				
Total	35	35				
In company's service—						
Caboose cars	1	1				
Other road cars	14	14				
Total	15	15				
Total cars owned	54	54	4	Eames Vacuum	4	Miller.

MILEAGE OF ROAD OPERATED. (ALL TRACKS).

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.....	43.46			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.					
Bridges:						Overhead highway crossings:		
Iron. ...	1	112.8				Bridges	1	
Wooden.	15	3,647.4	8	213.3				
Total..	16	3,760.2				Overhead railway crossings:		
Trestles ..	7	615.4	49	150.7				

Gauge of track, 2 feet—43.46 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1899.

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 25, 1899.
Joseph S. Ricker	Portland, Me.	October 25, 1899.
Samuel C. Lawrence.....	Medford, Mass.	October 25, 1899.
Frank Jones	Portsmouth, N. H.	October 25, 1899.
J. E. Staples	York Village, Me.	October 25, 1899.
H. E. Evans.....	York Village, Me.	October 25, 1899.
E. S. Marshall	York Harbor, Me.	October 25, 1899.

Total number of stockholders at date of last election, 88.

Date of last meeting of stockholders for election of directors, October 26, 1898.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
President	Lucius Tuttle	Boston, Mass.
Clerk	S. W. Junkins	York Corner, Me.
Treasurer.	Amos Blanchard.....	Boston, Mass.
Auditor	Wm. J. Hobbs	Boston, Mass.
Chief Engineer	H. Bissell.....	Boston, Mass.
Superintendent	W. T. Perkins.....	Boston, Mass.
General Traffic Manager	Wm. F. Berry.....	Boston, Mass.
General Freight Agent	M. T. Donovan.....	Boston, Mass.
General Passenger and Ticket Agent	D. J. Flanders.....	Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
York Harbor and Beach Railroad	Kittery, Me	York Beach, Me		11.17

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.

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		
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....			.....	.....	6,000	\$300,000

Total common stock authorized by charter, 10,000 shares, \$500,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$ 1,300 29		
Bills receivable.....	20,000 00		
Due from solvent companies and individuals.....	400 00		
Boston & Maine Railroad	855 28		
Total—cash and current assets	\$22,555 55		

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, 1898.	Total cost to June 30, 1899.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipments.			
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.....					43,670 98	3,909 67
Ties.....					72,290 21	6,471 82
Rails.....						
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.....	\$20,586 51	
Less operating expenses.....	19,497 09	
Income from operation.....		\$1,089 42
Miscellaneous income—less expenses.....		1,107 73
Total income.....		\$2,197 15
Deductions from income:		
Taxes.....		\$422 54
Net income.....		\$1,774 61
Surplus from operations of year ending June 30, 1899.....		\$1,774 61
Surplus on June 30, 1898.....		18,560 94
Surplus on June 30, 1899.....		\$20,335 55

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$15,131 32		
Less repayments—			
Tickets redeemed		\$14 58	
Excess fares refunded		346 90	
Total deductions		\$361 48	
Total passenger revenue			\$14,769 84
Express			401 59
Extra baggage and storage			239 74
Total passenger earnings			\$15,411 17
Freight:			
Freight revenue	\$5,090 35		
Less repayments—			
Overcharge to shippers		8 64	
Total freight revenue			5,081 71
Total passenger and freight earnings			\$20,492 88
Other earnings from operation:			
Telegraph companies			93 63
Total gross earnings from operation			\$20,586 51

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellane- ous income.
Rent of lands			\$286 00
Interest			821 73
Total			\$1,107 73

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,790 63
Renewals of ties	1,334 40
Repairs and renewals of bridges and culverts	114 34
Repairs and renewals of fences, road crossings, signs and cattle guards	95 05
Repairs and renewals of buildings and fixtures	951 38
Total	\$5,285 80
Conducting transportation:	
Engine and roundhouse men	\$1,922 16
Fuel for locomotives	3,031 95
Oil, tallow and waste for locomotives	59 23
Train service	1,604 80
Train supplies and expenses	122 61
Switchmen, flagmen and watchmen	1,121 66
Telegraph expenses.....	460 95
Station service	1,645 38
Station supplies	304 05
Car mileage—balance.....	1,564 63
Hire of equipment—balance	1,663 59
Loss and damage.....	4 27
Injuries to persons.....	7 82
Advertising.....	178 31
Stationery and printing.....	167 11
Total	\$13,858 52
General expenses:	
Insurance.....	\$264 40
Law expenses	56 25
Other expenses	32 12
Total	\$352 77
Recapitulation of expenses:	
Maintenance of way and structures	\$ 5,285 80
Conducting transportation	13,858 52
General expenses	352 77
Grand total	\$19,497 09

Percentage of expenses to earnings, 94.708.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1898.		Assets.	JUNE 30, 1899.		YEAR ENDING JUNE 30, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,000 00	Cost of road.....		\$300,000 00		
	20,878 56	Cash and current assets.....		22,555 55	\$1,676 99	
	\$320,878 56	Grand total ...		\$322,555 55	\$1,676 99	
LIABILITIES.						
	\$300,000 00	Capital stock.....		\$300,000 00		
	2,317 62	Current liabilities.....				\$2,317 62
		Insurance rec'd...		2,220 00	\$2,220 00	
	18,560 94	Profit and loss....		20,335 55	1,774 61	
	\$320,878 56	Grand total ...		\$322,555 55	\$1,676 99	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	8			
Station agents.....	6	1,077	\$1,834 37	\$1 70
Other station men.....	4	416	525 35	1 26
Enginemen.....	2	332	1,224 11	3 68
Firemen	2	332	688 03	2 07
Conductors	2	258	755 44	2 92
Other trainmen.....	2	431	813 72	1 88
Section foremen.....	2	373	692 50	1 85
Other trackmen	2	1,194	1,758 40	1 47
Switchmen, flagmen and watchmen.....	3	423	608 00	1 43
Telegraph operators and dispatchers	1	28	42 00	1 50
Total (including "general officers")	41	4,864	\$8,941 92	\$1 83
Less "general officers".....	8			
Total (excluding "general officers").....	33	4,864	\$8,941 92	\$1 83
Distribution of above:				
General administration	8			
Maintenance of way and structures	10	1,567	\$2,450 90	\$1 56
Conducting transportation	23	3,297	6,491 02	1 96

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	87,222			
Number of passengers carried one mile	782,457			
Number of passengers carried one mile per mile of road	70,050			
Average distance carried	8.97			
Total passenger revenue		14,769	84	
Average amount received from each passenger			16	934
Average receipts per passenger per mile			01	888
Total passenger earnings		15,411	17	
Passenger earnings per mile of road		1,379	69	
Passenger earnings per train mile			45	415
Freight traffic:				
Number of tons carried of freight earning revenue	5,793			
Number of tons carried one mile	43,935			
Number of tons carried one mile per mile of road	3,933			
Average distance haul of one ton	7.58			
Total freight revenue		5,081	71	
Average amount received for each ton of freight			87	722
Average receipts per ton per mile			11	566
Total freight earnings		5,081	71	
Freight earnings per mile of road		454	94	
Freight earnings per train mile			1	20 105
Passenger and freight:				
Passenger and freight revenue		19,851	55	
Passenger and freight revenue per mile of road		1,777	22	
Passenger and freight earnings		20,492	88	
Passenger and freight earnings per mile of road		1,834	64	
Gross earnings from operation		20,586	51	
Gross earnings from operation per mile of road		1,843	02	
Gross earnings from operation per train mile			53	941
Operating expenses		19,497	09	
Operating expenses per mile of road		1,745	49	
Operating expenses per train mile			51	086
Income from operation		1,089	42	
Income from operation per mile of road			97	53
Income from operation per train mile			02	855
Train mileage:				
Miles run by passenger trains	33,934			
Miles run by freight trains	4,231			
Total mileage trains earning revenue	38,165			
Miles run by construction and other trains	420			
Grand total train mileage	38,585			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage	1,569	4,224	5,793

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

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	.....	.84	.27
Total mileage operated (all tracks).....	12.28	.....	.....	12.28	.....	.84	11.44

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	11.17	.....	11.17	.....	.....	11.17

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, old.....	1.890	.....	\$10.00	Cedar	2,447	30c.
				Chestnut	805	45c.
				Pine	413	40c.
				Switch	126	90c.
				Total	3,791	

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		983	.....	.....	983	38,585	50.95
Average cost at distributing point		\$3.08					

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....	1	.....	.....	.....	.....	.....	1
Total	1	.....	.....	.....	.....	.....	1

Trainman got thumb caught and jammed in car door.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Wooden	2	63		11		52		Bridges	1	19.11	
Total .	2	63						Trestles	1	18.10	
Trestles ..	7	4,709		29		1,590		Total	2		

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	22.34	Western Union Telegraph Co.....	Western Union Telegraph Co.

STREET RAILWAY REPORTS

For the Year Ending June 30, 1899.

Report of the Augusta, Hallowell and Gardiner Railroad Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$39,769 73
Operating expenses		23,245 19
Net income from operation.....		\$16,524 54
Charges upon income accrued during the year:		
Interest on funded debt	\$8,625 00	
Taxes	392 91	
Total charges and deductions from income.. ..		9,017 91
Net divisible income		\$7,506 63
Dividends declared, 4 per cent on common stock		4,800 00
Surplus for year ending June 30, 1899.....		\$2,706 63
Amount of surplus June 30, 1898		28,952 60
Total surplus June 30, 1899.....		\$31,659 23

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$39,496 63
Receipts from advertising in cars		212 50
Receipts from interest on deposits and discounts ..		60 60
Gross income from operation.....		\$39,769 73
EXPENSES OF OPERATION.		
General expenses:		
Expense account		\$1,136 28
Insurance		1,156 84
Maintenance of roadway and buildings:		
Repairs of road bed and track		2,766 05
Repairs of electric line construction		426 46
Removal of snow and ice		1,009 87
Repairs of buildings		43 03
Maintenance of equipment:		
Repairs of cars and other vehicles.....		2,845 31
Repairs of electric equipment of cars, car cleaning.....		565 01
Transportation expenses:		
Cost of electric motive power.....		5,523 95
Wages and compensation of persons employed in conducting transportation		7,766 14
Damages for injuries to persons and property		6 25
Total operating expenses.....		\$23,245 19

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks, and equipment	\$174,963 58	
Land necessary for operation of railway.....	750 00	
Other permanent improvements.....	17,062 50	
Total permanent investments.....		\$192,776 08
Cash and current assets:		
Cash.	\$5,858 60	
Bills and accounts receivable	698 93	
Total cash and current assets		6,557 53
Miscellaneous assets:		
Materials and supplies.....		5,213 54
Profit and loss balance—deficit.....		71,956 26
Total		\$276,503 41
LIABILITIES.		
Total capital stock.....		\$120,000 00
Funded debt		150,000 00
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1).	\$4,200 00	
Audited vouchers.....	2,303 41	
Total current liabilities		6,503 41
Total		\$276,503 41

CAPITAL STOCK.

Capital stock authorized by law, common	\$150,000 00	
Capital stock authorized by votes of company, common ..	120,000 00	
Capital stock issued and outstanding, common		\$120,000 00
Total capital stock liability.....		120,000 00
Number of shares issued and outstanding, common..	1,200	
Total number of stockholders	26	
Total stockholders in Maine	21	
Total stock held in Maine.....		114,500 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds	6%	1910	\$100,000	\$6,000
*Second mortgage bonds.....	4½%	.....	50,000	2,625
Total.....			\$150,000	\$8,625

* Second mortgage bonds called in January 1, 1899, and reissued at 4½%.

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		809,586
Number of passengers carried per mile of railway track operated.....		115,655
Number of round trips run.....		14,358
Number of car miles run.....		201,019
Average number of persons employed.....		38

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
Construction, repair and other work cars.....		1
Snow plows.....		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	.....	.....	7
Length of sidings, switches, etc.....	.57	.....	.....	.57
Total length, computed as single track.....	7.57	.....	.....	7.57

RAILWAY OPERATED.

Total length of main track operated.....	7
Length of sidings, switches, etc., operated .....	.57
Total length operated, computed as single track.....	7.57

System of electric motive power in use by the company, Thompson-Houston.

Names of the several cities and towns in which the railway 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	2	1
With Maine Central Railroad at Rines Hill, Augusta....	2	1
Total number of tracks at crossings.....	4	2

Number of above crossings at which frogs are inserted in the tracks, 4.

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.
J. F. Hill, Augusta, Maine.
Thomas J. Lynch, Augusta, Maine.
Henry G. Staples, Augusta, Maine.
Geo. A. Cony, Augusta, Maine.
F. S. Thorne, Gardiner, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

GEO. E. MACOMBER,
JOHN F. HILL,
THOMAS J. LYNCH,
GEO. A. CONY,
HENRY G. STAPLES,
Directors.
GEO. E. MACOMBER,
Treasurer.

STATE OF MAINE.

KENNEBEC, ss. August 12, 1899.

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,

CHAS. R. WHITTEN, Justice of the Peace.

Report of the Bangor, Hampden and Winterport Railway for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$22,584 02
Operating expenses.....		19,534 93
Net income from operation.....		\$3,049 09
Charges upon income accrued during the year:		
Interest on funded debt.....	\$2,000 00	
Interest and discount on unfunded debts and loans.....	278 19	
Total charges and deductions from income.....		2,278 19
Surplus for year ending June 30, 1899.....		\$770 90
Amount of deficit June 30, 1898.....		96 40
Total surplus June 30, 1899.....		\$674 50

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$20,608 74
Receipts from carriage of mail and parcels.....		1,034 00
Receipts from advertising in cars		104 09
Park Theater receipts.....		637 20
Park rent privilege.....		199 99
Gross income from operation		\$22,584 02
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,200 00
General office expenses and supplies.....		315 73
Insurance		175 76
Advertising and expenses Park property.....		4,868 82
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		1,179 78
Repairs of electric line construction.....		222 08
Removal of snow and ice		202 00
Maintenance of equipment:		
Repairs of cars and other vehicles.....		702 17
Repairs of electric equipment of cars		265 05
Transportation expenses:		
Cost of electric motive power.....		3,792 82
Wages and compensation of persons employed in conducting transportation		4,470 73
Damages for injuries to persons and property		30 00
Tolls for trackage rights over other railways		879 06
Rentals of buildings and other property		777 10
Car motor expense and supplies		314 16
Ticket punches, etc.....		139 67
Total operating expenses.....		\$19,534 93

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed and tracks.....	\$55,232 76	
Electric line construction, including poles, wiring, feeder lines, etc.....	18,530 32	
Total cost of railway owned.....		\$73,763 08
Equipment:		
Cars and other rolling stock and vehicles.....	\$20,438 68	
Electric equipment of same.....	14,793 04	
Total cost of equipment owned.....		35,231 32
Other permanent property:		
Telephone line.....	\$251 61	
Riverside Park.....	5,358 18	
Total cost of other permanent property owned.....		5,609 79
Total permanent investments ..		\$114,604 59
Cash and current assets:		
Cash.....	\$660 44	
Bills and accounts receivable.....	573 01	
Total cash and current assets.....		1,233 45
Miscellaneous assets:		
Materials and supplies.....	\$988 92	
Furniture and fixtures.....	66 00	
Total miscellaneous assets.....		1,054 92
Total		\$116,892 96
LIABILITIES.		
Capital stock:		
Common.....		\$60,000 00
Funded debt.....		40,000 00
Current liabilities:		
Loans and bills payable.....	\$7,335 49	
Salaries and wages ..	694 54	
Matured interest coupons unpaid (including coupons due July 1)	2,000 00	
Vouchers payable ..	3,737 20	
Accounts payable.....	1,867 90	
Total current liabilities		15,635 13
Accrued liabilities:		
Interest accrued and not yet due.....		583 33
Profit and loss balance—surplus		674 50
Total		\$116,892 96

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 outstanding .....	.....	60,000 00
Number of shares issued and outstanding, common	600	
Number of stockholders, common	23	
Number of stockholders in Maine, common.....	19	
Amount of stock held in Maine, common .....	.....	38,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage 20 year bonds, interest and principal payable in gold.....	5%	Sept. 15, 1917.	\$40,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		397,560
Number of passengers carried per mile of railway track operated.....		87,955
Number of car miles run.....		113,630
Average number of persons employed.....		21
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	3	
Open passenger cars equipped for electric power.....	6	
Total passenger cars of all kinds.....		10
Number of all above cars with 4 wheels.....		9
Construction, repair and other work cars.....		2
Snow plows		1
Combination, passenger and freight car		1
Electric motors		22

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		6.13
Length of sidings, switches, etc .....		.88		.88
Total length, computed as single track		7.01		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 railways operated by the company are located, Bangor and Hampden.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Hampden and Winterport Railway Company, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Henry L. Mitchell, Bangor, Maine.

Treasurer—Chas. D. Stanford, Bangor, Maine.

Clerk of Corporation—Henry W. Mayo, Hampden, Maine.

General Manager—Henry L. Mitchell, Bangor, Maine.

Superintendent—Jas. 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 A. Kelsey, West Haven, Conn.

Thos. M. Waller, New London, 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,
J. WATERMAN,
CHAS. D. STANFORD,
JAS. H. CUTLER,
Directors.
CHAS. D. STANFORD,
Treasurer.
JAMES H. GREEN,
Superintendent.

STATE OF MAINE.

PENOBSCOT, ss. September 25, 1899.

Then personally appeared the above named Henry L. Mitchell, J. 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, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation	\$49,182 93	
Operating expenses	35,668 06	
Net income from operation		\$13,514 87
Charges upon income accrued during the year:		
Interest on funded debt.....	\$7,500 00	
Interest and discount on unfunded debts and loans	794 40	
Taxes	870 20	
Bills contracted prior to June 30, 1898.....	4,216 77	
Total charges and deductions from income.....		13,381 37
Surplus for year ending June 30, 1899.....		\$133 50
Amount of surplus June 30, 1898.....		261 83
Total surplus June 30, 1899.....		\$395 33

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$47,196 32
Receipts from rentals of buildings and other property		61 33
Receipts from advertising in cars.....		400 00
Express.....		901 25
Miscellaneous.....		624 03
Gross income from operation		\$49,182 93
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks	\$1,197 56	
General office expenses and supplies.....	532 49	
Legal expenses	252 49	
Insurance.....	275 06	
Other general expenses.....	1,330 77	
Rent	371 04	
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....	1,765 67	
Repairs of electric line construction	505 47	
Removal of snow and ice	778 88	
Repairs of buildings.....	105 61	
Maintenance of equipment:		
Repairs of cars and other vehicles.....	1,532 47	
Repairs of electric equipment of cars	2,493 45	
Transportation expenses:		
Cost of electric motive power.....	10,111 19	
Wages and compensation of persons employed in conducting transportation	14,050 66	
Damages for injuries to persons and property	289 00	
Other transportation expenses.....	76 25	
Total operating expenses....		\$35,668 06

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed and tracks.....		\$246,383 24
Cash and current assets:		
Cash.. ..	\$462 58	
Bills and accounts receivable	19 95	
Incidental.....	175 00	
Total cash and current assets.....		\$657 53
Miscellaneous assets:		
Materials and supplies, estimated		1,000 00
Profit and loss balance—deficit.....		15,622 91
Total		\$263,663 68
LIABILITIES.		
Capital stock:		
Common		\$100,000 00
Funded debt.....		125,000 00
Current liabilities:		
Loans and bills payable.....	\$37,500 00	
Miscellaneous current liabilities.....	1,163 68	
Total current liabilities		38,663 68
Total		\$263,663 68

CAPITAL STOCK.

Capital stock authorized by law, common	\$250,000 00	
Capital stock authorized by votes of company, common..	125,000 00	
Capital stock issued and outstanding, common		\$100,000 00
Total capital stock outstanding		*100,000 00
Number of shares issued and outstanding, common, 1,000		
Number of stockholders, common	71	
Number of stockholders in Maine.....	66	

* Also \$25,000 treasury stock issued as collateral.

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED, ETC.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
Entire property 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		943,927
Number of passengers carried per mile of railway track operated.....		67,423
Number of car miles run.....		353,007½
Average number of persons employed.....?		31

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power.....	8	16
Open passenger cars equipped for electric power.....	8	
Total passenger cars of all kinds.....		
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	.....	.....	16.2
Total length of main track owned, etc.....	16.2	.....	.....	16.2
Length of sidings, switches, etc .....	.5	.....	.....	.5
Total length, computed as single track	16.7	.....	.....	16.7

RAILWAY OPERATED.

Length of railway line operated	14.95
Length of third track operated .....	.05
Total length of main track operated.....	14.95
Length of sidings, switches, etc., operated .....	.05
Total length operated, computed as single track.....	15.00

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Total length of main track	16.2	.....	16.2

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, Bangor, Veazie, Orono and Old Town.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Maine Central Railroad at Veazie.....	2	1
With Maine Central Railroad at Orono.....	1	1
Total number of tracks at crossings.....	3	

Number of above crossings at which frogs are inserted in the tracks, 3.

ACCIDENTS TO PERSONS.

September 17, 1898. Car struck team in Central Street, Bangor, and team was deliberately driven across track in front of car; driver was thrown from wagon and afterwards died.

September 27, 1898. Car struck team in Harlow Street, Bangor, with only slight damage to team. Man slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Orono and Old Town Railway Company, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Elias Milliken, Augusta, Maine.
 Treasurer—John Cassidy, Bangor, Maine.
 Clerk of Corporation—A. J. Durgin, Orono, Maine.
 General Counsel—E. C. Ryder, Bangor, Maine.
 General Manager—Elias Milliken, Augusta, Maine.
 Superintendent—W. G. Rice, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

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.
 John Cassidy, Bangor, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

A. J. DURGIN,
 F. O. BEAL,
 JOHN CASSIDY,
 ELIAS MILLIKEN,
 Directors.
 JOHN CASSIDY,
 Treasurer.
 WM. G. RICE,
 Superintendent.

STATE OF MAINE.

PENOBSCOT, ss. October 2, 1899.

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. October 4, 1899.

Then personally appeared the above named F. O. Beal, John Cassidy and Elias Milliken, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, E. C. RYDER, Justice of the Peace.

Report of the Bangor Street Railway Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$63,674 14
Operating expenses		49,098 57
Net income from operation.....		\$14,575 57
Charges upon income accrued during the year:		
Interest on funded debt.	\$12,000 00	
Taxes	881 10	
Total charges and deductions from income.		12,881 10
Surplus for year ending June 30, 1899.....		\$1,694 47
Amount of deficit June 30, 1898.....		11,038 44
Total deficit June 30, 1899.....		\$9,343 47

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$61,663 50
Receipts from tolls for use of tracks by other companies		911 86
Receipts from advertising in cars		420 00
Rent of buildings, etc.....		678 78
Gross income from operation.....		\$63,674 14
EXPENSES OF OPERATION.		
General expenses		*\$3,480 27
Maintenance of roadway and buildings:		
Repairs of road-bed and track	2,811 18	
Repairs of electric line construction	771 45	
Removal of snow and ice.....	1,088 48	
Repairs of buildings	620 50	
Maintenance of equipment:		
Repairs of cars and other vehicles.....	2,412 60	
Repairs of electric equipment of cars	2,107 82	
Car and motor expense and supplies	261 00	
Harnesses, horse shoeing and veterinary care.....	206 91	
Transportation expenses:		
Expense of waiting-room	269 88	
Cost of electric motive power.....	7,980 97	
Wages and compensation of persons employed in conducting transportation	23,347 77	
Damages for injuries to persons and property	296 70	
Sundry expense	1,900 49	
Car house expense	1,542 45	
Total operating expenses.....		\$49,098 57

*Operated by the Public Works Company and 4-10 of expense charged to Bangor Street Railway.

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 and Bangor Street Railway) assumed all liabilities, and pay all indebtedness of the several united companies.

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments.....		\$494,043 60
LIABILITIES.		
Capital stock:		
Common		\$200,000 00
Funded debt		200,000 00
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1)		65,107 50
Profit and loss balance—surplus		28,936 10
Total.....		\$494,043 60

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
Number of shares issued and outstanding, common..	2,000	
Total number of stockholders	15	
Total stockholders in Maine	12	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage, 20 year, bearing date of August 1, 1889.....	6%	Aug. 1, 1909	\$200,000	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,522,966
Number of car miles run.....		380,108
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	13	
Open passenger cars equipped for electric power	15	
Total passenger cars of all kinds		28
Number of all above cars with 4 wheels.....		28
Construction, repair and other work cars.....		1
Snow plows		2
One cart, three snow sleds.....		4
Two jiggers and emergency wagon		3
Horses		3
Harnesses—double, 2; single, 3; total.....		5
Electric motors.....		56

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

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor Street Railway Company, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Charles F. Woodard, Bangor, Maine.
 Treasurer—James H. Cutler, Bangor, Maine.
 Clerk of Corporation—James H. Cutler, Bangor, Maine.
 General Manager—James H. Cutler, Bangor, Maine.
 Superintendent—W. H. Snow, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodard, Bangor, Maine.
 James H. Cutler, Bangor, Maine.
 James W. Cartwright, Jr., Bangor, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES F. WOODARD,
 JAMES H. CUTLER,
 J. W. CARTWRIGHT, JR.,
 Directors.
 JAS. H. CUTLER,
 Treasurer.
 WM. H. SNOW,
 Superintendent.

STATE OF MAINE.

PENOBSCOT, ss. October 25, 1899.

Then personally appeared the above named Charles F. Woodard, James H. Cutler, J. W. Cartwright, Jr., Directors, James H. Cutler, Treasurer, and W. H. Snow, Superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, F. A. WILSON, Justice of the Peace.

**Report of the Benton and Fairfield Railway Company
for the Year Ending June 30, 1899.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$1,773 42
Operating expenses.....		1,682 85
Net income from operation.....		\$90 57
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans.....	\$456 26	
Total charges and deductions from income.....		\$456 76
Deficit for year ending June 30, 1899.....		\$365 69
Deficit June 30, 1899		\$365 69

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$680 50
Other earnings from operation: Freight earnings		1,092 92
Gross income from operation		\$1,773 42
EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies.....		\$23 13
Insurance ..		25 00
Maintenance of roadway and buildings:		
Repairs of road-bed and track....		43 00
Repairs of electric line construction.....		21 25
Removal of snow and ice ...		146 25
Maintenance of equipment:		
Repairs of cars and other vehicles.....	}	63 75
Repairs of electric equipment of cars		
Transportation expenses:		
Cost of electric motive power.....		498 00
Wages and compensation of persons employed in conducting transportation		862 47
Total expenses		\$1,682 85

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed and tracks	\$6,933 18	
Electric line construction, including poles, wiring, feeder lines, etc	3,315 50	
Interest accrued during construction of railway	450 26	
Salaries, engineering and other expenses incident to construction	220 00	
Total cost of railway owned		\$10,918 94
Equipment:		
Cars and other rolling stock and vehicles	}	4,318 66
Electric equipment of same		
Land necessary for operation of railway	\$1,175 00	
Electric power stations, including equipment	2,720 68	
Other buildings necessary for operation of railway	380 00	
Total cost of land and buildings, owned		4,275 68
Total permanent investments		\$19,513 28
Profit and loss balance—deficit		9,781 56
Total		\$28,894 84
LIABILITIES.		
Capital stock, common		\$12,000 00
Current liabilities:		
Loans and bills payable	\$16,667 00	
Miscellaneous current liabilities	227 84	
Total current liabilities		16,894 84
Total		\$28,894 84

CAPITAL STOCK.

Capital stock authorized by law, common	\$12,000 00	
Capital stock issued and outstanding, common		\$12,000 00
Number of shares issued and outstanding, common	480	
Number of stockholders, common	4	
Number of stockholders in Maine, common	2	
Amount of stock held in Maine, common		\$11,950 00

VOLUME OF TRAFFIC.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	13,610
Number of passengers carried per mile of railway track operated.....	5,647
Average number of persons employed.....	5

The company commenced operating December 7, 1898, but did not do much business until the following spring.

DESCRIPTION OF EQUIPMENT.

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power.....	1	
Total passenger cars of all kinds.....		1
Number of all above cars with 4 wheels.....		
Construction, repair and other work cars.....		1
Snow plows		
Flat car, 4 wheels; tower car, 4 wheels.....		2
Generator and power house.....		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.	2.41	.....	.....	2.41
Length of sidings, switches, etc.....	.12	.....	.....	.12
Total length operated, computed as single track,	2.53	.....	.....	2.53

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, Benton, Me.

Report of the Biddeford and Saco Railroad Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$30,656 25
Operating expenses		16,380 69
Net income from operation.....		\$14,275 56
Charges upon income accrued during the year:		
Interest on funded debt.....	\$5,400 00	
Interest and discount on unfunded debts and loans.....	1,114 37	
Taxes	532 77	
Total charges and deductions from income		7,047 14
Surplus for year ending June 30, 1899.....		\$7,228 42
Amount of deficit, June 30, 1898.....		7,584 75
Total deficit June 30, 1899.....		\$356 33

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$30,546 25
Receipts from advertising in cars		60 00
Electric power.....		50 00
Gross income from operation		\$30,656 25
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,200 00
General office expenses and supplies.....		69 80
Insurance		249 04
Other general expenses.....		242 61
Maintenance of roadway and buildings:		
Repairs of road-bed and track, new ties and rails.....		1,024 64
Repairs of electric line construction.....		123 14
Removal of snow and ice.....		663 66
Repairs of buildings.....		35 56
Maintenance of equipment:		
Repairs of cars and other vehicles.....		462 01
Repairs of electric equipment of cars		357 35
Repairs of steam and electric plant.....		219 61
Transportation expenses:		
Cost of electric motive power.....		5,495 11
Wages and compensation of persons employed in conducting transportation		4,614 58
Damages for injuries to persons and property		12 85
Lubricants, waste cars, etc		1,610 73
Total operating expenses.....		\$16,380 69

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed 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	37,400 68	
Electric equipment of same	1,482 08	
Horses and miscellaneous equipment.....	626 39	
Total cost of equipment owned		39,509 15
Land and buildings:		
Electric power stations and equipment	14,814 36	
Other buildings necessary for operation of railway ..	12,645 59	
Total cost of land and buildings owned		27,459 95
Total permanent investments		\$134,324 02
Cash and current assets:		
Cash.....	\$3,034 65	
Sinking and other special funds.....	15,800 00	
Total cash and current assets.....		18,834 65
Profit and loss balance—deficit. .. .		356 33
Total		\$153,515 00
LIABILITIES.		
Capital stock:		
Common		\$40,000 00
Funded debt		90,000 00
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1)	\$2,715 00	
Notes.....	20,800 00	
Total current liabilities		23,515 00
Total		\$153,515 00

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	
Capital stock authorized by votes of company, common..	40,000 00	
Capital stock issued and outstanding, common		\$ 40,000 00
Number of shares issued and outstanding, common, 800		
Number of stockholders, common	59	
Number of stockholders in Maine	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.
1st mortgage bonds	6%	1908....	\$90,000 00	\$5,550 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		414,505
Number of passengers carried per mile of railway track operated.....		72,365
Number of round trips run:		
Biddeford and Old Orchard		10,071
Biddeford and Saco.....		11,657
Number of car miles run.....		167,480
Average number of persons employed.....		18
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	4	
Open passenger trail cars.....	11	
Open passenger cars equipped for electric power.....	7	
Total passenger cars of all kinds.....		22
Snow plows—1 electric, 1 horse.....		2
Other rolling stock—1 road scraper		1
Carts and snow sleds—1 sled, 1 cart		2
Other vehicles—1 wagon		1
Horses		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

RAILWAY OPERATED.

Length of railway line operated.....	5.72
--------------------------------------	------

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	5.72
Total length of main track	5.72
Length of sidings, switches, etc30
Total length, computed as single track	6.02

System of electric motive power in use by the company, Thomson, Houston and General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Saco, Biddeford and Old Orchard.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz:		
With Boston and Maine Railroad, Main street, Saco....	2	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Biddeford & Saco Railroad Company, 154 Main Street, Biddeford, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—E. H. Banks, Biddeford, Maine.
 Treasurer—Charles H. Prescott, Biddeford, Maine.
 Clerk of Corporation—Charles H. Prescott, Biddeford, Maine.
 General Manager—Charles H. Prescott, Biddeford, Maine.
 Superintendent—W. A. Worthing, Biddeford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. H. Banks, Biddeford, Maine.
 Charles H. Prescott, Biddeford, Maine.
 Joseph Gooch, Biddeford, Maine.
 Carlos Heard, Biddeford, Maine.
 H. P. Garland, Saco.

We hereby certify that the statements contained in the foregoing report are full, just and true.

E. H. BANKS,
 CARLOS HEARD.
 H. P. GARLAND.
 CHAS. H. PRESCOTT,
 JOSEPH GOOCH,
 Directors.
 CHAS. H. PRESCOTT,
 Treasurer.

STATE OF MAINE.

YORK, ss. September 21, 1899.

Then personally appeared the above named E. H. Banks, Carlos Heard, H. P. Garland, and Chas. H. Prescott and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY H. GOODWIN, Notary Public.

Report of the Calais Street Railway Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation	\$22,291 68	
Operating expenses	18,130 26	
Net income from operation		\$4,161 42
Charges upon income accrued during the year:		
Interest on funded debt.....	\$5,000 00	
Interest and discount on unfunded debts and loans	278 36	
Taxes	497 08	
Discount on accrued interest allowed by bondholders.....	\$5,775 44	
	3,007 89	
Total charges and deductions from income.....		2,767 55
Surplus for year ending June 30, 1899.....		\$1,393 87
Amount of deficit June 30, 1898.....		10,150 87
Total deficit June 30, 1899		\$8,757 00

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$21,860 60
Receipts from rentals of buildings and other property		10 00
Receipts from sales of materials		100 75
Receipts from advertising in cars.....		150 00
Rent of motors		144 65
Work for Calais Times		25 68
Gross income from operation		\$22,291 68
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,422 00
General office expenses and supplies.....		153 51
Legal expenses		190 60
Insurance.....		193 44
Other general expenses.....		995 39
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		934 33
Repairs of electric line construction		181 89
Removal of snow and ice		403 09
Repairs of buildings.....		34 64
Maintenance of equipment:		
Repairs of cars and other vehicles.....		1,217 41
Repairs of electric equipment of cars		1,354 73
Transportation expenses:		
Cost of electric motive power.....		5,549 34
Wages and compensation of persons employed in conducting transportation		5,499 89
Total operating expenses.....		\$18,130 26

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed 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.....	801 19	
Bills and accounts receivable	220 78	
Total cash and current assets		1,021 97
Profit and loss balance—deficit.....		8,757 00
Total		\$209,778 97
LIABILITIES.		
Capital stock:		
Common	\$100,000 00	
Funded debt.....		\$100,000 00
Current liabilities:		
Loans and bills payable.....	4,000 00	
Salaries and wages	182 84	
Matured interest coupons unpaid (including coupons due July 1)	2,500 00	
Total current liabilities		6,682 84
Accrued liabilities:		
Interest accrued and not yet due.....	180 00	
Accounts due.....	2,916 13	
Total accrued liabilities.....		3,096 13
Total		\$209,778 97

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	
Capital stock authorized by votes of company, common ..	100,000 00	
Total capital stock outstanding.....		\$100,000 00
Number of shares issued and outstanding, common.. 1,000		
Total number of stockholders	12	
Total stockholders in Maine	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.
First mortgage bonds.....	5%	July 1, 1918	\$100,000 00	\$2,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		449,531
Number of passengers carried per mile of railway track operated.....		64,208
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

RAILWAY OPERATED.

Length of railway line operated	7
------------------------------------	-------	-------	-------	---

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Total length of main track	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; St. Stephen and Milltown, N. B.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, (2 in number) viz.:		
With Washington County Railroad, North St., Calais...	1	1
With St. Stephen & Milltown R. R., Main St., Milltown, N. B.	1	1
Total number of tracks at crossings.....	2	2

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—Charles W. Young, Calais, Maine.
Clerk of Corporation—Charles F. Pray, Calais, Maine.
General Counsel—George A. Curran, Calais, Maine.
General Manager—Charles W. Young, 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.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE A. CURRAN,
CHARLES W. YOUNG,
CHARLES F. PRAY,
Directors.
CHARLES W. YOUNG,
Treasurer.
CHARLES F. PRAY,
Superintendent.

STATE OF MAINE.

WASHINGTON, ss. July 26, 1899.

Then personally appeared the above named George A. Curran, Charles W. Young and Charles F. Pray and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE R. GARDNER, Justice of the Peace.

Report of the Fryeburg Horse Railroad Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$614 15
Operating expenses		472 42
Net income from operation.....		\$141 73
Charges upon income accrued during the year:		
Taxes	\$3 35	
Hatch note	100 00	
Total charges and deductions from income..		103 35
Surplus for year ending June 30, 1899.....		\$38 38
Amount of surplus June 30, 1898		46 89
Total surplus June 30, 1899		\$85 27

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$614 15
EXPENSES OF OPERATION.		
Maintenance of roadway and buildings:		
Repairs of road-bed and track		\$37 65
Maintenance of equipment:		
Renewal of horses.....		28 75
Harnesses, horse shoeing and veterinary care.....		9 00
Transportation expenses:		
Provender		19 40
Wages and compensation of persons employed in conducting transportation		377 62
Total operating expenses.....		\$472 42

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed and tracks.....	\$6,492 18	
EQUIPMENT:		
Cars and other rolling stock and vehicles.....	793 89	
Horses.....	40 00	
LAND AND BUILDINGS:		
Other buildings necessary for operation of railway.....	224 00	
Total cost of other permanent property owned.....		\$7,550 07
LIABILITIES.		
Capital stock:		
Common.....		\$5,075 00
Hatch note.....		627 10
Profit and loss balance—surplus.....		1,847 97
Total.....		\$7,550 07

CAPITAL STOCK.

Capital stock authorized by law, 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.....	18	
Number of stockholders in Maine, common.....	18	
Amount of stock held in Maine, common.....	\$5,075 00	

VOLUME OF TRAFFIC.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	6,411

DESCRIPTION OF EQUIPMENT.

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for horse power	3	
Open passenger cars equipped for horse power.....	1	1
Total passenger cars of all kinds.....		4
Horses		1
Harnesses, single		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.	3			

Names of the several cities and towns in which the railways operated by the company are located, Fryeburg, from Maine Central Railroad station to Chataqua grounds.

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.
 Cassius W. Pike, Fryeburg, Maine.
 E. C. Farrington, Augusta, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

CASSIUS W. PIKE,
 Treasurer.
 SETH W. FIFE,
 Superintendent.

**Report of the Lewiston, Brunswick and Bath Street Railway
Company for the Year Ending June 30, 1899.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation	\$213,278 59
Operating expenses.....	108,818 63
Net income from operation.....	\$104,459 96
Rents.....	721 70
Gross income above operating expenses.....	\$105,181 66
Charges upon income accrued during the year:	
Interest on funded debt	17,500 00
Net divisible income.....	\$87,681 66
Dividends declared, 1 per cent on stock per month, commencing October.....	24,717 00
Surplus for year ending June 30, 1899.....	\$62,964 66

Although this road was operated in July and August the whole system was not completed so as to run cars over the entire line until September 1, 1898.

EARNINGS AND EXPENSES OF OPERATION.

By an agreement made by the Lewiston, Brunswick & Bath Street Railway Company, the Lewiston, Brunswick & Bath Street Railway was operated commencing July 1, 1898, and continuing to March 1, 1899, by a syndicate, said company paying said syndicate one half the gross earnings, less dividends and interest on the bonds for operating road. After March 1, 1899, the company paid their own operating expenses. On account of the above agreement the itemization of accounts was never kept.

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments.....		\$1,422,000 00
Cash and current assets:		
Cash.....		\$62,964 66
Total		\$1,484,964 66
LIABILITIES.		
Capital stock:		
Common		\$500,000 00
Funded debt.....		922,000 00
Accrued liabilities:		
Interest accrued and not yet due.....		11,666 68
Profit and loss balance—surplus.....		51,297 98
Total.....		\$1,484,964 66

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		\$500,000 00
Number of shares issued and outstanding, common, 4,660		
Number of stockholders, common	181	
Number of stockholders in Maine, common... ..	37	
Amount of stock held in Maine, common	\$65,400 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
\$1,000,000 20 years gold bearing bonds....	5%	1918	\$855,000 00	\$17,500

\$85,000 are impounded to take care of the old Lewiston and Auburn Street Railway bonds.

\$70,000 are impounded to take care of the Bath Street Railway bonds.

\$78,000 are impounded for new construction, equipment, etc.

\$60,000 are impounded for the Bath Street Railway stock.

\$700,000 are issued and outstanding.

Waterville Trust Company, Trustee, Waterville, Me.

VOLUME OF TRAFFIC.

VOLUME OF TRAFFIC, ETC.	
Average number of persons employed.....	175

The company commenced operating July 1, 1898.

DESCRIPTION OF EQUIPMENT.

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power....	25	58
Open passenger cars equipped for electric power.....	33	
Total		58
Number of all above cars with 4 wheels		37
Number of all above cars with 8 wheels.		21
Construction, repair and other work cars.....		4
Snow plows.....		8
Other rolling stock: 1 open car without motor, 1 parlor car, 8 closed cars without motor, 12 trailers		22
Carts and snow sleds		4
Other vehicles: 2 snow scrapers, 1 sled leveller, 1 flat wagon, 1 tower wagon		5
Horses		2
Harnesses—(double).....		1
Electric motors		102

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	53.28	.....	.....	53.28
Length of sidings, switches, etc.	1.43	.....	.....	1.43
Total length computed as single track	54.71	.....	.....	54.71

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Total length of main track.....	53.28	.....	53.28
Length of sidings, switches, etc.....	1.43	.....	1.43
Total length, computed as single track	54.71	.....	54.71

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, Auburn, Sabattus, Brunswick, Bath, Lisbon, Lisbon Falls, Pejepscot, Topsham.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Court Street, Auburn	1	1
With Cedar Street, Auburn.....	1	1
With Main Street, Brunswick	3	1
With Washington Street, Bath	2	1
Total number of tracks at crossings.....	7	4

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.
Trespassers	1	.....	1	

STATEMENT OF EACH ACCIDENT.

Child three and one-half years old killed in Bath. Stepped in front of a car which was running very slowly and was killed instantly.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Lewiston, Brunswick and Bath Street Railway Company, Treasurer's office, Waterville, Maine, General Superintendent, Brunswick, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

- President—A. H. Shaw, Bath, Maine.
- Vice-President—A. F. Gerald, Fairfield, Maine.
- *Treasurer—I. C. Libby, Waterville, Maine.
- Clerk of Corporation—H. M. Heath, Augusta, Maine.
- General Counsel—H. M. Heath, Augusta, Maine.
- General Manager—A. F. Gerald, Fairfield, Maine.
- Superintendent—I. L. Meloon, Brunswick, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

- A. H. Shaw, Bath, Maine.
- A. F. Gerald, Fairfield, Maine.
- I. C. Libby, Waterville, Maine.
- S. A. Nye, Fairfield, Maine.
- E. J. Lawrence, Fairfield, Maine.
- J. M. Robbins, Lewiston, Maine.
- H. B. Goodenough, Brighton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

- I. C. LIBBY,
- A. F. GERALD,
- S. A. NYE,
- E. J. LAWRENCE,
- A. H. SHAW,
- Directors.
- I. C. LIBBY,
- Treasurer.
- I. L. MELOON,
- General Superintendent.

* Deceased.

STATE OF MAINE.

CUMBERLAND, ss. October 6, 1899.

Then personally appeared the above named A. F. Gerald, S. A. Nye and I. L. Meloon and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WESTON THOMPSON, Justice of the Peace.

STATE OF MAINE.

KENNEBEC, ss. October 7, A. D. 1899.

Then personally appeared I. C. Libby and E. J. Lawrence and severally made oath that the foregoing statement by them signed is true to the best of their knowledge and belief.

Before me, HARRY L. HOLMES, Notary Public.

STATE OF MAINE.

ss. October 11, 1899.

Then personally appeared A. H. Shaw and made oath that the foregoing statement by him signed is true to the best of his knowledge and belief.

Before me, ARTHUR JEWETT, Justice of the Peace.

Report of the Mousam River Railroad Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$23,407 70
Operating expenses		16,354 04
Net income from operation		\$7,053 66
Charges upon income accrued during the year:		
Interest on funded debt.....	\$3,900 00	
Interest and discount on unfunded debts and loans	1,362 00	
Taxes	155 26	
Total charges and deductions from income.....		5,417 26
Surplus for year ending June 30, 1899.....		\$1,636 40
Amount of surplus June 30, 1898.....		6,503 32
Total surplus June 30, 1899.....		\$8,139 72

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$5,802 75
Receipts from carriage of mails and parcels.....		250 20
Receipts from rentals of buildings and other property		81 90
Freight earnings.....		12,430 55
Lights.....		4,842 30
Gross income from operation		\$23,407 70
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,375 32
General office expenses and supplies.....		198 52
Insurance.....		263 03
Printing.....		56 90
Telephone		48 55
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		540 06
Repairs of electric line construction		189 71
Removal of snow and ice		240 33
Maintenance of equipment:		
Repairs of cars and other vehicles.....		1,357 84
Renewals of electric equipment.....		781 28
Transportation expenses:		
Cost of electric motive power.....		2,221 39
Wages and compensation of persons employed in conducting transportation		6,587 11
Rentals of buildings and other property.....		45 00
Lights, their maintenance and powerhouse men.....		2,449 00
Total operating expenses.....		\$16,354 04

PROPERTY ACCOUNTS.

New construction, lights		\$204 18
--------------------------------	--	----------

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
Other permanent property:		
New construction, lights		204 18
Total permanent investments		\$161,591 41
Cash and current assets:		
Cash.....	\$1,042 55	
Bills and accounts receivable.....	12,645 56	
Total cash and current assets.....		13,688 11
Total		\$175,279 52
LIABILITIES.		
Capital stock:		
Common		\$65,000 00
Funded debt.....		65,000 00
Current liabilities:		
Loans and bills payable		37,139 80
Profit and loss balance—surplus		8,139 72
Total		\$175,279 52

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000 00	
Capital stock authorized by votes of company, common..	65,000 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.....	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	\$85,000 00	\$3,900 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		116,055
Number of passengers carried per mile of railway track operated.....		44,465
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.
Total length of main track owned, etc	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
--------------------------------------	------

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, Me.

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 Portland and Rochester Railroad at station.....	3	1

Number of crossings at which frogs are inserted in the tracks, 3.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Mousam River Railroad Company, Sanford, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Ernest M. Goodall, Sanford, Maine.
Vice-President—George B. Goodall, Sanford, Maine.
Treasurer—Louis B. Goodall, Sanford, Maine.
Clerk of Corporation—Louis B. Goodall, Sanford, Maine.
Superintendent—Chas. A. Bodwell, Sanford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Ernest M. Goodall, Sanford, Maine.
Geo. B. Goodall, Sanford, Maine.
Louis B. Goodall, Sanford, Maine.
E. E. Hussey, Sanford, Maine.
Geo. F. West, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

E. M. GOODALL,
LOUIS B. GOODALL,
GEO. B. GOODALL,
E. E. HUSSEY,
Directors.

LOUIS B. GOODALL,
Treasurer.

CHAS. A. BODWELL,
Superintendent.

STATE OF MAINE.

YORK, ss. August 14, 1899.

Then personally appeared the above named E. M. Goodall, Louis B. Goodall, Geo. B. Goodall and E. E. Hussey, Directors, and Louis B. Goodall, Treasurer, 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, Justice of the Peace.

Report of the Norway and Paris Street Railway Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$5,961 56
Operating expenses		5,930 58
Net income from operation.....		\$30 98
Charges upon income accrued during the year:		
Interest on funded debt.....	\$900 00	
Taxes	74 19	
Total charges and deductions from income.....		974 19
Deficit for year ending June 30, 1899.....		\$943 21
Amount of surplus, June 30, 1898.....		1,369 21
Total surplus June 30, 1899.....		\$426 00

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$5,753 61
Receipts from carriage of mails and parcels		21 50
Receipts from advertising.....		67 50
Receipts from interest on deposits		15 09
Stock profit		103 86
Gross income from operation.....		\$5,961 56
EXPENSES OF OPERATION.		
General expenses:		
Expense account		\$290 12
Insurance		238 94
Station lighting.....		2 74
Maintenance of roadway and buildings:		
Repairs of road-bed and track		411 77
Repairs of electric line construction		18 69
Removal of snow and ice.....		371 21
Repairs of buildings.....		9 01
Maintenance of equipment:		
Repairs of cars and other vehicles.....		518 84
Car cleaning		38 67
Transportation expenses:		
Cost of electric motive power.....		1,421 01
Wages and compensation of persons employed in conducting transportation		1,913 27
Damages for injuries to persons and property		647 42
Freight and expense		48 89
Total operating expenses.....		\$5,930 58

GENERAL BALANCE SHEET.

ASSETS.		
Plant		\$43,000 00
Cash and current assets:		
Cash.....	\$30 38	
Bills and accounts receivable	10 00	
Total cash and current assets.....		40 38
Miscellaneous assets:		
Materials and supplies	\$353 61	
Other assets and property	19 07	
H. L. Shepherd, Trustee of house.....	749 50	
Total miscellaneous assets.....		1,122 18
Total		\$44,162 56
LIABILITIES.		
Total capital stock.....		\$25,000 00
Funded debt.....		18,000 00
Current liabilities:		
Loans and bills payable.....		736 56
Profit and loss balance—surplus.		426 00
Total		\$44,162 56

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
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	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Norway and Paris Street Railway, Norway, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Freeland Howe, Norway, Maine.
 Treasurer—H. L. Shepherd, Rockport, Maine.
 Clerk of Corporation—John F. Hill, Augusta, Maine.
 General Manager—W. J. Jones, Norway, Maine.
 Superintendent—W. J. Jones, Norway, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

H. L. Shepherd, Rockport, Maine.
 Geo. E. Macomber, Augusta, Maine.
 J. Manchester Haynes, Augusta, Maine.
 John F. Hill, Augusta, Maine.
 O. D. Baker, Augusta, Maine.
 Freeland Howe, Norway, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

FREELAND HOWE,
 GEO. E. MACOMBER,
 H. L. SHEPHERD,
 ELIZABETH B. BEAL,
 Directors.
 H. L. SHEPHERD,
 Treasurer.

STATE OF MAINE.

KNOX ss. Rockport, August 27, 1899.

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 Penobscot Central Railway Company for the
Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation, 19 days.....	\$459 28
Operating expenses	146 30
Net income from operation.....	\$312 98
Total surplus June 30, 1899	\$312 98

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried, 19 days on freight cars	\$102 55
Freight for 19 days.....	356 73
Gross income from operation, 19 days.....	\$459 28

GENERAL BALANCE SHEET.

ASSETS.

Road not finished.

CAPITAL STOCK.

Capital stock authorized by law, common	\$250,000 00
Capital stock authorized by votes of company, common ..	150,000 00
Capital stock issued and outstanding.....	78,381 00
Number of shares issued and outstanding, common..	783
Number of stockholders, common	115
Number stockholders in Maine, common.....	114

VOLUME OF TRAFFIC.

VOLUME OF TRAFFIC, ETC.		
The company commenced operating June 8, 1899.		
EQUIPMENT OWNED.	Number.	Total number.
Total passenger cars of all kinds.....	2
Number of all above cars with 8 wheels.....	2
Snow plows.....	1
Box freight cars.....	10
Flat freight cars.....	10
Electric motors.....	6

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.....	21			
Length of sidings, switches, etc.....	.25			
Total length, computed as single track.....	21.25			

Length of railway operated, 20 miles.

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Total length of main track.....	21		
Length of sidings, switches, etc.....25		
Total length computed as single track.....	21.25		

System of electric motive power in use by the company, Patton motor.

Names of the several cities and towns in which the railways operated by the company are located, Bangor, Glenburn, Kenduskeag and Corinth.

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, Bangor	1	1
With Bangor Street Railway	2	1
Total number of tracks at crossings	3	1

Number of above crossings at which frogs are inserted in the tracks, 3.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Penobscot Central Railway, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

- President—F. O. Beal.
- Treasurer—F. H. Small.
- General Counsel—E. C. Ryder.
- General Manager—F. O. Beal.

We hereby certify that the statements contained in the foregoing report are full, just and true.

F. O. BEAL,
Director.
F. H. SMALL,
Treasurer.

STATE OF MAINE.

PENOBSCOT ss. October 27, 1899.

Then personally appeared the above named F. O. Beal and F. H. Small, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, E. C. RYDER, Justice of the Peace.

Report of the Portland Railroad Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$335,864 68
Operating expenses.....		214,720 32
Net income from operation.....		\$121,144 36
Charges upon income accrued during the year:		
Interest on funded debt	\$25,833 33	
Interest and discount on unfunded debts and loans	4,078 39	
Taxes	7,475 68	
Total charges and deductions from income		37,387 40
Net divisible income.....		\$83,756 96
Dividends declared, 6 per cent on common stock		29,709 00
Surplus for year ending June 30, 1899.....		\$54,047 96
Amonnt or surplus June 30, 1898		25,063 36
Total surplus June 30, 1899.....		\$79,111 32

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$333,695 45
Receipts from carriage of mails and parcels		9 97
Receipts from rentals of buildings and other property.....		1,036 98
Receipts from advertising in cars		700 00
Miscellaneous receipts		422 28
Gross income from operation		\$335,864 68
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$7,349 72
General office expenses and supplies.....		747 88
Insurance		2,673 03
General expenses		12,501 56
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		11,064 14
Repairs of electric line construction.....		4,989 89
Removal of snow and ice		11,107 43
Repairs of buildings		7,373 56
Maintenance of equipment:		
Repairs of cars and other vehicles.....		18,155 56
Repairs of electric equipment of cars		15,080 14
Harnesses, horse-shoeing and veterinary care		200 00
Transportation expenses:		
Provender.....		1,910 80
Cost of electric motive power.....		20,466 35
Wages and compensation of persons employed in conducting transportation		81,817 99
Damages for injuries to persons and property		1,311 85
Tolls for trackage rights over other railways, Tukey's bridge acc't.		4,000 00
Rentals of buildings and other property.....		1,449 00
Other transportation expenses: Lubricants and waste, tools and machinery and miscellaneous expenses		12,521 42
Total operating expenses		\$214,720 32

PORTLAND RAILROAD.

369

GENERAL BALANCE SHEET.

ASSETS.			
Railway:			
Road-bed and tracks		\$596,359 08	
Electric line construction, including poles, wiring, feeder lines, etc		56,282 47	
Total cost of railway owned			\$652,641 55
Equipment:			
Cars and other rolling stock and vehicles	}	169,505 92	170,722 42
Electric equipment of same		1,216 50	
Horses			
Total cost of equipment owned			
Land and buildings:			
Land necessary for operation of railway.....	}		351,063 63
Electric power stations, including equipment.....		\$351,063 63	
Other buildings necessary for operation of railway....			
Total cost of land and buildings, owned			
Other permanent property:			
Theatre corporation of Portland		\$1,000 00	
Portland and Cape Elizabeth Railway Company, construction and equipments represented by:			
Stock	\$450,000 00		
Bonds	400,060 00		
General construction.....	45,000 00	\$95,000 00	
Total cost of other permanent property owned			\$96,000 00
Total permanent investments.....			\$2,070,427 60
Cash and current assets:			
Cash.....		\$96,552 35	
Bills and accounts receivable		949 72	
Total cash and current assets			97,502 07
Total			\$2,167,929 67
LIABILITIES.			
Capital stock:			
Common		\$999,318 35	
Funded debt.....			500,000 00
Funded debt Portland and Cape Elizabeth Railway Co....			400,000 00
Current liabilities:			
Loans and bills payable.....			102,000 00
Profit and loss balance—surplus			166,611 32
Total			\$2,167,929 67

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$1,000,000 00	
Capital stock authorized by votes of company, common..	1,000,000 00	
Capital stock issued and outstanding, common		\$999,318 35
Number of stockholders, common	155	
Number of stockholders in Maine, common... ..	141	
Amount of stock held in Maine, common	845,200 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Portland Railroad Company first mortgage bonds.....	4½%	May 1, 1913	\$500,000 00	
Portland and Cape Elizabeth Railway Company first mortgage bonds.....	5%	Nov. 1, 1915	400,000 00	
Totals.....			\$900,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		6,129,440
Number of round trips run.....		190,005
Number of car miles run.....		1,369,323
Average number of persons employed.....		264

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for trail.....		13	68
Box passenger cars equipped for electric power.....		55	
Total.....			68
Open passenger cars equipped for trail.....		23	88
Open passenger cars equipped for electric power.....		65	
Total.....			88
Total passenger cars of all kinds.....			156
Number of all above cars with 4 wheels.....			125
Number of above cars with 6 wheels.....			2
Number of all above cars with 8 wheels.....			29
Construction, repair and other work cars.....			8
Snow plows.....			15
Road machines.....			2
Levellers.....			2
Tower wagons.....			3
Carts and snow sleds.....			7
Horses.....			21
Electric motors.....			240

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.	27.14	12.44	...	39.58
Length of second track	7.75	3.99	.....	11.74
Total length of main track owned, etc	34.89	16.43	.....	51.32

RAILWAY OPERATED.

Length of railway line operated	*39.58
Length of second track operated	11.74
Total length operated, computed as single track.....	51.32

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	39.58	.....	39.58
Length of second track	11.74	.....	11.74
Total length, computed as single track	51.32	.....	51.32

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, Portland, Westbrook, South Portland and Cape Elizabeth.

* Operated from February 28, 1899.

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, Portland, Congress St. near Stroudwater.....	2	1
With Maine Central Railroad, Portland, Forest Avenue.....	2	1
With Maine Central Railroad, Portland, Spring Street..	2	1
With Maine Central Railroad, Portland, Stevens Plains Avenue.....	2	1
With Maine Central Railroad, Portland, Stevens Plains Avenue.....	3	1
With Maine Central Railroad, Westbrook, Main Street..	3	1
With Portland & Rochester Railroad, Portland, Green Street.....	2	1
With Portland & Rochester Railroad, Portland, Green Street.....	1	2
With Portland & Rochester Railroad, Portland, Forest Avenue.....	1	1
With Portland & Rochester Railroad, Portland, Forest Avenue.....	2	1
With Portland & Rochester Railroad, Westbrook, Cumberland Mills.....	4	1
CROSSINGS ON PORTLAND & CAPE ELIZABETH DIVISION.		
With Boston & Maine Railroad at Cape Elizabeth ...	1	1
With Boston & Maine Railroad at Private Way, Portland	1	1
With Boston & Maine Railroad at State and Commercial Streets, Portland.....	2	2
With Boston & Maine Railroad at High and Commercial Streets, Portland.....	1	2
With Boston & Maine Railroad at Maple and Commercial Streets, Portland.....	2	2
Total number of tracks at crossings.....	31	20

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.....		1				1
Other persons ...			1	1	1	1

STATEMENT OF EACH ACCIDENT.

July 30, 1896—John J. O'Neil injured by reason of collision of express wagon with car.

November, 1899—Joseph Schultz injured by falling from car.

June 29, 1899—Herbert Clark killed by falling from bicycle between motor car and trailer. Company exonerated.

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—Charles F. Libby, Portland, Maine.
General Manager—E. A. Newman, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William R. Wood, Portland, Maine.
Charles F. Libby, Portland, Maine.
William G. Davis, Portland, Maine.
William A. Wheeler, Portland, Maine.
Payson Tucker, Brookline, Mass.
Ammi Whitney, Portland, Maine.
J. S. Ricker, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. R. WOOD,
CHARLES F. LIBBY,
WM. G. DAVIS,
J. S. RICKER,
WM. A. WHEELER,
A. WHITNEY,
Directors.
EDWARD A. NEWMAN,
Treasurer.
EDWARD A. NEWMAN,
Superintendent.

STATE OF MAINE.

CUMBERLAND, ss. Portland, October 13, 1899.

Then personally appeared the above named Wm. R. Wood, Charles F. Libby, Wm. G. Davis, J. S. Ricker, Wm. A. Wheeler, A. Whitney and Edward 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,

CARL F. A. WEBER, Notary Public.

Report of the Portland and Cape Elizabeth Railway Company for Eight Months of the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR EIGHT MONTHS.

Gross income from operation		*\$50,165 93
Operating expenses		37,917 83
Net income from operation		\$12,248 10
Charges upon income accrued during the year:		
Interest on funded debt.....	\$9,434 16	
Interest and discount on unfunded debts and loans	301 13	
Taxes	1,129 03	
Total charges and deductions from income.....		10,864 32
Surplus for eight months ending February 28, 1899.....		\$1,383 78
Surplus for year ending June 30, 1898.....		1,584 02
Surplus for year ending June 30, 1899.		\$2,967 80

* Operated by the Portland Railroad Company February 28, 1899.

EARNINGS AND EXPENSES OF OPERATION FOR EIGHT MONTHS ENDING FEBRUARY 28, 1899.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$47,777 50
Receipts from carriage of mails and parcels.....		255 42
Receipts from advertising in cars		198 45
Miscellaneous receipts.....		1,934 56
Gross income from operation		\$50,165 93
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,800 00
General office expenses and supplies.....		574 72
Legal expenses.....		1,803 88
Insurance.....		1,225 21
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		1,418 88
Repairs of electric line construction		451 48
Removal of snow and ice		1,454 13
Repairs of buildings		17 00
Maintenance of equipment:		
Repairs of cars and other vehicles.....		1,796 03
Repairs of electric equipment of cars.....		1,670 74
Transportation expenses:		
Cost of electric motive power.....		6,313 91
Wages and compensation of persons employed in conducting transportation		12,150 40
Damages for injuries to persons and property		1,481 00
Rentals of buildings and other property.....		133 33
Miscellaneous expenses		5,627 12
Total operating expenses.....		\$37,917 83

GENERAL BALANCE SHEET.

ASSETS.		
Buildings necessary for operation of railway.....	\$39,972 12	
Total cost of land and buildings, owned.....		\$39,972 12
General construction, equipment, real estate and property.....		855,245 02
Total permanent investments.....		\$895,217 14
Profit and loss balance—deficit.....		7,345 25
Total.....		\$902,562 39
LIABILITIES.		
Capital stock:		
Common.....		\$450,000 00
Funded debt.....		400,000 00
Current liabilities:		
Loans and bills payable.....	\$10,992 00	
Floating indebtedness for general construction, real estate and property.....	41,570 39	
Total current liabilities.....		52,562 39
Total.....		\$902,562 39

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$450,000 00	
Capital stock authorized by votes of company, common..	450,000 00	
Capital stock issued and outstanding, common.....		\$450,000 00
Total number of shares outstanding.	4,500	
Number of stockholders, common.....	41	
Number of stockholders in Maine, common.....	14	
Amount of stock held in Maine, common.....	80,500 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Portland and Cape Elizabeth Railway Company first mortgage bonds	5%	Nov. 1, 1915	\$400,000	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during eight months ending Feb. 28, 1899		1,031,486
Number of car miles run.....		218,182
Average number of persons employed.....		49

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for trail.	2	
Box passenger cars equipped for electric power.....	10	
Total		12
Open passenger cars equipped for electric power		20
Total passenger cars of all kinds.....		32
Number of all above cars with 4 wheels		32
Construction, repair and other work cars.....		4
Snow plows.		2
Horses		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 ..	11.52
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.....		11.52		
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, Portland, 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, Portland, Maine	1	1
With Boston & Maine Railroad at State and Commercial Streets, Portland, Maine	2	2
With Boston & Maine Railroad, High and Commercial Streets, Portland, Maine	1	2
With Boston and Maine Railroad, Maple and Commercial Streets, Portland, Maine	2	2
Total number of tracks at crossings	7	8

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland and Cape Elizabeth Railway Company, 471 Congress Street, Portland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—E. A. Newman, 471 Congress Street, Portland, Maine.
 Treasurer—A. J. Houghton, 471 Congress Street, Portland, Maine.
 Clerk of Corporation—A. J. Houghton, 471 Congress Street, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. A. Newman, Portland, Maine.
 William R. Wood, Portland, Maine.
 William G. Davis, Portland, Maine.
 J. S. Ricker, Portland, Maine.
 C. F. Libby, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are all, just, and true.

WILLIAM R. WOOD,
 E. A. NEWMAN,
 C. F. LIBBY,
 WILLIAM G. DAVIS,
 J. S. RICKER,
 Directors.
 A. J. HOUGHTON,
 Treasurer.

STATE OF MAINE.

CUMBERLAND ss. Portland, October 13, 1899.

Then personally appeared the above named Wm. R. Wood, E. A. Newman, C. F. Libby, Wm. G. Davis, J. S. Ricker and A. J. Houghton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CARL F. A. WEBER, Notary Public.

Report of the Portland and Yarmouth Electric Railway Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$27,477 03
Operating expenses		22,016 45
Amount of surplus, June 30, 1899.....		\$5,460 58

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$27,452 41
Other earnings from operation		24 62
Gross income from operation		\$27,477 03
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....	}	\$2,637 73
General office expenses and supplies.....		
Legal expenses.....		
Insurance		
Other general expenses		
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....	}	3,804 32
Repairs of electric line construction.....		
Removal of snow and ice		
Repairs of buildings		
Maintenance of equipment:		
Repairs of cars and other vehicles.....	}	1,137 85
Repairs of electric equipment of cars		
Renewal of horses.....		
Harnesses, horse-shoeing and veterinary care		
Transportation expenses:		
Provender.....	}	14,436 55
Cost of electric motive power.....		
Wages and compensation of persons employed in conducting transportation		
Damages for injuries to persons and property		
Tolls for trackage rights over other railways.....		
Rentals of buildings and other property.....		
Other transportation expenses		
*Total operating expenses .....				$22,016 45

* Road operated by contractor from August 2, 1898 to January 1, 1899. Items above stated are estimated in part, but believed to be correct.

PROPERTY ACCOUNTS.

Additions:		
Extension of railway and tracks (length, 37-100 of mile). New electric line construction (length, 37-100 of mile, .		
Total additions to railway.....		\$3,466 95
Additional cars (10 in number).....	\$8,499 57	
Electric equipment of same.....	8,962 07	
Other additional equipment.....	5,447 00	
Total additions to equipment.....		22,908 64
Additions to land and buildings.....		50,728 20
Total additions to property accounts.....		\$77,103 79

GENERAL BALANCE SHEET.

ASSETS.		
Property acquired by purchase for stock and bonds:		
Stock.....		\$300,000 00
Bonds.....		240,000 00
Other permanent property:		
General construction, real estate and property.....		77,103 79
Total permanent investments ..		\$617,103 79
Cash and current assets:		
Cash.....		2,706 28
Miscellaneous assets:		
Materials and supplies.....		2,000 00
Total		\$621,810 07
LIABILITIES.		
Capital stock:		
Common.....		\$300,000 00
Funded debt.....		270,000 00
Current liabilities:		
Loans and bills payable	\$20,000 00	
Floating indebtedness for general construction and equipment.....	22,749 49	
Total current liabilities		42,749 49
Accrued liabilities:		
Interest accrued and not yet due.....		3,600 00
Total sinking and other funds.....		616,349 49
Profit and loss balance—surplus		5,460 58
Total		\$621,810 07

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$300,000 00	
Capital stock authorized by votes of company, common..	300,000 00	
Capital stock issued and outstanding, common .....	.....	\$300,000 00
Number of shares issued and outstanding, common	3,000	
Number of stockholders, common	14	
Number of stockholders in Maine, common.....	8	
Amount of stock held in Maine, common	\$256,800 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
350 first mortgage bonds, \$1,000 each	4%	Mar. 1, 1919	\$270,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		557,057
Number of passengers carried per mile of railway track operated.....		42,850
Number of round trips run		6,131
Number of car miles run.....		148,329
*Average number of persons employed		28

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	4	4
Open passenger cars equipped for electric power	12	12
Total passenger cars of all kinds	16	16
Electric mail car	1	1
Number of all above cars with 4 wheels.....	16	16
Number of all above cars with 8 wheels	1	1
Construction, repair and other work cars ..	4	4
Snow plows 1, rotary 1	2	2
Push car	1	1
Electric motors.....	34	34

The company commenced operating January 1, 1899, prior to which, beginning August 2, 1898, road was operated by contractor.

* Estimated.

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Total length of main track owned, etc	12.78			
Length of sidings, switches, etc.....	.64			
Total length, computed as single track	13.42			

RAILWAY OPERATED.

Total length of main track operated	12.78
Length of sidings, switches, etc., operated.....	.64
Total length operated, computed as a single track	13.42

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Total length of main track		12.78		
Length of sidings, switches, etc .....		.64		
Total length, computed as single track		13.42		

System of electric motive power in use by the company, General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Portland, Falmouth, Cumberland and Yarmouth.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
Portland Railroad, corner Oxford and Washington Sts.		1
Total number of tracks at crossings.....		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.
Employees.....	1	.....	1

STATEMENT OF EACH ACCIDENT.

November 1, 1898—Daniel F. Cole, employee, had hand injured while shackling cars at Yarmouth.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland and Yarmouth Electric Railway Company, Portland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

- President—Seth L. Larrabee, Portland, Maine.
- Vice-President—Frederick C. Boyd, New Haven, Conn.
- Treasurer—Henry P. Cox, Portland, Maine.
- Clerk of Corporation—Thomas G. Harris, Portland, Maine.
- General Counsel—Seth L. Larrabee, Portland, Maine.
- General Manager—Louis B. Wheildon, Portland, Maine.
- Superintendent—Louis B. Wheildon, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

- Seth L. Larrabee, Portland, Maine.
- William H. Milliken, Portland, Maine.
- Edward B. Winslow, Portland, Maine.
- Louis B. Wheildon, Portland, Maine.
- Hutson B. Saunders, Portland, Maine.
- Henry P. Cox, Portland, Maine.
- Frederick C. Boyd, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

SETH L. LARRABEE,
 EDWARD B. WINSLOW,
 HUTSON B. SAUNDERS,
 WM. H. MILLIKEN,
 LOUIS B. WHEILDON,
 HENRY P. COX,
 Directors.
 HENRY P. COX,
 Treasurer.
 LOUIS B. WHEILDON,
 Superintendent.

STATE OF MAINE.

CUMBERLAND, ss. September 1, 1899.

Then personally appeared the above named Seth L. Larrabee, Edward B. Winslow, Hutson B. Saunders, William H. Milliken, Louis B. Wheildon and Henry P. Cox, Directors, and Henry P. Cox and Louis B. Wheildon as Treasurer, and Superintendent, respectively, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY C. PEABODY, Justice of the Peace.

Report of the Portsmouth, Kittery and York Street Railway Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$70,911 53
Operating expenses.....		31,950 72
Net income from operation.....		\$38,960 81
Charges upon income accrued during the year:		
Interest on funded debt	\$12,000 00	
Taxes	282 90	
Other deductions from income:		
Insurance.....	\$789 04	
Accident.....	10 00	
	799 04	
Total charges and deductions from income		13,081 94
Net divisible income.....		\$25,878 87
Dividends declared, 12 per cent on stock.....		19,020 00
Surplus for year ending June 30, 1899.		\$6,858 87
Amount or surplus June 30, 1898		9,792 97
Total surplus June 30, 1899.....		\$16,651 84

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$67,496 81
Receipts from carriage of mails and parcels		1,264 25
Receipts from rentals of buildings and other property		300 00
Receipts from advertising in cars		250 00
Miscellaneous		33 90
Express		1,566 57
Gross income from operation		\$70,911 53
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers, superintendent.....	\$1,417 26	
General office expenses and supplies and clerk	1,042 98	
Insurance	789 04	
Taxes	282 90	
Entertainment	326 45	
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....	2,081 85	
Repairs of electric line construction.....	468 25	
Removal of snow and ice.....	847 49	
Repairs of buildings.....	31 82	
New construction on track line, etc	1,871 94	
Maintenance of equipment:		
Repairs of cars and other vehicles, including help.....	2,121 69	
Repairs of electric equipment of cars.....	194 72	
Transportation expenses:		
Miscellaneous.....	487 57	
Cost of electric motive power.....	5,324 82	
Wages and compensation of persons employed in conducting transportation	7,647 96	
Damages for injuries to persons and property	10 00	
Express and mails	1,243 58	
Ferry, including labor, coal and repairs	6,842 34	
Total operating expenses.....		\$33,032 66

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments.....		\$400,000 00
Cash and current assets:		
Cash.....		20,651 84
Total		\$420,651 84
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.		16,651 84
Total		\$420,651 84

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.....		\$200,000 00
Number of shares issued and outstanding, common..	2,000	
Number of stockholders, common	163	
Number of stockholders in Maine, common.....	38	
Amount of stock held in Maine, common	21,600 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Twenty year gold bearing \$1000 and \$500 pieces. Interest payable semi-annually at the Waterville Trust Company, Waterville, Me., trustee	6%	1917	\$200,000	\$12,000

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	1,349,936
Number of passengers carried per mile of railway track operated	89,957
Number of round trips run	12,015
Number of car miles run	363,853
Average number of persons employed	60

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	4	13
Open passenger cars equipped for electric power	9	
Total passenger cars of all kinds		
Electric mail car		1
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			
Length of sidings, switches, etc. ....	.10			
Total length computed as single track	15.20			

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Total length of main track.....	15.10	.....	15.10
Length of sidings, switches, etc.....10	.....	.10
Total length, computed as single track	15.20	.....	15.20

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, Kittery, Kittery Point, York, York Harbor, York Beach, connecting Portsmouth by ferry.

GENERAL REMARKS AND EXPLANATIONS.

Two overhead crossings with York Harbor and Beach Railroad, branch of Boston and Maine. One at Seabury and one at York Harbor.

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, Maine.
 General Manager—A. F. Gerald, Fairfield, Maine.
 Superintendent—W. G. Meloon, Portsmouth, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. F. Gerald, Fairfield, Maine.
 I. C. Libby, Waterville, Maine.
 S. A. Nye, Fairfield, Maine.
 E. J. Lawrence, Fairfield, Maine.
 Horace Mitchell, Kittery Point, Maine.
 W. M. Walker, York, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

I. C. LIBBY,
 S. A. NYE,
 E. J. LAWRENCE,
 A. F. GERALD,
 HORACE MITCHELL,
 W. M. WALKER,
 Directors.
 I. C. LIBBY,
 Treasurer.
 W. G. MELOON,
 Superintendent.

STATE OF MAINE.

KENNEBEC ss. October 11, 1899.

Then personally appeared the above named I. C. Libby, S. A. Nye, E. J. Lawrence 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.

* Deceased.

**Report of the Rockland, Thomaston and Camden Street
Railway Company for the Year Ending June 30, 1899.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$70,211 51
Operating expenses.....		40,913 69
Net income from operation.....		\$29,297 82
Charges upon income accrued during the year:		
Interest on funded debt.....	\$12,500 00	
Interest and discount on unfunded debts and loans.....	714 76	
Taxes.....	370 55	
Total charges and deductions from income.....		13,585 31
Surplus for year ending June 30, 1899.....		\$15,712 51
Amount of surplus June 30, 1898.....		56,057 50
Total surplus June 30, 1899.....		\$71,770 01

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$49,358 65
Receipts from carriage of mails and parcels.....		2,406 65
Receipts from rentals of buildings and other property.....		75 00
Receipts from freight.....		5,503 04
Receipts from advertising in cars.....		312 50
Receipts from American Express Company.....		471 74
Other earnings from operation:		
Power sold.....		12,037 77
Discounts.....		33 20
Miscellaneous.....		12 96
Gross income from operation.....		\$70,211 51
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,639 09
Insurance.....		853 59
Other general expenses.....		1,356 33
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		4,981 11
Repairs of electric line construction.....		587 98
Removal of snow and ice.....		1,153 43
Repairs of buildings.....		263 60
Maintenance of equipment:		
Repairs of cars.....	}	3,786 83
Repairs of electric equipment of cars.....		
Car cleaning.....		672 78
Transportation expenses:		
Station lighting.....		625 72
Cost of electric motive power.....		10,461 09
Wages and compensation of persons employed in conducting transportation.....		9,135 76
Damages for injuries to persons and property.....		177 76
Internal revenue stamps.....		115 50
Rentals of buildings and other property.....		85 00
Other transportation expenses, mail, baggage, express and freight.....		5,017 52
Total operating expenses.....		\$40,913 69

PROPERTY ACCOUNTS.

Additions: Exchange of car trucks, equipment, etc	\$6,798 71
---	-------	------------

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$323,932 02
Cash and current assets:		
Cash	\$514 09	
Bills and accounts receivable	2,984 58	
Due for stock issued	250,000 00	
Total cash and current assets		253,498 67
Miscellaneous assets:		
Materials and supplies		3,963 30
Total		\$581,393 99
LIABILITIES.		
Capital stock:		
Common		\$250,000 00
Funded debt.....		250,000 00
Current liabilities:		
Loans and bills payable	\$5,000 00	
Miscellaneous current liabilities	4,623 98	
Total current liabilities		9,623 98
Profit and loss balance—surplus		71,770 01
Total		\$581,393 99

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$300,000 00	
Capital stock authorized by votes of company, common..	250,000 00	
Capital stock issued and outstanding, common		\$250,000 00
Number of shares issued and outstanding, common	2,500	
Number of stockholders, common	42	
Number of stockholders in Maine, common.....	41	
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.....		987,178
Number of passengers carried per mile of railway track operated.....		59,325
Number of round trips run		8,382
Number of car miles run.....		278,949
Average number of persons employed		53

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for electric power			7
Open passenger cars equipped for trailers		2	
Open passenger cars equipped for electric power			
Total			10
Total passenger cars of all kinds			17
Electric mail car			1
Number of all above cars with 4 wheels			17
Number of all above cars with 8 wheels			1
Construction, repair and other work cars			1
Snow plows			2
Two 8-wheel flat and 1 4-wheel box			3
Motor freight car			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.
Total length of main track owned, etc	16.34			
Length of sidings, switches, etc.....	.57			
Total length, computed as single track.....	17.21			

RAILWAY OPERATED.

Length of railway line operated	16.64
Length of sidings, switches, etc., operated .....	.57
Total length operated, computed as single track.....	17.21

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, 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, Commercial Street, Rockport	1	1
With Lime Rock Railroad, Camden Street, Rockland...	1	1
With Lime Rock Railroad, Sea Street, Rockland.....	1	1
With Lime Rock Railroad, North Main Street, Rockland	1	1
With Lime Rock Railroad, Old County Road, Rockland	1	1
With Maine Central Railroad, South Main St., Rockland	1	1
With Maine Central Railroad, Mechanic St., Rockland...	1	1
With Maine Central Railroad, Park Street, Rockland...	2	1
With Maine Central Railroad, Thomaston Road, Rockland	1	1
Total number of tracks at crossings.....	10	9
Number of above crossings at which frogs are inserted in the tracks		10

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Rockland, Thomaston and Camden Street Railway, 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,
H. L. SHEPHERD,
S. M. BIRD,
W. T. COBB,
W. S. WHITE,
A. F. CROCKETT,
Directors.

A. D. BIRD,
Treasurer.

THOMAS HAWKEN,
Superintendent.

STATE OF MAINE.

KNOX, ss. July 29, 1899.

Then personally appeared the above named Geo. E. Macomber, H. L. Shepherd, S. M. Bird, W. T. Cobb, W. S. White, A. F. Crockett, 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, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$4,055 03
Operating expenses		4,665 50
Deficit from operation		\$610 47
Charges upon income accrued during the year:		
Interest on funded debt	\$3,000 00	
Interest and discount on unfunded debts and loans	54 03	
Taxes	51 83	
Total charges and deductions from income		3,105 83
Deficit for year ending June 30, 1899		\$3,716 30
Amount of deficit June 30, 1898		3,783 76
Total deficit June 30, 1899		\$7,500 06

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$3,754 78
Receipts from carriage of mails and parcels		247 50
Other earnings from operation		52 75
Gross income from operation		\$4,055 03
EXPENSES OF OPERATION.		
General expenses:		
Coal; freight, express; printing and stationery		\$92 12
Maintenance of roadway and buildings:		
Repairs of road-bed and track		539 46
Repairs of electric line construction		20 00
Removal of snow and ice		687 45
Maintenance of equipment:		
Repairs of cars and other vehicles		92 12
Repairs of electric equipment of cars		657 97
Transportation expenses:		
Cost of electric motive power, water power		700 00
Wages and compensation of persons employed in conducting transportation		1,845 96
Oil and lubricants		30 42
Total operating expenses		\$4,665 50

Addition to other permanent property (The Pines), \$277.77.

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of land and buildings, owned.....		\$58,000 00
Other permanent property:—"The Pines"		1,746 38
Total permanent investments.....		\$59,746 38
Miscellaneous assets:		
Materials and supplies		800 00
Profit and loss balance—deficit.....		57,464 62
Total		\$118,011 00
LIABILITIES.		
Capital stock:		
Common		\$50,000 00
Funded debt		50,000 00
Current liabilities:		
Loans and bills payable.....	\$3,000 00	
Matured interest coupons unpaid (including coupons due July 1).....	\$15,000 00	
Total current liabilities		18,000 00
Accrued liabilities:		
Taxes accrued and not yet due		11 00
Total.....		\$118,011 00

CAPITAL STOCK.

Capital stock authorized by votes of company, common..	50,000 00	
Capital stock issued and outstanding, common		\$50,000 00
Number of shares issued and outstanding, common	500	
Number of stockholders, common	10	
Number of stockholders in Maine, common	8	
Amount of stock held in Maine, common.....	44,666 66	

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED, ETC.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
Road and equipment	6%	1914....	\$50,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		72,442
Number of passengers carried per mile of railway track operated		12,073
Number of round trips run		3,100
Number of car miles run.....		35,650
Average number of persons employed		4

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	2	5
Open passenger cars equipped for electric power	3	
Total passenger cars of all kinds.....		5
Number of all above cars with 4 wheels		5
Construction, repair and other work cars		1
Snow plows		1
Electric motors		6
Generator.....		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Total length of main track owned, etc.....	5.75			
Length of sidings, switches, etc .....	.10			
Total length, computed as single track	5.85			

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Skowhegan and Norridgewock.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, (1 in number) viz.:		
With Maine Central Railroad	2	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Skowhegan and Norridgewock Railway and Power Company, Skowhegan, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

- President—R. W. Brown, Skowhegan, Maine.
- Treasurer—J. P. Clark, Skowhegan, Maine.
- Auditor—A. H. Weston, Skowhegan, Maine.
- Clerk of Corporation—Turner Buswell, Skowhegan, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

- R. W. Brown, Skowhegan, Maine.
- John P. Clark, Skowhegan, Maine.
- Albert H. Weston, Skowhegan, Maine.
- Amos F. Gerald, Fairfield, Maine.
- Levy C. Emery, Skowhegan, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

R. W. BROWN,
 J. P. CLARK,
 A. H. WESTON,
 Directors.
 J. P. CLARK,
 Treasurer.

STATE OF MAINE.

SOMERSET ss. September 25, 1899.

Then personally appeared the above named R. W. Brown, J. P. Clark and A. H. Weston and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE M. CHAPMAN, Justice of the Peace.

Report of the Somerset Traction Company for the Year Ending June 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$12,976 35
Operating expenses		9,984 94
Net income from operation		\$2,991 41
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans.....	\$878 27	
Taxes	189 83	
Total charges and deductions from income.....		1,068 10
Surplus for year ending June 30, 1899.....		\$1,923 31
Amount of surplus June 30, 1898.....		8,961 90
Total surplus June 30, 1899.....		\$10,885 21

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$12,085 89
Receipts from carriage of mails and parcels.....		840 46
Junk sold		50 00
Gross income from operation		\$12,976 35
EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies.....		\$86 23
Legal expenses.....		11 00
Insurance		32 00
Express, freight, oil, etc.....		136 46
Lakewood Grove expense		2,199 97
Maintenance of roadway and buildings:		
Repairs of road-bed and track....		795 48
Removal of snow and ice		516 74
Maintenance of equipment:		
Repairs of cars and other vehicles.....		371 20
Repairs of electric equipment of cars		437 96
Transportation expenses:		
Cost of electric motive power.....		1,000 00
Wages and compensation of persons employed in conducting transportation		4,156 75
Damages for injuries to persons and property		87 50
Rentals of buildings and other property.....		150 00
Other transportation expenses		3 65
Total operating expenses		\$9,984 94

PROPERTY ACCOUNTS.

Additions:		
Lakewood		\$10,893 52

GENERAL BALANCE SHEET.

ASSETS.			
Railway:			
Total cost of railway owned			\$72,986 18
Equipment:			
Total cost of equipment owned			14,055 69
Land and buildings:			
Total cost of land and buildings, owned			8,877 60
Other permanent property:			
Lakewood			10,893 52
Total permanent investments			\$106,812 99
Cash and current assets:			
Cash	\$220 08		
Bills and accounts receivable	308 00		
Total cash and current assets			528 68
Total			\$107,341 07
LIABILITIES.			
Capital stock:			
Common			\$30,000 00
Current liabilities:			
Loans and bills payable			66,455 86
Profit and loss balance—surplus			10,885 21
Total			\$107,341 07

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	

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.....			28,287 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	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		117,448
Number of passengers carried per mile of railway track operated.....		9,787
Number of round trips run		3,414
Number of car miles run.....		80,610
Average number of persons employed.....		9

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for electric power.....	3		
Open passenger cars equipped for electric power.....	4		
Total passenger cars of all kinds.....			7
Number of all above cars with 4 wheels			7
Snow plows.....			1
One box and two 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			12.00
Total length of main track owned, etc	12.00			
Length of sidings, switches, etc.....	.23			.23
Total length, computed as single track	12.23			12.23

RAILWAY OPERATED.

Length of railway line operated by electric power.	12.00
---	-------

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Skowhegan and Madison.

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.....	1	.....	.....	.....	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Somerset Traction Company, Skowhegan, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—R. B. Shepherd, Skowhegan, Maine.

Treasurer—T. H. Anderson, Skowhegan, Maine.

Clerk of Corporation—J. O. Smith, Skowhegan, Maine.

General Manager—T. H. Anderson, 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,
T. H. ANDERSON,
J. O. SMITH,
A. G. BLUNT,
J. P. OAK,
S. W. GOULD,
Directors.

T. H. ANDERSON,
Treasurer.

STATE OF MAINE.

SOMERSET, ss. November 2, 1899.

Then personally appeared the above named R. B. Shepherd, Lewis Anderson, T. H. Anderson, J. O. Smith, A. G. Blunt, J. P. Oak and S. W. Gould 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, 1899.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$44,747 50
Operating expenses.....		28,787 99
Net income from operation.....		\$15,959 51
Charges upon income accrued during the year:		
Interest on funded debt	\$12,245 00	
Interest and discount on unfunded debts and loans.....	415 01	
Taxes	1,041 30	
Total charges and deductions from income		13,701 31
Surplus for year ending June 30, 1899.....		\$2,258 20

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$19,880 75
Receipts from rentals of buildings and other property		774 31
Receipts from advertising in cars		45 00
Other earnings from operation:		
Lighting.. ..	\$18,906 34	
Power	1,943 21	
Services	1,731 36	
Miscellaneous	1,466 53	
		24,047 44
Gross income from operation		\$44,747 50
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.. ..		\$2,032 13
General office expenses and supplies.....		79 30
Legal expenses.....		14 60
Insurance		706 91
Operating lights; power house, Island Park, etc		11,661 75
Maintenance of roadway and buildings:		
Repairs of road-bed and track.		4,090 76
Removal of snow and ice.....		290 48
Maintenance of equipment:		
Repairs of cars and other vehicles.....		1,862 62
Repairs of electric equipment of cars.. ..		611 47
Transportation expenses:		
Cost of electric motive power.....		5,112 97
Damages for injuries to persons and property ...		75 00
Rentals of buildings and other property.....		2,250 00
Total operating expenses.....		\$28,787 99

PROPERTY ACCOUNTS.

General additions to railway and electric lights	\$8,000 00
Other new buildings necessary for operation of railway.	15,000 00

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Total permanent investments, including electric light plant, steam plant, water power property, equipment, etc.....		\$249,756 22
Cash and current assets:		
Cash.....	\$7 00	
Bills and accounts receivable	2,716 71	
Total cash and current assets		2,723 71
Suspense account to offset capital stock.....		200,000 00
Total		\$452,479 93
LIABILITIES.		
Capital stock:		
Common		\$200,000 00
Funded debt... ..		237,000 00
Real estate mortgages.. ..		4,731 90
Current liabilities:		
Loans and bills payable.....	\$6,500 00	
Rentals due July 1.	1,081 91	
Total current liabilities.....		7,581 91
Accrued liabilities:		
Interest accrued and not yet due.....		1,858 84
Profit and loss balance—surplus		1,307 28
Total		\$452,479 93

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000 00	
Capital stock issued and outstanding.....		\$200,000 00

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED, ETC.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
Nye Water Power, so called, in Fairfield.	6%	Aug. 22, 1899,	\$4,731 90	\$283 91

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Underlying bond:				
Waterville and Fairfield Railroad	6%	1909	\$17,000 00	
Waterville Electric Light and Power Company	6%	.....	22,500 00	
New bonds, issue of 1897, Waterville and Fairfield Railway and Light Company.....		1917		
Class A .....		.....	40,000 00	
Class B .....		.....	157,500 00	
Totals.....		.....	\$237,000 00	\$12,245 00

\$39,500 Class B of 1897, held by American Loan and Trust Company of Boston, against above underlying bond.

Whole issue, \$240,000. \$1,000 held by American Loan and Trust Company against old Railway and Light bond not presented for exchange. \$2,000 in the treasury.

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		397,615
Number of passengers carried per mile of railway track operated.....		83,708
Number of round trips run		10,920
Number of car miles run.....		103,740
Average number of persons employed.....		20

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power	4	7
Open passenger cars equipped for electric power.....	3	
Total passenger cars of all kinds.....		
Number of all above cars with 4 wheels.....		7
Snow plows.		1
Barges and omnibuses		1
Carts and snow sleds		2
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.
Total length of main track owned, etc	4.75			
Length of sidings, switches, etc.....	.05			
Total length, computed as single track.....	4.80			

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

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.....	1	.....	.....	.....	1

STATEMENT OF EACH ACCIDENT.

October 30, 1898. Mrs. Chas. Green of Winslow was thrown to the ground from the car steps, by an unavoidable collision of two cars. She claims to have been injured on the hip and about the neck and shoulders.

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—H. D. Bates, Waterville, Maine.
 Clerk of Corporation—H. D. Bates, Waterville, Maine.
 General Counsel—C. F. Woodward, Bangor, Maine.
 General Manager—W. S. Wyman, Waterville, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

*I. C. Libby, Waterville, Maine.
 Elias Milliken, Augusta, Maine.
 W. S. Spaulding, Boston, Mass.
 Henry R. Reed, Boston, Mass.
 Chas. F. Woodward, Bangor, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

I. C. LIBBY,
 Director.

H. D. BATES,
 Treasurer.

W. S. WYMAN,
 Superintendent.

STATE OF MAINE.

KENNEBEC, ss. October 4, 1899.

Then personally appeared the above named I. C. Libby, H. D. Bates and W. S. Wyman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARVEY D. EATON, Justice of the Peace.

* Deceased.

EXPENSE.

Appropriation.....	\$3,200 00	
Unexpended	21 20	
		\$3,221 20
Stationery, etc.....	\$336 35	
Express	170 25	
Magazines	121 35	
Postage	200 00	
Telegraph expense	28 10	
Map work	27 00	
Clerk hire.	399 96	
Telephone expense	32 75	
Stenography expense	204 00	
Miscellaneous, office	177 78	
Incidental Expenses of Commissioners in Discharge of Official Duties.		
J. B. Peaks	314 63	
Benj. F. Chadbourne	591 00	
Frederic Danforth.....	411 99	
Unexpended		\$3,015 16
		206 04
		\$3,221 20

December 1, 1899.

INDEX.

Special Index precedes Decisions of the Board, Part II, page 63.

	PAGE
Atlantic Shore Line Railway :	
Articles of Association; petition dismissed, Part II	164-166
Augusta, Hallowell and Gardiner Railroad; physical condition, Part I	50
Earnings, organization, officers, annual returns. See Appendix	311-315
Bangor and Aroostook Railroad; physical condition, Part I	36
History, organization, officers, annual returns. See Appendix	3-20
Highway crossing, Presque Isle, Part II	85-88
Location, changes in, Caribou and St. John River, Part II	91-96
Certificate to operate extension, Caribou to Van Buren, Part II	172
Station at Dyer Brook, petition dismissed, Part II	110-111
Location, changes in, Caribou and Van Buren, approved, Part II	129-131
Crossing highways, Caribou and Van Buren, approved, Part II	139-144
Crossing highway in Brownville, approved, Part II	147-148
Special Report of Accidents, Milo, Part II	177-179
Bangor, Hampden and Winterport Railway; physical condition, Part I	51
Earnings, organization, officers, annual returns. See Appendix	316-320
Certificate to operate extensions	65
Bangor, Orono and Old Town Street Railway; physical condition, Part I	51
Earnings, organization, officers, annual returns. See Appendix	321-326
Bangor Street Railway; physical condition, Part I	52
Earnings, organization, officers, annual returns. See Appendix	327-331
Benton and Fairfield Railway; physical condition, Part I	52
Earnings, organization, officers, annual returns. See Appendix	332-335
Certificate to operate, Part II	68
Location, extension of, approved, Benton to Fairfield, Part II	76-80
Certificate to operate extension, Benton to Fairfield, Part II	89
Extension in Fairfield, approved, Part II	118-123
Crossing bridges between Benton and Fairfield, (determined, Part II	136-138
Certificate to operate extension in Fairfield, Part II	138
Biddeford and Saco Railroad, physical condition, Part I	52
Earnings, organization, officers, annual returns. See Appendix	336-340
Boston and Maine Railroad; physical condition, Part I	38
History, organization, officers, annual returns. See Appendix	21-51
Branch track and highway crossing in Scarborough, approved, Part II	100-102
Bridge, crossing highway and Sanford and Cape Porpoise Railway, Part II	167-170
Bridgton and Saco River Railroad; physical condition, Part I	47
History, organization, officers, annual returns. See Appendix	52-68
Location, branch track, Hiram, approved, Part II	89-90
Location, branch track crossing highway, Harrison, approved, Part II	108-110

	PAGE
Calais Street Railway; physical condition, Part I.....	53
Earnings, organization, officers, annual returns. See Appendix.....	341-345
Canadian Pacific Railway; physical condition, Part I.....	39
History, organization, officers, annual returns. See Appendix.....	64-78
Highway crossing, Woodville, amended decision, Part II.....	65-69
Cape Elizabeth Street Railway:	
Extension of—petition dismissed, Part II.....	163
Cherryfield and Milbridge Street Railway:	
Articles of Association; dismissed, Part II.....	105-108
Cobbossee Contee Railroad:	
Location of, petition dismissed, Part II.....	116
Franklin and Megantic, Kingfield and Dead River Railroad; physical condition, Part I.....	47
History, organization, officers, annual returns. See Appendix.....	79-86
Fryeburg Horse Railroad; physical condition, Part I.....	53
Earnings, organization officers, annual returns. See Appendix.....	346-348
Georges Valley Railroad; physical condition, Part I.....	39
History, organization, officers, annual returns. See Appendix.....	87-95
Grand Trunk Railway; physical condition, Part I.....	39-40
History, organization, officers, annual returns. See Appendix.....	96-109
Kennebec Central Railroad; physical condition, Part I.....	48
History, organization, officers, annual returns. See Appendix.....	110-121
Lewiston, Brunswick and Bath Street Railway; physical condition, Part I,	53
Earnings, organization, officers, annual returns. See Appendix.....	349-354
Lime Rock Railroad; physical condition, Part I.....	40
History, organization, officers, annual returns. See Appendix.....	122-131
Maine Central Railroad; physical condition, Part I.....	40-42
History, organization, officers, annual returns. See Appendix.....	132-154
Highway crossing, M. C. R. R., Milford, dismissed. Part II.....	99
Branch track and highway crossing in Bangor, approved. Part II...	144-146
Location of branch track and crossings in Gardiner to mills approved, Part II.....	152-157
Monson Railroad; physical condition, Part I.....	48
History, organization, officers, annual returns. See Appendix.....	155-164
Mousam River Railroad physical condition, Part I.....	54
Earnings, organization, officers, annual returns. See Appendix.....	355-359
Norway and Paris Street Railway; physical condition, Part I.....	54
Earnings, organization, officers, annual returns. See Appendix.....	360-364
Patten and Sherman Railroad; physical condition, Part I.....	42
History, organization, officers, annual returns. See Appendix.....	165-174
Penobscot Central Railway; physical condition, Part I.....	55
Earnings, organization, officers, annual returns. See Appendix.....	365-367
Certificate to operate, Bangor to Corinth, Part II.....	69
Location, making certain, Part II.....	69-75
Phillips and Rangeley Railroad; physical condition, Part I.....	49
History, organization, officers, annual returns. See Appendix.....	175-186
Portland Railroad; physical condition, Part I.....	55
Earnings, organization, officers, annual returns. See Appendix.....	368-373
Certificate to operate extension, Green Street to Stevens Plains Ave. Part II.....	117
Portland and Cape Elizabeth Railway; physical condition, Part I.....	56
Earnings, organization, officers, annual returns. See Appendix.....	374-378
Certificate to operate extension, Broadway Street to Angel Avenue, Part II.....	117
Portland and Rochester Railroad; physical condition, Part I.....	42
History, organization, officers, annual returns. See Appendix.....	187-201
Special Report of Accidents, Westbrook, Part II.....	174-176

	PAGE
Portland and Yarmouth Electric Railway; physical condition, Part I.....	56
Earnings, organization, officers, annual returns. See Appendix	379-383
Certificate to operate Loup, Underwood Park, Part II.....	139
Portsmouth, Kittery and York Street Railway; physical condition, Part I.	56
Earnings, organization, officers, annual returns. See Appendix ...	384-388
Portland and Rumford Falls Railway; physical condition, Part I	43
History, organization, officers, annual returns. See Appendix	202-217
Rockland, Thomaston and Camden Street Railway; physical condition,	
Part I.....	57
Earnings, organization, officers, annual returns. See Appendix	389-393
Rockport Railroad; not operated.....	57
Rumford Falls and Rangeley Lakes Railroad; physical condition, Part I..	43
History, organization, officers, annual returns. See Appendix.....	218-229
Highway; taking land for highway crossing in Byron, Part II	102-104
Location at Bemis: Location and crossing at Roxbury, approved,	
Part II.....	131-135
Saco River Electric Railroad:	
Location in Biddeford and Saco, Petition dismissed, Part II.	114-115
Sandy River Railroad; physical condition, Part I.....	49
History, organization, officers, annual returns. See Appendix	230-243
Sanford and Cape Porpoise Railway; physical condition, Part I.....	57
Location: Extension in Kennebunk and Kennebunkport, approved	
Part II.....	123-129
Crossing bridges in Kennebunk, determined.....	149-151
Location of extension and changes in location approved, Part II	157-161
Certificate to operate—Sanford to Kennebunk, Part II	162
Bonds, issuing of—leave to withdraw, Part II	171-172
Certificate to operate: Kennebunk to Kennebunkport, Part II.....	173
Sebasticook and Moosehead Railroad; physical condition, Part I.....	44
History, organization, officers, annual returns. See Appendix	244-248
Skowhegan and Norridgewock Railway; physical condition, Part I	58
Earnings, organization, officers, annual returns. See Appendix	394-397
Somerset Railway; physical condition, Part I.....	44
History, organization, officers, annual returns. See Appendix.....	249-260
Highway crossing in Anson, petition dismissed, Part II	118
Somerset Traction Company; physical condition, Part I	58
Earnings, organization, officers, annual returns. See Appendix	398-401
St. Croix and Penobscot Railroad; physical condition, Part I	45
History, organization, officers, annual returns. See Appendix	261-272
Van Buren and Caribou Railroad:	
Articles of Association, approved, Part II	81-84
Washington County Railroad; physical condition, Part I.....	45
History, organization, officers, annual returns. See Appendix, Part I.	273-284
Certificate to operate, Marlon to Machias, Part II	67
Certificate to operate, Cherryfield to Machias, Part II	68
Change of highway location; Pembroke, approved, Part II	111-113
Waterville and Fairfield Railway; physical condition, Part I.....	58
Earnings, organization, officers, annual returns. See Appendix	402-407
Waterville and Wiscasset Railroad:	
Crossing overhead M. C. R. E., Winslow, Part II.....	97-99
Westbrook, Windham, and Naples Railway; physical condition, Part I....	59
Certificate to operate, Westbrook to South Windam, Part II	151
Wiscasset and Quebec Railroad; physical condition, Part I.....	49
History, organization, officers, annual returns. See Appendix	285-297
York Harbor and Beach Railroad; physical condition, Part I.....	46
History, organization, officers, annual returns. See Appendix	298-308
Expense account. Appendix	408

<i>Comparative Statements.</i>		PAGE
Operation in detail, steam railroads, Part II		184-206
Operation in detail, street railways, Part II		214-232

<i>Appendix.</i>		
Annual returns of steam and electric railroads		3-407