
FORTY-SEVENTH LEGISLATURE.

SENATE.

No. 6.

STATE OF MAINE.

SECRETARY'S OFFICE, }
Augusta, January 17, 1868. }

To the President of the Senate and

Speaker of the House of Representatives :

I have the honor herewith to transmit for the use of the Legislature the Report of the Railroad Commissioners for 1867.

I am, very respectfully,

Your obedient servant,

FRANKLIN M. DREW,

Secretary of State.

RAILROAD COMMISSIONERS' REPORT—1867.

To his Excellency the Governor of the State of Maine :

I have the honor to submit the following Report on the condition of the Railroads in this State :

In presenting the annual report of the condition of the railroads in this State, I trust that it will not be considered improper to speak in the first place of the different enterprises now in contemplation, or to direct the attention of the people and their representatives to the vast importance of these new projects, not only to the immediate sections through which they pass, but to the general interests of the whole State.

The past year has witnessed a general awakening of the people to the great importance of a system of internal improvements, by which the undeveloped resources of Maine may be brought into use, and her slumbering energies aroused and made to assume a front rank in the onward march of progressive improvement, bringing to light the hidden treasures of mine and forest, and exhibiting to the country the vast power of river and stream, now running to waste within her borders. To one who has travelled over different sections of the State during the past year, and seen the deserted farms, lands once cultivated, relapsing into their original state of wilderness, the wheels of industry clogged and impeded for want of proper means of communication and facilities for transportation, the young men leaving the homes of their childhood and all their sacred associations to seek new homes in the far west, transferring the wealth of muscle and sinew of New England education and New England principle and energy to enrich other States, the question naturally arises in his mind if something may not be done to reclaim the waste places and stop the current of emigration which is draining our State of its very life blood. I know of no means of accomplishing this most desirable result other than by a liberal and wise system of legislation, not only permitting but assisting capital and enterprise in perfecting the various schemes of improvement now contemplated in this State.

Among the many railroad enterprises, the European & North American Railroad ranks high in importance, not only to the general interests of the State, but to the flourishing city of Bangor. This road is graded and ready for the superstructure to Oldtown. The track is laid to Orono, and it is proposed to open the road for travel to Oldtown early in the spring. The contract for grading the road to Winn, some forty miles farther, has been let to responsible parties, and there is a fair prospect that this important line of communication will be opened throughout its whole extent within two or three years at most.

During the past season an examination has been made for a line of railroad from Portland to Ogdensburg, New York, and the country found to be very favorable for the construction of a road. I cannot believe that a project of such vast importance to the State, and particularly to the city of Portland, will be allowed to fail for want of proper encouragement and support, securing as it would to Portland a large portion of the trade of New Hampshire and Vermont, and making it the depot and shipping point for the overflowing graneries of the great west. Upon the completion of this road our beautiful city would receive that commercial importance which the energy and enterprise of her citizens and her geographical position entitle her to expect.

Dexter and Newport Railroad.—The road-bed of the Dexter and Newport Railroad is nearly completed and ready for the superstructure. This road has been pushed ahead with great energy, and the people of Dexter and Corinna are entitled to great praise for their liberality and enterprise in securing this connection with the Maine Central Railroad. It is expected that the road will be opened for travel by the first of July next.

Belfast and Moosehead Lake Railroad.—Surveys have been made during the past summer for a line of railroad from Belfast to a point of connection with the Maine Central Railroad at Newport. Two routes were surveyed, one passing through the towns of Waldo, Jackson, Dixmont and Plymouth, the other through the towns of Waldo, Brooks, Thorndike, Unity, Troy and Detroit to Newport, connecting there with the Maine Central and Dexter and Newport Railroads. An examination was made for another line connecting with the Maine Central at Pittsfield, thence to Portland and St. Albans. All the routes were found to be feasible.

The line by way of Jackson to Newport being thirty-four and one-quarter miles in length, and that by way of Unity to the same point about forty miles.

Of the importance of this road to the city of Belfast, and to that portion of the State which it is designed to penetrate, it is, perhaps, needless to speak, as all who are acquainted with the location of Belfast and the superior advantages of her harbor cannot fail to see that with this line completed she can offer great inducements to the interior trade, and furnish an outlet for the manufactures and produce of that portion of the State that would be tributary to this road. It is understood that the construction of this road will be commenced at an early day.

Bangor and Piscataquis Railroad.—Surveys have been made for a railroad from the point of connection with the European and North American Railroad at Oldtown, to Dover, in Piscataquis County. The line of this road passes from Oldtown through the towns of Alton, Lagrange, Orneville, Milo and Sebec, to Dover and Foxcroft. Another line was run from Milford, crossing the main Penobscot river at Sunkhaze Rips, and intersecting the Oldtown line at Alton. The country on the main line from the European and North American road to Dover, was found to be remarkably favorable for the building of a railroad, involving no heavy grades or sharp curves, and admitting of very cheap construction. The line of survey passes within about four and a half miles of the slate quarries at Brownville, and about fifteen miles from the iron works, and portions of the way through a fine agricultural country. The importance of this road to the city of Bangor, and the beautiful valley of the Piscataquis, cannot be overestimated, and from the well known character and business energy of the gentlemen having the interests of the road in charge, we cannot doubt but that it will be completed within the next two years. The whole distance from Oldtown to Dover, by the line of survey, is about forty miles.

Knox and Lincoln Railroad.—The survey of this line of road has been made the past season, commencing at Bath, and passing through the towns of Woolwich, Wiscasset, Damariscotta and Waldoborough, to Rockland. Of the characteristics of the route we are unable to speak, as the report of the Engineer has not yet been given to the public; but of its importance and convenience,

as a line of communication, there can hardly be a doubt. Passing, as it does, through the wealthy seaboard towns, there can be no question but that the road will prove highly remunerative to the stockholders, and add largely to the business of the Portland and Kennebec Railroad, with which it will connect at Bath. The distance from Bath to Rockland is understood to be about forty-five miles.

Portland and Rochester Railroad Extension.—The work of grading this line from Saco River to Alfred has been prosecuted with great energy and success. We believe the road-bed is nearly completed and ready for the superstructure for a distance of about twelve miles. The bridge over the Saco River at Buxton is also completed, and we understand that it is in contemplation to open the road to Alfred early the coming summer.

Portland and Oxford Central Railroad.—This line of road has been extended from East Sumner to Hartford, a distance of about two and one-half miles; the grading has been done and the track laid the past summer, and it is proposed to extend the road still farther the coming summer, and as fast as the means at the disposal of the company will permit.

Somerset Railroad.—It is proposed to build a road from West Waterville by way of Norridgewock to Anson. Surveys were made for this road in the year 1847, a feasible route was found and a charter obtained, but nothing farther was done until within the last two years, when an effort has been made to raise the amount necessary for building the road, and we understand that a large subscription has been obtained.

The proposed extension of the Maine Central Railroad from Danville Junction to Portland has not yet been accomplished. The surveys were made last year, and we hope to be able to record in our next report the entire success of this enterprise, so important to the interests of the Maine Central Railroad and its connections.

From the foregoing remarks it will be seen that the spirit of enterprise is aroused, and our people are awakening to the necessity of energetic action in order to secure to this State the great benefits which her geographical position and natural advantages entitle her to expect. The same spirit of improvement is being manifested by the managers of the roads now being operated in the

State, and on some of them has been carried to such extent, and the improvements are so marked, that the most casual observer cannot have failed to note the changes. Prominent among these and entitled to full credit are the Portland, Saco and Portsmouth, the Maine Central, and the Portland and Kennebec Railroads. The officers of these roads have not only secured to themselves a high reputation as skilful railroad managers, but by a wise and liberal expenditure of their means have placed their roads in such a state of repair and efficiency as to insure the comfort and safety of the public, the prompt arrival and departure of trains, and infused where it was possible new life into the whole railroad system of the State.

Portland, Saco and Portsmouth Railroad, from Portland to Portsmouth, 52 miles.—Upon the examination of this road the track and bridges were found to be in a good state of repair, although owing to the largely increased business and consequent additional number of trains passing over the road, a larger amount of iron will be needed the coming summer than has been required in previous years. About five hundred tons of new iron and a proportional number of sleepers have been laid in the track the past season, and many new timbers placed in the track over the open culverts and cattle guards. The road-bed and track are in excellent condition. The bridges have not required any repairs of consequence. During the past year a portion of the stone arches over the Mousam river at Kennebunk, has been rebuilt in a very workmanlike and substantial manner, and it is probable that it will be necessary within the next two years to remove the remaining portion of the old arch and extend the new arch under the whole embankment.

The company has nearly completed a new brick engine house at Cape Elizabeth, with a capacity for storing sixteen engines; a large brick machine shop and repair shop are also in process of construction near the same place, and it is proposed to remove all the company's works to this point in order to make room for more extensive passenger and freight accommodations in Portland, an improvement long needed and which should be carried out at once. Several large and powerful engines and a number of freight cars have been added to the rolling stock, the largely increasing business of the road requiring constant additions of power and means of transportation.

This road is leased jointly by the Eastern and Boston and Maine Railroads, although operated under a distinct organization, the Portland, Saco and Portsmouth Company furnishing the power and controlling the trains of the other two roads from the time they arrive on its track until they leave it again. The Boston and Maine and Eastern roads supplying all the passenger and a portion of the freight cars; and persons in the habit of travelling over this road bear witness not only to the general good management and care for the comfort and convenience of passengers, but to the highly finished and beautifully furnished passenger cars composing the trains. Francis Chase, Esq., is the popular and able Superintendent of the road.

Boston and Maine Railroad.—There are but two and one-half miles of this fine road within the limits of this State; from South Berwick Junction to Salmon Falls, and including about one-half the bridge at the last named place. It is perhaps needless to say that this road was found in its usual good state of repair, and is in all its appointments a first class road, deserving and receiving the full confidence of the travelling public. William Merritt, Esq., of Boston, a gentleman possessing rare qualifications for the position he occupies, is the Superintendent.

Portsmouth, Great Falls and Conway Railroad.—This road is owned and controlled by the Eastern Railroad of New Hampshire and Massachusetts. It diverges from the Portland, Saco and Portsmouth Railroad at a point in South Berwick called Brock's Crossing; thence crossing the Boston and Maine Road at Salmon Falls to Great Falls, N. H.; thence through Rochester, Union Village. There are but about three and one-half miles within the limits of this State, and in good, safe condition for the passage of trains. This road is under the superintendence of A. A. Perkins, Esq., a gentleman well qualified for the duties of his position.

Portland and Rochester Railroad, from Portland to Saco River in Buxton, 18 miles.—The Commissioners are happy to report a marked improvement in the condition of this road since the last annual report. The bridge at Deering's has been thoroughly repaired, at an expense of about twenty-five hundred dollars. Two and one-half miles of new iron and from five thousand to six thousand sleepers have been laid in the track. The depot and platform

at Morrill's Corner have been put in good repair. The company have added one new engine and several freight cars to the rolling stock, besides repairing others at their own shop in Portland. In addition to the above mentioned improvements, the long bridge over Saco River at Buxton has been completed, the road-bed nearly graded to Alfred, twelve miles, and the iron and sleepers bought and on hand ready to be laid early the coming spring. The Commissioners take pleasure in noticing the improved condition and prospects of this road after so many years of unrewarded effort, believing as we do in its great importance and worth to the business interests of Portland, and viewing it as a link in the great chain which is soon to connect that city with the far West. For this improved condition of the road and its prospects, the company is largely indebted to the efficient management and untiring energy of their President, N. L. Woodbury, Esq., whose devotion to their interests will, we trust, be rewarded in the accomplishment of his designs for the extension and successful operations of the whole line.

Portland and Oxford Central Railroad.—This road branches from the Grand Trunk Railway at Mechanic Falls, thence passes through Minot and Buckfield to East Sumner, about eighteen miles. The track and road-bed were found upon examination to be in a very good state of repair, iron not much worn, sleepers generally sound, many new ones having been laid during the past season. The truss bridge at Buckfield and the trestle bridge at Pottle Stream were found in bad condition, and the Commissioners directed the officers of the company to make the necessary repairs. During the past season this road has been extended two and one-half miles, from East Sumner to Hartford, and we understand it to be the intention of the company to extend still farther should they receive sufficient encouragement from the towns interested in the enterprise. D. A. Van Valkenberg, Esq, is Superintendent of this road.

Maine Central Railroad, from Bangor to Danville Junction, 110 miles.—The same good management and judicious system of expenditure and seasonable repairs which have won for this excellent road an enviable reputation, not only in our own State but throughout the country, have been practised the past season, though perhaps to a greater extent than in preceding years. The

track throughout the entire length of the line is in good order. One thousand tons of new iron, improved pattern, and from forty thousand to fifty thousand sleepers have been laid in the track, and a large amount of gravel put upon the road the past summer. The track for the whole distance from Danville Junction to Monmouth, about twenty-two miles, is now laid with the Fish plate or continuous rail; three miles of track in Belgrade, six miles between West Waterville and Waterville, nine miles between Waterville and Burnham, and about four miles between Hermon and Bangor, are laid with iron of the same pattern, making in all about forty-four miles of track relaid with the new iron. The bridge across the Kennebec River at Kendall's Mills has been repaired, and the eastern spans strengthened by the addition of arches to the truss. The trestle bridge at Clinton, and that at Shaw's Stream, near Bangor, have been rebuilt, and other structures along the line received necessary repairs, and we understand it to be the intention of the company to remove a portion of the high trestle bridge at Kendall's Mills, substituting earth embankment and truss bridge. The station buildings at different points on the line are all in good repair. The passenger depot at Newport has been remodelled and improved, adding much to the comfort and convenience of its patrons at that point. The rolling stock of the road is in excellent condition, and the work of remodelling the old passenger cars and engines and building new ones is continually being carried on at the company's shops in Waterville. Some highly finished and richly furnished passenger cars, and several substantial freight cars, have been added to the rolling stock the past season. We consider the Maine Central as one of the safest and most reliable roads in the country, and one whose good management, enterprise and care for the comfort and safety of the public it would be well for others to emulate. Edwin Noyes, Esq., is General Manager and Superintendent of the road.

Portland and Kennebec and Somerset and Kennebec Railroads, from Portland to Skowhegan, 100 miles, including Bath, 109 miles. In the report of last year the Commissioners were happy to be able to speak in high terms of the general good management and great improvements upon this road under its present officers, and this year can but indorse that report, and say that the experiences of the past year have fully justified the praise therein bestowed, and have more than realized the anticipations and expectations of

its friends and the public. Trains have been run with great regularity and freedom from accident or detention, and the work of repairing and renewing the track, bridges and station buildings, has been continued the past year, and such additions made to the buildings and rolling stock as its largely increasing business and advance in popular favor and confidence demand. Seven hundred tons of new iron, improved pattern, one hundred and fifty tons of repaired iron and thirty-six thousand five hundred sleepers have been laid in the track the past summer. The bridge over the New Meadows stream on the Bath branch, and that over the Presumpscot river in Falmouth, have both been rebuilt in a substantial manner. The low grounds about the depot at Bath have been filled up and graded, and a tasty and convenient passenger depot erected. An additional freight depot, one hundred and eighty-five feet in length, has been erected at Skowhegan, and the other buildings at the last named station, and at other points on the line of the road, have been repaired and repainted. The bridges are generally in good condition and repair, though requiring the constant care and supervision of the officers of the road. Several of the old passenger cars have been remodelled and refurnished; one new passenger car, a smoking car, and several freight cars, built at the company's shops at Augusta, all of them bearing the marks of superior skill and workmanship. We believe that the public and the friends and patrons of this road may feel assured that measures have been taken and are continually being carried out to insure the safety, comfort and convenience of all. Walter Hatch, Esq., is the popular and efficient Superintendent of the road.

Bangor, Oldtown and Milford Railroad, 13 miles.—This road is kept in a very good state of repair and operated with great regularity and safety. One hundred tons of new iron, improved pattern, and a large number of new sleepers have been laid in the track the past season, and the bridges at Stillwater and Oldtown, mentioned in the report of last year as defective, have been repaired. The road is owned by Gen. Samuel Veazie, and his management has proved highly remunerative.

Androscoggin Railroad, from Brunswick to Farmington, including branch to Lewiston, 67 miles.—Since the consummation of the lease by which this whole line has been brought under one management, its condition and prospects have been very much im-

proved, and we believe it to be the intention of the gentlemen controlling the affairs of the company, to put the road in good order in every respect. Much has been accomplished the past season. The trestle bridge at Farmington has been almost entirely rebuilt, and several other bridges have received necessary repairs. The truss bridge over the Androscoggin river at Brunswick is about being strengthened by the addition of arches throughout its entire length. Several of the station buildings and platforms have received long needed repairs. The track is in better condition than it has been heretofore, about ten thousand sleepers, and a considerable quantity of new iron having been laid the past season, and a large amount of gravel put upon the road-bed. We are happy to note the improved appearance of this road, and have no question that from the well known energy and business tact of the President and Superintendent, the contemplated improvements will be perfected the coming summer. Arthur Brown, Esq., is the newly appointed Superintendent of this line, and is a gentleman well qualified for the position.

Grand Trunk Railway, from Portland to Gilead, 80 miles within the limits of this State.—The Commissioners are sorry to be obliged to report that the complaints made by the travelling public in regard to the bad condition of this road are not altogether groundless. The track is not in that condition which the safety and convenience of the public or the importance of this line of road demands. During the summer of 1866 some considerable improvement was made, but since that time the repairs have hardly kept pace with the wear and tear, and consequently portions of the track are in a very rough and unsatisfactory condition. We have repeatedly called the attention of the officers of the road to the bad condition of the track, and urged upon them the importance of immediate repairs, and have received promises of reform, which have not been kept, and assurances that arrangements were being made, or perfected, to secure the necessary amount of iron and ties to put the road in good order. The great importance of this road to the business interests of the State, and particularly to the city of Portland, almost precludes the idea of proceeding against this company under the extreme provisions of the law, viz., by asking for an injunction upon the working of the road; still if the coming summer does not witness marked and rapid improvement in the condition of this road, the Commissioners will be

obliged to assume this responsibility, or fail in their duty to themselves and the public, and violate the high trust committed to their charge. The late terrible accidents which have occurred on some of the western railroads, causing a thrill of horror through the entire length and breadth of the land and filling many a household with unutterable anguish and sorrow, sending the old and the young, the bride and the bridegroom, tottering age and helpless infancy, the young man in his strength and the maiden in her beauty, unbidden and unprepared into the presence of the Creator, leaving their bodies a crushed and undistinguishable mass of quivering flesh, should prove a sufficient warning to all in any way connected with railroad management, or occupying positions of trust, that their duties cannot be overlooked or neglected without assuming fearful risks and responsibilities, and in case of disaster forever after weighing down the conscience beneath a load of untold misery and remorse.

Thankful that in the past our own State has not been made the scene of terrible railroad disasters, and hoping that the same good fortune may attend us through coming years,

I most respectfully submit this Report.

A. W. WILDES,

For the Board of Railroad Commissioners for the State of Maine.

STATE OF MAINE.

IN SENATE, January 18, 1868.

Read, and on motion of Mr. FAIRBANKS, laid on the table and ordered to be printed.

THOMAS P. CLEAVES, *Secretary.*