
FORTY-SEVENTH LEGISLATURE.

SENATE.

No. 33.

STATE OF MAINE.

OFFICE OF SECRETARY OF STATE, }
Augusta, February 18, 1868. }

To the President of the Senate and

Speaker of the House of Representatives:

I herewith lay before you an abstract from the annual returns of the several Railroad Corporations made to this office agreeably to the provisions of chapter 51, section 36 of the revised statutes, and of chapter 94 of the public laws of 1867.

Very respectfully,

Your ob't serv't,

FRANKLIN M. DREW,
Secretary of State.

ABSTRACT FROM THE RETURNS O

| NAME OF RAILROAD. | Length of Road—Length of Single and Double Tracks. | | | | Time when laid. | Weight of rail per yard. | Capital Stock. | | Whole | |
|--|--|-------------------------|-------------------------|---------------------------|------------------------|-------------------------------|----------------------------|----------------------------------|-------|--|
| | Length of Road in operation. | Length of Single Track. | Length of Double Track. | Capital Stock. | | | Amount called and paid in. | Whole cost of Road. | Ar | |
| | Main Road—Branches. | Main Road—Branches. | Main Road—Branches. | | | | | | | |
| Androscoggin, | 68½ miles. | 68½ miles. | None. | 1852, '57, '58, '59, '61. | About 50 pounds. | ^b abt. \$1,300,000 | \$256,289 91 | ^c abt. \$1,300,000 00 | \$28 | |
| Atlantic and St. Lawrence, | 149 miles. | 149 miles. | None except sidings. | 1848 to 1853. | 63 pounds. | 4,000,000 | 2,494,900 00 | 7,654,089 00 | Two-t | |
| Boston and Maine, | 83 5-100 miles. | 54 22-100 miles. | 28 85-100 miles. | Finished 1848. | 48, 56, 58 and 60 lbs. | 4,155,700 | 4,076,974 52 | 4,715,114 16 | 95 | |
| Bangor, Oldtown and Milford, | 12½ miles. | 12½ miles. | None but turnouts. | 1849. | 36, 50 and 52 pounds. | 600,000 | 135,000 00 | 247,412 06 | 10 | |
| Calais and Baring, | 6 miles. | 6 miles. | None but turnouts. | 1850 and 1851. | 56 pounds. | 200,000 | 100,000 00 | 224,000 00 | 13 | |
| Maine Central, | 110 miles. | 110 miles. | None but sidings. | 1849 to 1855. | 56 to 63 pounds. | 2,400,000 | 1,390,160 00 | 4,160,594 10 | 153 | |
| Machiasport, | 7¾ miles. | 7¾ miles. | - | 1842 and 1843. | Uncertain. | 100,000 | 100,000 00 | 100,000 00 | I | |
| Portland, Saco and Portsmouth, | 51½ miles. | 51½ miles. | None but turnouts. | 1842 and 1843. | 60 pounds. | 1,500,000 | - | 1,360,183 97 | 87 | |
| Portland, (horse) | 6½ miles. | 6 miles. | ½ mile. | 1863 and 1864. | 27 to 55 pounds. | 160,000 | 160,000 00 | - | 12 | |
| Portland and Kennebec, | 72 miles. | 72 miles. | None but spur tracks. | 1849, '50, '51. | 56 to 60 pounds. | 2,000,000 | 579,500 00 | 2,000,000 00 | | |
| Somerset and Kennebec, | 37 miles. | 37 miles. | 1 6-10 in turnouts. | 1853, '54, '55, '56. | 56 pounds. | - | 230,000 00 | 800,000 00 | | |

ABSTRACT FROM THE RETURNS OF RAIL

| NAME OF RAILROAD. | Passengers and Rates of Fare. | | | Transportation of Passengers. | | | Depots, Engine Houses, &c. | | | | | Number of miles run by Passenger Trains. |
|--|-------------------------------|---------------------------|---------------------------|---|---|--|----------------------------|--------------------------|------------------|--------------------|-----------------|--|
| | Number of through Passengers. | Number of way Passengers. | Rate of Fare. | Amount received for transportation of Passengers. | Amount received for transportation of Property. | Amount received for transportation of mails and other sources. | Number of Depots. | Number of Engine houses. | Number of Shops. | Number of Engines. | Number of Cars. | |
| Androscoggin, | 33,031 | 36,467½ | abt. 4 cts. per mile. | \$77,013 84 | \$98,168 51 | \$7,091 15 | 16 | 3 | 1 | 7 | 117 | 60,686 |
| Atlantic and St. Lawrence, | - | - | abt. 3 cts. per mile. | - | - | - | 33 | 6 | 7 | 50 | 560 | 147,386 |
| Boston and Maine, | 93,695 | 3,050,113 | abt. 2 29-100 " | 951,590 64 | 593,430 32 | 58,146 08 | 36 | 7 | 4 | 42 | 1024 | 565,674 |
| Bangor, Oldtown and Milford, | 54,055 | 21,733 | abt. 4 cts. per mile. | 29,192 24 | 27,911 87 | 840 15 | 7 | 2 | 3 | 3 | 40 | 24,948 |
| Calais and Baring, | 24,422 | - | abt. 3 cts. per mile. | 2,860 00 | 36,670 33 | 1,271 59 | 2 | 2 | 1 | 3 | 189 | 18,025 |
| Maine Central, | 64,018 | 99,913 | abt. 4 cts. | 268,859 87 | 237,722 82 | 23,907 21 | 22 | 3 | 1 | 13 | 291 | 76,985 |
| Machiasport, | - | - | - | - | - | 12,000 00 | 2 | 1 | 1 | 2 | 50 | None. |
| Portland, Saco and Portsmouth, | 164,976 | 197,977 | fr. 1 to 4 cts. per mile. | 303,018 82 | 199,887 62 | 12,829 52 | 14 | 3 | 2 | 14 | 160 | 125,046 |
| Portland, (horse) | - | 909,602 | - | 49,195 88 | - | - | 1 | - | 1 | - | 24 | 180,528 |
| Portland and Kennebec, | 33,680 | 250,116 | abt. 4 cts. per mile. | 246,476 68 | 298,315 68 | 34,683 02 | 14 | 4 | 5 | 17 | 271 | 131,545 |
| Somerset and Kennebec, | <i>k</i> - | <i>k</i> - | <i>k</i> - | <i>k</i> - | <i>k</i> - | <i>k</i> - | 7 | 1 | None. | None. | None. | <i>l</i> - |

ACCIDENTS.

ATLANTIC AND ST. LAWRENCE. March 5, 1867.—Mr. B. B. Haskell, a farmer, was killed at Richards' Crossing, near South Paris, in driving a team across track in front of train; the engine bell was rung but not noticed by deceased. His entire fault.

July 20, 1867.—Patrick Golden, employed by the company as a section man, near Back Cove bridge, Portland, alleged before the jury of inquest, to have been struck and injured by a stick of wood thrown from the engine, while in motion, by the fireman, against the rules of the company, from which injury the man subsequently died. The fireman was discharged the service.

August 8, 1867.—Mrs. Augusta A. Foss, while nearing the crossing at New Gloucester in a wagon, with two other ladies, became alarmed at the approach of the train and jumped from the wagon, unfortunately upon the track, and the engine and train passed over her. The company's employees exonerated by the court.

MAINE CENTRAL. Killed—Wm. Shaw, by standing on top of a car, while going under a bridge; in the employ of the company.

P. S. AND P. RAILROAD. Theodore Kenniston of S. Berwick, while crossing the track at "Brock's Crossing," was injured by the cars coming in collision with his wagon; he died a few days after the accident.

PORTLAND AND KENNEBEC R. R. CO. Two men run over by train and killed; one refused to leave the track. Train could not be stopped. One man run over by night train, probably intoxicated; the accident was not known till next day—neither in employ of company.

REFERENC

- a. 37 miles is leased from Leeds and Farmington Railroad Company.
- b. As originally organized before the lease.
- c. As it was before the lease and before the foreclosure of third mortgage.
- d. Including the whole road as it was formerly organized.
- e. Two dividends of two per cent. each, less Government tax, one declared August, 1867, for six months ending June 30, 1867.
- f. Road under lease.
- g. There has been expended about \$101,000 not included in above account.
- h. The quarter part of road or track being built of wood, a crew is kept months, or while the cars are running.
- i. Expended for the year 1867 only.
- j. Expended for the year 1867 and exclusive of cars built by company.
- k. These items are reported by the Portland and Kennebec Railroad Company.
- l. Reported by Portland and Kennebec Railroad Company.

RETURNS OF RAILROAD CORPORATIONS.

| No. | Whole cost of Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c. | | | | | | | | | | Due from and to the Corporation. | |
|-----|--|--|------------------------------|----------------------------------|-------------------------------|------------------------------|---------------------------|---|--|---|----------------------------------|--|
| | Whole cost of Road. | Amount expended for the purchase of lands. | Amount expended for grading. | Amount expended for engineering. | Amount expended for bridging. | Amount expended for Masonry. | Amount expended for Iron. | Amount expended for passenger and other cars. | Amount expended for station buildings, &c. | Amount and nature of indebtedness. | Amount due the Corporation. | |
| 91 | \$1,300,000 00 | \$28,512 43 | \$435,132 91 | \$11,515 34 | \$25,750 00 | \$29,000 00 | \$292,037 78 | \$142,351 61 | - | c \$1,123,538.19 in bonded debt, notes overdue, coupons and pay roll. | \$25,806 74 | |
| 00 | 7,654,089 00 | Two-thirds of | the road built | at a stipulated | price—cannot be appor- | tioned. | 472,336 43 | - | - | \$3,472,000. Funded. | - | |
| 52 | 4,715,114 16 | 952,825 37 | 884,067 40 | 272,388 94 | 371,468 55 | - | 1,009,523 89 | 359,317 23 | \$597,122 78 | \$72,491.73 unpaid dividends, &c. | 512,315 64 | |
| 00 | 247,412 06 | 16,198 26 | 12,472 90 | 2,378 11 | 39,311 14 | 16,845 17 | 45,672 91 | 14,432 90 | g - | - | 2,724 28 | |
| 00 | 224,000 00 | 13,119 91 | 55,814 86 | 1,468 72 | 8,051 05 | 3,558 22 | 31,107 73 | 37,044 72 | - | \$118,900. Bonds \$112,700, floating debt \$6,200. | 14,176 09 | |
| 00 | 4,160,594 10 | 153,575 17 | 1,470,809 47 | 334,943 89 | 168,231 59 | { Charged in grading. | 863,645 29 | 186,984 05 | - | \$2,368,622.27 bonds of company, bills payable, &c. | 34,229 17 | |
| 00 | 100,000 00 | Included in the whole | cost of the | road. | - | - | - | - | - | \$1,500 for services not called for. | 300 00 | |
| 00 | 1,360,183 97 | 87,104 86 | 437,701 32 | 48,730 46 | 93,830 83 | 61,048 18 | 364,975 80 | 95,548 62 | 171,243 90 | \$54,000 dividends due and notes. | 162,000 00 | |
| 00 | - | 12,000 00 | - | - | - | - | - | - | - | \$35,000 bills payable. | about 1,000 00 | |
| 00 | 2,000,000 00 | - | - | - | - | - | i 36,661 71 | j 17,000 00 | - | \$2,000,000 bonds. | - | |
| 00 | 800,000 00 | - | - | - | - | - | about 103,000 00 | None. | - | \$560,000 bonds. | Nothing. | |

RETURNS OF RAILROAD CORPORATIONS, (Continued.)

| No. | Distance run and rate of Speed. | | | | Stockholders. | | Dividends. | | Depreciation of Roads. | | Persons Injured, &c., &c. | | | |
|-------|---------------------------------|--|--|--|------------------------|-------------------------------|--|--------------------------|------------------------|--|--|--|--|---|
| | Number of Cars. | Number of miles run by Passenger Trains. | Number of miles run by Freight Trains. | Number of miles run by all other Trains. | Average rate of speed. | Whole number of Stockholders. | Number of Stockholders who reside in this State. | Amount of each Dividend. | When made. | Amount charged for depreciation of Road. | Amount charged for depreciation of other property. | Number of persons injured and cause of injury. | The persons injured, whether passengers or persons employed. | Whether any accident has arisen from carelessness or neglect of any person in the employ of the corporation, and whether such person is retained in the service of the corporation. |
| 117 | 60,686 | 44,467 | 13,370 | 20 miles per hour. | d 621 | d 596 | - | - | - | - | - | - | - | - |
| 560 | 147,386 | 601,791 | 170,214 | 19 miles per hour. | 353 | 197 | { e 2 per cent. less Govt. tax. \$207,785 00 | August, 1866. | Road under lease. | f - | - | - | - | - |
| 1024 | 565,674 | 265,070 | 27,993 | 20 miles per hour. | 3182 | 188 | \$207,785 00 | Jan. and July. | - | - | 12 run over. | { 3 passengers. 2 employees. 7 neither. | Not any. | |
| 40 | 24,948 | 24,948 | 8,540 | 18 miles per hour. | 9 | 8 | None. | - | - | - | - | - | - | |
| 189 | 18,025 | - | - | 15 miles per hour. | 44 | 15 | 4,210 53 | Jan. 4, 1868. | Kept good | by repair. | - | - | - | |
| 291 | 76,985 | 80,821 | 22,856 | 20 miles per hour. | 1690 | 1594 | - | - | - | - | 1 killed. | - | - | |
| 50 | None. | Uncertain. | Uncertain. | 10 miles per hour. | 5 | 1 | 900 00 | Jan. 1, 1868. | h - | - | - | - | - | |
| 160 | 125,046 | 100,000 | 15,000 | 20 miles per hour. | 1329 | 150 | 47,368 42 | June and Dec. | \$10,000 | - | 1 | - | - | |
| 24 | 180,528 | - | - | - | 167 | 144 | 5 per cent. | January, 1865. | 7,000 | \$10,000 | - | - | - | |
| 271 | 131,545 | 147,820 | 28,078 | 20 miles per hour. | 103 | 93 | 16,186 67 | July 1, 1867. | None. | None. | 2 killed. | None. | None. | |
| None. | l - | l - | l - | l - | 422 | 8 | None. | - | None. | None. | None. | None. | None. | |

REFERENCES.

Leeds & Farmington Railroad Company.
 foreclosure of third mortgage.
 reorganized.
 Government tax, one declared in Feb. 1867, for Dec. 31, 1866—the other ending June 30, 1867.
 not included in above account.
 built of wood, a crew is kept on the road making continual repairs, about eight
 of cars built by company.
 and Kennebec Railroad Company; to which this is leased for \$36,000 a year.
 Railroad Company.

REMARKS.

ANDROSCOGGIN RAILROAD CORPORATION. The foregoing return is based upon the books of the company, without regard to the foreclosure of the third mortgage, or the organization of the Leeds & Farmington Railroad Company, upon such foreclosure. The whole road is operated by this company for themselves, and under a lease from the Leeds & Farmington Railroad Company of their portion of it; and I have not and am not able to make the distinction, so as to give each corporation separately. As I understand the situation of things, this corporation owns nearly all the property enumerated above. The shop and nearly all the rolling stock has been furnished by the extension part of the road, since the extension was authorized, and is liable only for the Bath loan. It has never contracted any other indebtedness. Its capital stock is \$525,000. Paid in by subscription \$100,000 and stock issued for it; by Bath loan \$425,000 and company bonds issued to the city of Bath for that. This corporation, the Androscoggin Railroad Company proper, extends from Leeds Crossing to Brunswick, with branch from Crowley's to Lewiston, a distance of 31½ miles in all. It has 149 stockholders in all, 142 of which reside in this State. I do not know the situation of the Leeds & Farmington Railroad Company nor any further than stated above in regard to the affairs of the old defunct corporations.

FARMINGTON, January 27th, 1868.
 MACHIASPORT RAILROAD This road being for the transportation of lumber from the mills at Whitneyville to Machiasport for shipment, there are no passenger cars. Persons wishing to ride take a seat on the lumber or cars and ride free of charge at their own risk. The gross earnings of the road for 1867 was \$12,000, all for transportation of lumber, except a few goods. This road is owned by the owners of the saw mills at Whitneyville, and the accounts are not kept distinct from the other accounts of the concern. The above returns are as true as can be given from the books. The Treasurer resides in Boston, and the affairs of the railroad are conducted by an agent and clerk.

STATE OF MAINE.

IN SENATE, February 18, 1868.

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

THOMAS P. CLEAVES, *Secretary*.