

MAINE STATE LEGISLATURE

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FORTY-EIGHTH LEGISLATURE.

SENATE.

No. 53.

STATE OF MAINE.

SECRETARY'S OFFICE, }
Augusta, March 2, 1869. }

To the President of the Senate and

Speaker of the House of Representatives:

I have the honor herewith to lay before the Legislature an Abstract from the Returns of all Railroads Corporations received at this date.

Very respectfully,

Your obedient servant,

FRANKLIN M. DREW,

Secretary of State.



ABSTRACT FROM THE RETURNS OF

NAME OF RAILROAD.	Length of Road—Length of Single and Double Tracks.				Time when laid.	Weight of rail per yard.	Capital Stock.		Whole cost of Road—		
	Length of Road in operation.	Length of Single Track.	Length of Double Track.	Capital Stock.			Amount called and paid in	Whole cost of Road.	Amount expended for the purchase of lands.	Amount expended for the purchase of lands.	Amount expended for the purchase of lands.
	Main Road—Branches.	Main Road—Branches.	Main Road—Branches.	Capital Stock.			Amount called and paid in	Whole cost of Road.	Amount expended for the purchase of lands.	Amount expended for the purchase of lands.	Amount expended for the purchase of lands.
Androscoggin,	a 68½ miles.	68½ miles.	None.	1852, '57, '58, '59, '61.	About 50 pounds.	b abt. \$1,300,000	abt. \$257,000 00	c abt. \$1,300,000 00	\$28,512 43	\$435	
Atlantic and St. Lawrence,	149 miles.	149 miles.	None.	1848 to 1853.	63 to 70 pounds.	4,000,000	2,494,900 00	7,654,089 48	e -	e	
Bangor, Oldtown and Milford,	12½ miles.	12½ miles.	None.	1849.	36, 50 and 52 pounds.	600,000	135,000 00	g 247,412 06	16,198 26	12	
Boston and Maine,	83 5-100 miles.	54 22-100 miles.	28 83-100 miles.	Finished 1848.	48, 56, 58 and 60 lbs.	4,550,000	4,471,274 52	4,936,611 20	1,012,025 37	886	
Calais and Baring,	6 miles.	6 miles.	None.	1850 and 1851.	56 pounds.	200,000	100,000 00	224,000 00	13,119 91	55	
Dexter and Newport,	13¾ miles.	14 miles.	None.	1868.	55 pounds.	125,000	115,000 00	300,000 00	10,000 00		
European and North American,	No returns.	-	-	-	-	-	-	-	-	-	
Kennebec and Somerset,	37 miles.	37 miles.	-	-	56 pounds.	-	230,000 00	800,000 00	Lands, grading, e		
Maine Central,	110 miles.	110 miles.	None.	1848 to 1855.	56 and 53 pounds.	2,400,000	1,611,500 00	3,843,737 60	153,575 17	1,470	
Machiasport,	No returns.	-	-	-	-	-	-	-	-	-	
Portland and Kennebec,	72 miles.	72 miles.	None.	1849, '50, '51.	56 to 60 pounds.	1,000,000	581,000 00	2,000,000 00	-		
Portland and Oxford Central,	No returns.	-	-	-	-	-	-	-	-	-	
Portland and Rochester,	32 miles.	32 miles.	None.	1851 to 1869.	56 pounds.	-	573,442 06	m -	-		
Portland, Saco and Portsmouth,	53½ miles.	53½ miles.	None.	1842 and 1843.	60 pounds.	2,000,000	1,500,000 00	1,360,183 97	87,104 86	437	
Portland, (horse)	6¾ miles.	6¾ miles.	½ mile.	1863 to 1864.	28, 45 and 55 pounds.	160,300	160,300 00	160,300 00	-		

ABSTRACT FROM THE RETURNS OF RAILROAD

NAME OF RAILROAD.	Passengers and Rates of Fare.			Transportation of Passengers.			Depots, Engine Houses, &c.					Distance Run and	
	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.	Number of miles run by Passenger Trains.	Number of miles run by Freight Trains.
Androscoggin,	34,481½	37,116½	abt. 4 cts. per mile.	\$73,621 16	\$112,726 70	\$7,357 58	16	3	1	7	121	60,907	45,553
Atlantic and St. Lawrence,	-	-	abt. 3 cts. per mile.	259,469 96	795,807 08	35,319 88	33	6	7	43	560	146,269	599,707
Bangor, Oldtown and Milford,	49,139	16,430	abt. 4 cts. per mile.	26,891 17	31,333 94	457 64	7	2	3	3	40	24,648	24,648
Boston and Maine,	103,887	3,150,895	abt. 2 20-100 per mile.	944,103 76	647,235 95	51,733 80	31	7	4	43	1120	599,399	306,392
Calais and Baring,	23,500	-	3 cts. per mile.	2,620 51	40,196 75	1,460 01	2	2	1	4	193	18,025	-
Dexter and Newport,	h -	-	-	-	-	-	4	-	-	-	i	-	-
European and North American,	-	-	-	-	-	-	-	-	-	-	-	-	-
Kennebec and Somerset,	j -	-	-	-	-	-	8	1	None.	None.	None.	k -	-
Maine Central,	79,644	84,186	abt. 4 cts. per mile.	269,257 05	251,990 09	23,703 36	22	3	1	14	271	87,326	99,624
Machiasport,	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Kennebec,	37,678	262,955	4½ cts. per mile.	l 248,637 20	315,461 72	41,444 12	15	4	5	18	283	131,396	143,699
Portland and Oxford Central,	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester,	None.	73,340	3 cts. per mile.	23,478 04	29,642 63	1,290 00	11	3	2	3	47	37,877	4,607
Portland, Saco and Portsmouth,	181,653	193,323	1½ to 4 cts. per mile.	304,752 08	248,459 25	15,747 66	14	3	2	16	160	120,000	90,000
Portland, (horse)	877,081	-	5 cts. to any part of city.	45,007 11	Nothing.	Nothing.	-	-	2	92	16	185,253	1,470

ACCIDENTS.

ANDROSCOGGIN RAILROAD. September 19, 1868.—George Noyes, employee of the company, fell from the freight train at Wilton station as the train was breaking up to stop, was run over and fatally injured. Died in a few hours after the accident.

ATLANTIC AND ST. LAWRENCE RAILROAD March 24, 1868.—Joseph Coyle, a laborer, not in the company's service, had his leg broken by endeavoring to get upon the train while in motion at Brighton, Vermont, against the rules of the company.

April 17, 1868.—John Conners, a laborer, in the company's service, was run over while at work on the depot grounds in Portland, by a freight train, and sustained injuries from which he died the same day. A coroner's inquest was held and a verdict rendered, exonerating the company and its employees from blame.

July 9, 1868.—Roscoe Stevens, a brakeman, had his foot crushed at Yarmouth Junction; the accident was the result of his own carelessness.

October 8, 1868.—James Clancy, of Lewiston, was found on Brown's Wharf in Portland, there was no evidence as to how he came there, but it was supposed he had lain or fallen down upon the track the evening before, leading upon the wharf, and was run over by the company's engine and cars in the dark, the head was severed from the body; the coroner held an inquest, and the jury exonerated the company's employees from blame.

PORTLAND, SACO AND PORTSMOUTH RAILROAD. March 13, 1868.—Joseph M. Rolfe, a switchman, was run over by an engine backing, and killed.

December 7, 1868.—Charles Junkin, section overseer, was killed by a piece of iron carelessly thrown from a train by some person unknown.

December 11, 1868.—Thomas Haggerty, an English Mariner, while intoxicated was killed crossing the highway.

REMARKS.

ANDROSCOGGIN RAILROAD CORPORATION. The foregoing return is based upon as formerly organized without regard to the foreclosure of the third mortgage, or the Railroad Company, upon such foreclosure. The whole road is operated by this company, by virtue of a lease from the Leeds & Farmington Railroad Company of their portion of tinction, so as to give each corporation separately. As I understand the matter this is enumerated above. The shop and nearly all the rolling stock has been provided by the Leeds & Farmington Railroad Company, since the extension was authorized, and since 1860, and corporation the Androscoggin Railroad Company proper, extends from Leeds Crossing to Br to Lewiston, a distance of thirty-one and a half miles in all. Its Capital Stock paid in by thirty-four stockholders, one hundred and twenty-eight residing in this State. I have no other than stated above.

RECORDS OF RAILROAD CORPORATIONS.

Total called for in	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.	
7,000 00	<i>c abt.</i> \$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	-	{ About \$1,125,000 in bonds, notes overdue coupons and pay rolls.	Nominally \$25,806 74	
4,900 00	7,654,089 48	<i>e</i> -	<i>e</i> -	<i>e</i> -	<i>e</i> -	<i>e</i> -	<i>e</i> -	472,326 43	-	\$3,391,200. Funded.	Nothing.	
5,000 00	<i>g</i> 247,412 06	16,198 26	12,472 90	2,378 11	39,311 14	16,845 17	45,672 91	14,432 90	-	-	\$3,042 21	
1,274 52	4,936,611 20	1,012,025 37	886,067 40	272,827 50	371,468 55	-	1,021,173 89	389,619 27	\$714,029 22	{ \$265,034.86 notes payable, unpaid dividends and balances due connecting roads.	\$939,532 70	
0,000 00	224,000 00	13,119 91	55,814 81	1,468 72	8,051 05	3,558 22	32,395 82	38,652 75	-	\$116,900 bonds and floating debt.	\$1,683 76	
5,000 00	300,000 00	10,000 00	-	4,942 00	-	-	109,119 61	-	-	\$175,000 town loans.	\$10,000 00	
0,000 00	800,000 00	Lands, grading, engineering, masonry, bridging and iron,	-	-	-	-	103,000 00	Nothing.	Nothing.	\$560,000 in bonds.	Nothing.	
1,500 00	3,843,737 60	153,575 17	1,470,809 47	334,943 89	168,231 59	-	863,645 29	168,984 05	-	\$2,341,799.17 bonds of company and bills payable.	\$63,077 47	
1,000 00	2,000,000 00	-	-	-	-	-	32,034 84	5,750 00	-	\$2,020,770.02 bonds and notes payable.	-	
3,442 06	<i>m</i> -	-	-	-	-	-	-	-	-	\$370,000. \$350,000 funded, balance floating.	\$5,500 00	
0,000 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	\$107,196.29 notes payable and dividends.	\$133,250 00	
0,300 00	160,300 00	-	-	-	-	-	-	-	-	About \$600 bills for various articles.	About \$100 00	

RECORDS OF RAILROAD CORPORATIONS, (Continued.)

Engines, &c.		Distance Run and Rate of Speed.				Stockholders.		Dividends.		Depreciation of Roads.		Persons Injured, &c., &c.		
Number of Engines.	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 Roads.	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.
7	121	60,907	45,553	15,023	20 miles per hour.	<i>d</i> 616	595	-	-	-	-	1 killed.	employee.	None.
43	560	146,269	599,707	33,012	19 miles per hour.	360	187	2 per cent.	January & July.	<i>f</i> Nothing.	<i>f</i> Nothing.	2 injured; 2 killed.	{ 3 employees; } 1 other.	None.
3	40	24,648	24,648	9,620	18 miles per hour.	8	8	-	-	-	-	-	-	-
43	1120	599,399	306,392	19,450	20 miles per hour.	3378	180	{ \$207,785 and } 227,500	January & July.	-	-	15 injured.	{ 2 employees, } no passengers } and 13 others.	None.
4	193	18,025	-	-	15 miles per hour.	44	15	\$4,210 53	January 4, 1869.	Nothing.	Nothing.	None.	None.	None.
-	-	-	-	-	-	312	305	None.	None.	None.	None.	None.	None.	None.
None.	None.	<i>k</i> -	-	-	-	400	392	None.	None.	Nothing.	Nothing.	None.	None.	None.
14	271	87,326	99,624	27,544	22 miles per hour.	1652	1560	-	-	-	-	None.	-	-
18	283	131,396	143,699	48,408	20 miles per hour.	102	89	\$17,385 00	July 1, 1868.	Nothing.	Nothing.	None.	-	-
3	47	37,877	4,607	4,500	15 miles per hour.	114	105	None.	None.	Nothing.	Nothing.	None.	None.	-
16	160	120,000	90,000	31,000	20 miles per hour.	1500	150	\$47,368 42	June & December.	\$10,000	-	3	{ 2 employees } and 1 other.	None.
92	16	185,253	1,470	-	5 miles per hour.	160	147	5 and 2 per cent.	Feb. 1, 1865, Jan. 18, 1869.	-	-	-	-	-

REMARKS.

DESCRIPTION. The foregoing return is based upon the books and records of the company, the foreclosure of the third mortgage, or the organization of the Leeds & Farmington Railroad Company. The whole road is operated by this company for themselves in their own right, and Farmington Railroad Company of their portion of it; and I am not able to make the discrepancy. As I understand the matter this corporation owns nearly all the property all the rolling stock has been provided by the extension part of the road, (not fore-extended was authorized, and since 1860, and is liable only for the Bath loan. This company proper, extends from Leeds Crossing to Brunswick, with branch road from Crowley's half miles in all. Its Capital Stock paid in is \$525,000. It has one hundred and twenty-eight residing in this State. I have no knowledge of the situation of the other than stated above.

REFERENCES.

- 37 miles is leased from the Leeds and Farmington Railroad Company, and operated under said lease.
- As originally organized and before the lease.
- As it was originally organized, before the foreclosure of the third mortgage, and the formation of the Leeds and Farmington Railroad Company thereupon.
- Including the whole road as organized before the lease.
- Two-thirds of the road was built by contract, at a specified sum per mile, and these items cannot be answered specifically.
- Nothing; the road under lease to the Grand Trunk Railway Company of Canada, which pays all charges.
- There has been expended about \$101,000, not included in the above account.
- This road went into operation November 25th, 1868, under a lease to the Maine Central Railroad Company, and will be included in the report of said company.
- Maine Central Railroad Company furnish rolling stock.
- This road being leased by Portland and Kennebec Railroad Company, no account is kept separately of these items.
- Contained in report of Portland and Kennebec Railroad Company.
- Amount received includes receipts from Somerset and Kennebec road, which is leased to the Portland and Kennebec Railroad Company.
- Road taken by bondholders when partially built; these amounts not definitely known by the company.



STATE OF MAINE.

The Committee on Railroads, Ways and Bridges, to which was referred the communication of the Secretary of State, with an abstract from the returns of Railroad Corporations received at that office, have had the same under consideration, and ask leave to report that five hundred copies of the same be printed for the use of the Legislature.

Per order.

F. G. MESSER.

IN SENATE, March 4, 1869.

Read and accepted. Sent down for concurrence.

THOMAS P. CLEAVES, *Secretary*.

HOUSE OF REPRESENTATIVES, }
March 5, 1869. }

Read and concurred.

S. J. CHADBOURNE, *Clerk*.