

# MAINE STATE LEGISLATURE

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# Sixty-Fifth Legislature.

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HOUSE.

No. 27.

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## STATE OF MAINE.

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IN THE YEAR OF OUR LORD ONE THOUSAND EIGHT HUNDRED  
AND NINETY-ONE.

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AN ACT relating to the Boston and Maine Railroad.

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*Be it enacted by the Senate and House of Representatives  
in Legislature assembled, as follows :*

SECTION 1. The Boston and Maine Railroad may  
2 increase its capital stock in addition to all amounts  
3 heretofore authorized by an amount not exceeding  
4 five million dollars. The new stock hereby author-  
5 ized shall be issued from time to time in accord-  
6 ance with the laws existing at the time of such  
7 issue, and the proceeds thereof shall be applied to  
8 providing additional property and equipment for  
9 the railroad of said company; to the improvement

10 of said railroad, and of other property owned or  
11 leased by it; to the construction of such additional  
12 railroad as it may be authorized by law to con-  
13 struct; and to the payment and reduction of its  
14 debts.

This act shall not affect nor impair the rights,  
16 powers and privileges granted to the Boston and  
17 Maine Railroad by the act approved March six-  
18 teenth, eighteen hundred eighty-seven, entitled  
19 “An Act relating to the Boston and Maine Rail-  
20 road.”

SECT. 2. This act shall take effect on approval

*To the Honorable Senate and House of Representatives:*

The legislature of Massachusetts, by the third section of an act approved the fifteenth day of April, eighteen hundred ninety, authorized the Boston & Maine Railroad to increase its capital stock by an amount not exceeding five million (5,000,000) dollars, to be applied in payment and reduction of the debts of the corporation, and to improving the property.

The purposes for which the stock could be issued were carefully limited by the act.

As the Boston & Maine Railroad is chartered by concurrent legislation of Massachusetts, Maine and New Hampshire, its legal advisers in Massachusetts considered it prudent to ask the legislature of Maine to re-enact in Maine the above authorization; and the corporation submits herewith a bill in the exact language of the section of the Massachusetts act referred to.

This bill provides that it shall not in any way impair the operation of the statute of this State relating to the Boston & Maine Railroad, approved on the sixteenth day of March, eighteen hundred eighty-seven, being chapter two hundred sixty-eight (268.)

In accordance with the last named act, consolidation has been effected with the Eastern Railroad and the Portsmouth, Great Falls and Conway Railroad Company; but in so doing, the entire capitalization has now been increased, but stands exactly the same as before consolidation.

This was effected by turning in stock of the Eastern and of the Portsmouth, Great Falls and Conway, at the rate of eighty-three dollars and twenty-eight cents (\$83 28) per share of each capital stock for one hundred (100) dollars per share of the Boston & Maine.

The entire amount of capital stock of the Boston & Maine Railroad at the present time, including the amount reserved to complete the exchanges for the outstanding shares of the Eastern, and Portsmouth, Great

Falls and Conway, is, as shown on page twenty-one of its annual report for the year just closed, sixteen million, two hundred ninety-seven thousand, seven hundred forty-three dollars and eighty cents (\$16,297,743.80.)

Adding five million (5,000,000) dollars to this gives twenty-one million, two hundred ninety-seven thousand, seven hundred forty-three dollars and eighty cents (\$21,297,743.80).

This is on a mileage of which the Boston & Maine has clear ownership, counting one mile of double track as only one mile of road, of three hundred sixteen (316) miles, or, at the rate for twenty-one million (21,000,000) dollars of capital of sixty-six thousand, four hundred fifty-five (66,455) dollars per mile.

Other roads which may fairly be compared centering at Boston, are the Boston & Albany, three hundred seven (307) miles, with a capitalization of thirty million (30,000,000) dollars, or eighty-four thousand, six hundred ninety (84,690) dollars per mile, the Fitchburg, two hundred ninety-nine (299) miles, with a capitalization of twenty million (20,000,000) dollars, or sixty-six thousand, eight hundred eighty-nine (66,889) dollars per mile, and the New York and New England, three hundred fifty-nine (359) miles, with a capitalization of twenty-two million, six hundred sixty-eight thousand, eight hundred (22,668,800) dollars, or sixty-three thousand, one hundred forty-four (63,144) dollars per mile.

The immediate purposes for which this new stock is to be applied are as follows, namely :

It will appear on P.21 of the annual report above referred to, that there are coming due between this and January 1, 1894, seven per cent. bonds to the amount of three million, five hundred thousand (3,500,000) dollars, of which one million, five hundred thousand (1,500,000) dollars comes due before another session of the Maine legislature.

It will also appear on the same page that there is an unsecured floating debt, represented by promissory notes, all of which will soon mature, of two million, five hundred fifty-five thousand (2,555,000) dollars, making a total of indebtedness

to provide for in the immediate future of six millions, fifty-five thousand (6,055,000) dollars.

In addition, the following improvements are now in progress or have been laid out and are immediately to be commenced upon, namely :

|   |                |
|---|----------------|
| Double tracking—Saugus branch.....  | \$180,000 00   |
| “       Dover to South Berwick...   | 100,000 00     |
| “       Ipswich to Salisbury.....   | 300,000 00     |
| “       Exeter to South Newmarket<br>Junction.....                                    | 150,000 00     |
| Lynn passenger station.....   | 50,000 00      |
| Land for same already purchased.....  | 50,000 00      |
| Land for same to be purchased—estimated....   | 50,000 00      |
| Malden passenger station.....   | 50,000 00      |
| Land for freight yard at Lynn, about thirty acres<br>of which has been purchased..... | 100,000 00     |
| New rolling stock contracted for.....   | 680,000 00     |
|   | \$1,710,000 00 |

And aside from the double tracking already authorized or under way, the executive officers of the road are satisfied that, as soon as practicable, they must double track thirty-five (35) additional miles on the western division, completing the double tracking of that division at a cost of about seven hundred thousand (700,000) dollars, and about sixty-four (64) miles on the eastern division, completing the double tracking of that division, at a cost of about one million, two hundred eighty thousand (1,280,000) dollars, making a total of one million, nine hundred eighty thousand (1,980,000) dollars.

The foregoing figures demonstrate that this additional stock requested is only for the legitimate purposes of meeting liabilities and making improvements, in which the public is as much interested as the railroad corporation; and we believe the bill is so drawn that the stock cannot be diverted from the uses which the legislature would justly approve.

It is no harm to state in this connection, that the people of Maine are interested in the success of this corporation in

various aspects. They hold eighty-one hundred forty-nine (8149) shares of its capital stock, distributing among more than three hundred fifty (350) persons and corporations residing in the State and having a present value of over one million, six hundred thousand (1,600,000) dollars,—probably a larger ownership than held by our citizens in any other corporation.

Boston & Maine Railroad, by

WILLIAM L. PUTNAM, *its Attorney.*

Portland, Maine, Jan. 16, 1891.





STATE OF MAINE.

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HOUSE OF REPRESENTATIVES. }  
January 29, 1891. }

Tabled by Mr. AYER of Oakland, pending acceptance of report and  
bill and communication ordered printed.

W. S. COTTON, *Clerk.*