

MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE,

A. D. 1859.



AUGUSTA:

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1859.

THIRTY-EIGHTH LEGISLATURE.

SENATE.]

[No. 28.

STATE OF MAINE.

IN SENATE, March 10, 1859.

ORDERED, That 350 copies of the accompanying Abstract, be printed for the use of the Legislature.

ATTEST:

JOSEPH B. HALL, *Secretary.*



ABSTRACT FROM THE RETURNS OF RA

Names of Roads.	Length of Road—Length of Single and Double Track.			Time when laid.	Weight of Rail per yard.	Capital Stock.		Whole cost of Road—Am		
	Length of Road in operation.	Length of Single Track.	Length of Double Track.			Capital Stock.	Am't called and paid in.	Whole cost of the Road.	Amount expended for the purchase of lands.	Amount expended for Grading.
	Main Road—Branches.	Main Road—Branches.	Main Road—Branches.							
Androscoggin,	32 miles.	32 miles.	None.	1852, 1857 and 1858.	50 lb.. mainly & some 56 lbs.	\$1,250,000	\$145,787 35	a 645,271 87	10,800 43	b 182,762
Androscoggin and Kennebec,	55 "	55 "	"	1848 and 1849.	65 lbs.	1,400,000	e 912,176 00	f 2,218,316 93	g 55,533 89	h 700,561
Atlantic and St. Lawrence, .	149 "	149 "	None except sidings—in all about 25 miles.	1848 to 1853.	63 "	4,000,000	2,494,900 00	m 7,077,379 22	Part of Road built at st	
Bangor, Oldtown and Milford,	12 " 2,664 ft.	12 " 2,664 ft.	None but turnouts.	q 1849.	36, 50 and 52 lbs.	r 135,000	s 135,000 00	t 623,262 75	u 59,530 81	v 189,956
Boston and Maine,	74 ²⁶ / ₁₀₀ " 8 ⁷³ / ₁₀₀ miles.	46 ⁴⁷ / ₁₀₀ " 7 ⁷⁵ / ₁₀₀ miles.	27 ⁷³ / ₁₀₀ miles. 1 ⁴ / ₁₀₀ miles.	Finished in 1847.	48, 56, 58 and 60 lbs.	E 4,155,700	F 4,076,974 52	3,846,433 85	G 815,262 29	H 882,067
Calais and Baring,	6 "	6 "	None except turnouts.	1850 and 1851.	56 lbs.	200,000	100,000 00	224,000 00	g 13,119 91	K 55,814
Penobscot and Kennebec, . . .	54 ⁷ / ₁₀₀ "	54 ⁷ / ₁₀₀ "	None except sidings.	1853, 1854, 1855 & 1857.	60 "	1,000,000	554,428 65	1,861,096 79	97,441 16	665,392
Machiasport,	7 ¹ / ₂ "	7 ¹ / ₂ "	None.	1841 and 1842.	"Flat Rail" and uncertain.	100,000	75,000 00	ab't 100,000 00	Uncertain; the acco	
Kennebec and Portland,	72 ¹ / ₂ "	72 ¹ / ₂ "	None except turnouts.	1848 to 1852.	65 lbs.	-	-	f 2,871,264 45	-	-
Portland, Saco and Portsmouth,	51 ¹ / ₂ "	51 ¹ / ₂ "	None except sidings.	1842 and 1843.	56 to 60 lbs.	1,500,000	-	1,359,973 27	86,894 16	437,701
Penobscot,	-	-	-	-	-	600,000	M 180,497 35	-	248,836 17	-
Portland and Oxford Central,	No Return.	-	-	-	-	-	-	-	-	-
Somerset and Kennebec,	37 miles.	37 miles.	None.	December, 1856.	60 lbs.	700,000	273,000 00	783,763 00	39,476 55	348,819
Great Falls and South Berwick,	No Return.	-	-	-	-	-	-	-	-	-
Lewey's Island,	16 ¹ / ₂ miles.	16 ¹ / ₂ miles.	¹ / ₂ mile.	1856.	56 lbs.	200,000	171,310 50	310,000 00	1,301 38	-

Abstract from the Returns of Railroad Co

Names of Roads.	Passengers and Rate of Fare.			Transportation of Passengers.			Depots, Engine Houses, &c.					Distance run and ra		
	No. of through Passengers.	No. of way Passengers.	Rates of Fare.	Amount received for transportation of Passengers.	Amount received for transportation of property.	Amount received for transportation of Mail and other sources.	No. of Depots.	No. of Engine Houses.	No. of Shops.	No. of Engines.	No. of Cars.	No. of miles run by Passenger Trains.	No. of miles run by Freight Trains.	No. of miles run by
Androscoggin,	6,140	6,125	about 4 ¹ / ₂ cts. per mile	\$10,877 24	\$19,079 97	\$1,000 00	10	2	1	4	25	2,080	1,040	
Androscoggin and Kennebec,	22,380	74,931	{ about 3 cts. per mile in summer, and 3 ¹ / ₂ in winter.	71,273 10	73,317 91	Other sources 1,928 96 Mail 6,285 70	12	2	1	9	138	38,186	35,000	Unk
Atlantic and St. Lawrence, . . .	in all 127,381.		n about 3 cts. per mile.	125,949 90 ¹ / ₂	379,961 66 ¹ / ₂	18,628 35	31	8	2	42	565	145,500	284,159	
Bangor, Oldtown and Milford,	32,265	10,615	C 40 cents through.	12,870 85	19,894 62	294 04	7	2	3	4	47	24,570	D	
Boston and Maine,	65,041	1,388,320	2 ⁴ / ₁₀₀ cents per mile.	446,216 53	302,737 70	22,659 17	36	7	4	30	579	341,548	164,678	
Calais and Baring,	No account kept.	No account kept.	3 cents per mile.	1,431 42	23,223 39	944 35	2	2	1	3	160	13,527 miles in all.		
Penobscot and Kennebec,	This road being leased to and run by the A. & K. Railroad Comp'y, these accounts are kept by that company.			Whole am't received for 12 mos. ending Dec. 1, 1858, under lease to A. & K. R. R. Co., \$58,804 14, being net am't from all sources of revenue.			10	2	-	4	103	Road operated under lease to A. of trains and rate of speed not		
Machiasport,	No fare is charged, persons wishing to ride, take their seats on the lumber or cars, on their own risk.			-	10,764 90	-	1	2	1	2	Lumber Cars 50	None.	Uncertain.	N
Kennebec and Portland,	18,796	85,426	about 3 cents per mile.	82,452 40	87,733 01	6,153 96	13	3	2	12	131	106,621	53,136	
Portland, Saco and Portsmouth,	101,870	96,139	1 ¹ / ₂ to 3 cents per mile.	142,937 93	47,597 53	8,365 44	14	3	1	11	120	76,000	40,000	
Penobscot,	-	-	-	-	-	-	-	-	-	-	-	-	-	
Portland and Oxford Central,	-	-	-	-	-	-	-	-	-	-	-	-	-	
Somerset and Kennebec,	Road run by K. and P. R. R. and returned by them.			Run by K. & P. Railroad.			7	2	None.	2	Freight 8	Returned by Kennebec and		
Great Falls and South Berwick,	-	-	-	-	-	-	-	-	-	-	-	-	-	
Lewey's Island,	1,987	2,507	25 to 62 ¹ / ₂ cents.	2,100 00	10,850 00	Nothing.	1	None.	None.	1	30	8,201	8,201	Gr

REFERENCES .

- a. Furniture included.
- b. Including sleepers or cross-ties.
- c. \$272,500 bonds—balance bills payable.
- d. Passengers and freight together.
- e. About \$390,000,00 converted into stock bonds, payable in stock.
- f. Including station buildings, machine shops, equipments, &c.
- g. And land damage.
- h. And masonry.
- i. And bridge masonry.
- j. Including sleepers and graveling.
- k. Except \$710,000 stock bonds with semi-annual cash coupons to be paid in from 4 to 7 years—On bonds of company, bills payable, orders, &c.
- l. And 163,000, property investments.
- m. And equipments.
- n. Except in division with connecting roads, being much less in these cases.
- o. In federal currency. Dividend of 3 per cent. on sterling shares paid by the Grand Trunk Railway Company, in London.
- p. The road and property being kept up by charge against the revenue.
- q. A previous track in 1836.
- r. Paid by present stockholders—\$300,000,000 by original stockholders.
- s. \$600,000,000 authorized.

- t. To present owners, \$244,726,15—Original owners, \$378,536,60
- u. By " " " 16,198,26 " " 43,332,55
- v. " " " 12,472,90 " " 177,484,04
- w. " " " 1,328,11 " " 14,230,64
- x. " " " 39,310,14 " " 16,531,42
- y. " " " 16,845,17 " " 18,998,95
- z. " " " 45,672,91 " " 23,793,58
- A. " " " 14,432,90 " " 30,799,58
- A. And engines.
- B. Due on freight at different offices.
- C. Way in proportion—discount of 2 cents when purchased at office for single tickets—package of tickets less.
- D. Freight and passenger, same train.
- E. Being 41,557 shares at \$100,00 each.
- F. Received for 41,557 shares.
- G. And fences.
- H. And agencies.
- I. And laying down.
- J. Including cash on deposit, notes, bonds, stock, &c., \$102,853,10, of which is in suspense account.
- K. Including road bed only.
- L. " " interest, and accounts, and profit, and loss.
- M. " " stock issued to contractors.
- N. Road kept up in perfect condition all the time.

ANDROSCOGGIN RAILROAD.

One person fell from train while running, by his own want of care, was killed on work train run by contractor.

ATLANTIC AND ST. LAWRENCE RAILROAD.

January 5, 1858.—Burtney Conley, an engine cleaner, was killed by engine reversed, but did not hold, and the man was crushed, his leg reversed. He refused to have his amputation and bled to death.

May 18, 1858.—John Lacey, laborer in wood-shed, at Machiasport, attempting to jump on the train while in motion, fell upon the track, had leg broken, rendering amputation necessary.

July 20, 1858.—Jacob H. Nichols, engine driver, was scalded on the leg—his engine being thrown from the track by the breaking of one of the truck wheels of the engine, and at the same time the engine was attached to the express company, was slightly injured on the car being thrown from the track.

October 7, 1858.—A colored boy, by the name of Bradley, was killed by jumping into a box car while in motion at the depot ground, fell upon the track and had his foot crushed, rendering amputation necessary.

RETURNS OF RAILROAD CORPORATIONS.

Paid Stock.	Whole cost of Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c.										Due from and to the Corporation.		
	Whole cost of the 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 & other Cars.	Amount expended for Station buildings, &c.	Amount and nature of indebtedness.	Amount due the Corporation.		
\$145,787 35	a 645,271 87	10,800 43	b 182,762 96	7,096 00	4,900 00	10,000 00	164,763 00	26,124 00	—	Bonds of the Company and bills payable. c \$511,500.	\$40,000 00		
e 912,176 00	f 2,218,316 93	g 55,533 89	h 700,561 22	36,244 86	189,368 09	—	J 495,749 59	82,964 84	—	k 1,109,330 92.	24,760 23		
2,494,900 00	m 7,077,379 22	Part of Road built at stipulated price per mile, consequently cannot be apportioned.								467,910 88	—	3,481,000 funded.	—
s 135,000 00	t 623,262 75	u 59,530 81	v 189,956 94	w 15,558 75	x 55,841 56	y 35,844 12	z 69,472 49	A 45,232 48	—	Notes and unsettled accounts, 40,576 18.	B 2,036 51		
F 4,076,974 52	3,846,433 85	G 815,262 29	H 882,067 40	I 272,382 94	371,468 55	—	J 984,523 89	K 373,752 00	520,722 78	Dividends, Con. Roads, Sinking Fund, Danvers Railroad and sundry bills, \$174,192 83	J 423,104 59		
100,000 00	224,000 00	g 13,119 91	K 55,814 81	1,468 72	8,051 05	3,558 22	31,107 73	30,044 72	—	\$121,037. Bonds due in 1864 and bills payable.	1,500 00		
554,428 65	1,861,096 79	97,441 16	665,392 59	L 293,940 98	78,853 50	114,855 66	367,895 70	104,019 21	60,683 79	City of Bangor and Company bonds, \$1,331,729 40, bills payable.	25,061 26		
75,000 00	ab't 100,000 00	Uncertain; the accounts as kept, do not show the separate charges distinctly.								—	—	About \$500 for services not called for.	about 1,000 00
—	f 2,871,264 45	—	—	—	—	—	—	—	—	—	—		
—	1,359,973 27	86,894 16	437,701 32	48,730 46	93,830 83	61,048 18	364,975 80	95,548 62	171,253 90	Notes payable and dividend, 2,177 22, deducting cash.	1 32,000 00		
M 180,497 35	—	248,836 17	—	—	—	—	79,576 56	—	—	Bills payable, bonds and individual accounts, \$143,678 19.	Unsettled assets only.		
—	—	—	—	—	—	—	—	—	—	—	—		
273,000 00	783,763 00	39,476 55	348,819 63	19,409 19	97,103 22	6,447 00	158,791 40	7,000 00	—	\$538,500. Bonds and floating debt.	15,400 00		
—	—	—	—	—	—	—	—	—	—	—	—		
171,310 50	310,000 00	1,301 38	Built by contract.				89,161 04	16,081 00	—	\$210,000. Mortgage bonds.	—		

Returns of Railroad Corporations, (Continued.)

No. of Engines.	No. of Cars.	Distance run and rate of speed.				Stockholders.		Dividends.		Depreciation of Road.		Persons injured, &c., &c.			
		No. of miles run by Passenger Trains.	No. of miles run by Freight Trains.	No. 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.	No. 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.	
4	25	2,080	1,040	d 18,881	ab't 15 mls. pr. hr.	438	422	None.	—	—	—	1	Employed.	None.	
9	138	38,186	35,000	Unknown.	{ 25 mls. pr. hour for passenger, & 12 for freight.	944	830	None.	—	N	—	None.	—	None.	
42	565	145,500	284,159	208,765	17 miles.	1,893	1,786	o 36,873 00 33,603 00	In Jan. and July, 1858.	p Nothing.	p Nothing.	—	—	—	
4	47	24,570	D	867	ab't 20 mls. pr. hr.	15	6	None.	—	—	—	None.	—	—	
30	579	341,548	164,678	10,861	{ Express 34 mls. Accom. 23 " Freight 12 "	3,354	111	one of 124,671 00 one of 145,449 00	July 1, 1858. January 1, 1859.	—	9,755 00	5	3 were passengers.	Not any.	
3	160	13,527 miles in all.				15 miles per hour.	61	18	3 per cent.	Dec. 30, 1858.	Provided for by repairs.	—	1	Employed.	None.
4	103	Road operated under lease to A. & K. R. R. Co. Mileage of trains and rate of speed not returned to this office.				723	642	—	—	—	—	1	—	—	
2	Lumber Cars 50	None.	Uncertain.	None.	10 miles per hour.	4	1	\$3 per share.	January 1, 1859.	{ Nothing, when the road is used men are kept constantly repairing.	—	None the	past year of cons	equence.	
12	131	106,621	53,136	8,483	20 " " "	1,153	112	None.	—	—	—	—	—	—	
11	120	76,000	40,000	13,422	12 to 25 " " "	1,197	about 75	45,000 each.	June & Dec., 1858.	10,000 00	—	None.	—	—	
—	—	—	—	—	—	273	238	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2	Freight 8	Returned by Kennebec and Portland Railroad.				456	—	None.	—	Nothing.	Nothing.	None.	—	None	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
1	30	8,201	8,201	Gravel 532	12 per hour.	126	85	Nothing.	—	Nothing.	Nothing.	None.	—	No.	

ACCIDENTS.

ANDROSCOGGIN RAILROAD.
 person fell from train while running, by his own want of care, and killed on work train run by contractor.

ATLANTIC AND ST. LAWRENCE RAILROAD.
 May 5, 1858.—Burtney Conley, an engine cleaner, at Northumberland, got upon the front part of an engine used on wood train, unbalanced to the driver. The engine was started for the purpose of attaching the train. When at a proper distance the steam was shut off and reversed, but did not hold, and the man was crushed, breaking his leg. He refused to have his leg amputated and bled to death.

July 18, 1858.—John Lacey, laborer in wood-shed, at Bethel, in attempting to jump on the train while in motion, fell upon track and leg broken, rendering amputation necessary.

July 20, 1858.—Jacob H. Nichols, engine driver, was scalded slightly by steam—his engine being thrown from the track by the breaking of the truck wheels of the engine, and at the same time Mr. Scamman, attached to the express company, was slightly injured on the head, and being thrown from the track.

October 7, 1858.—A colored boy, by the name of Bradley, in attempting to jump into a box car while in motion at the depot grounds, Portland, fell upon the track and had his foot crushed, rendering amputation necessary.

October 22, 1858.—A Mr. Chase, while walking on the track between Northumberland and Stratford Hollow, was run over by a gravel train and instantly killed. The whistle was sounded and brakes applied, but without effect. He was about 80 years of age, and almost an idiot.

November 6, 1858.—David C. Haseltine, engine driver, while running a special freight train in the night time, was killed by jumping or being thrown from the engine. The engine was thrown from the track by a slide of earth on the rail during the night, and after the passage of the previous train.

BOSTON AND MAINE.

Four were injured by attempting to get on or off the cars while they were in motion, and one by walking on the track. They were not persons employed by the road. Three were passengers and two were neither passengers nor employees.

CALAIS AND BERING RAILROAD.

One.—Engine passed over foot and badly bruised the body, November 12, 1858. Slipped from the brake car in shackling into the tender. Engineer of the train. Is recovering.

PENOBSCOT AND KENNEBEC.

October 19, 1858.—Archford Leenan, while walking upon the track near the station at Bangor, in the evening, was run over by the passenger train and instantly killed.

REMARKS.

BANGOR, OLDTOWN AND MILFORD. The foregoing returns give the cost, capital, stock, &c., of the present company which organized under the act of 1847, and also the cost, capital, &c., &c., of the previous company. The expenditures, when taken together, show the actual cost of the road.

BOSTON AND MAINE. This road operates the Danvers railroad, and the earnings of that road, and the miles run, are included in the foregoing.

MACHIASPORT RAILROAD. This railroad was built and is used exclusively for the transportation of lumber from the mills at Whitneyville to the wharves at Machiasport, and is owned by the proprietors of the mills.

PENOBSCOT RAILROAD. This return contains only such accounts as have been entered on the treasurer's books, and does not give the two figures for the construction, account and indebtedness.