

MAINE STATE LEGISLATURE

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THE LEGISLATURE

OF THE

STATE OF MAINE.

1863.

AUGUSTA:
STEVENS & SAYWARD, PRINTERS TO THE STATE.
1863.

FORTY-SECOND LEGISLATURE.

SENATE.

No. 16.

AUGUSTA, March 17, 1863.

To the President of the Senate and

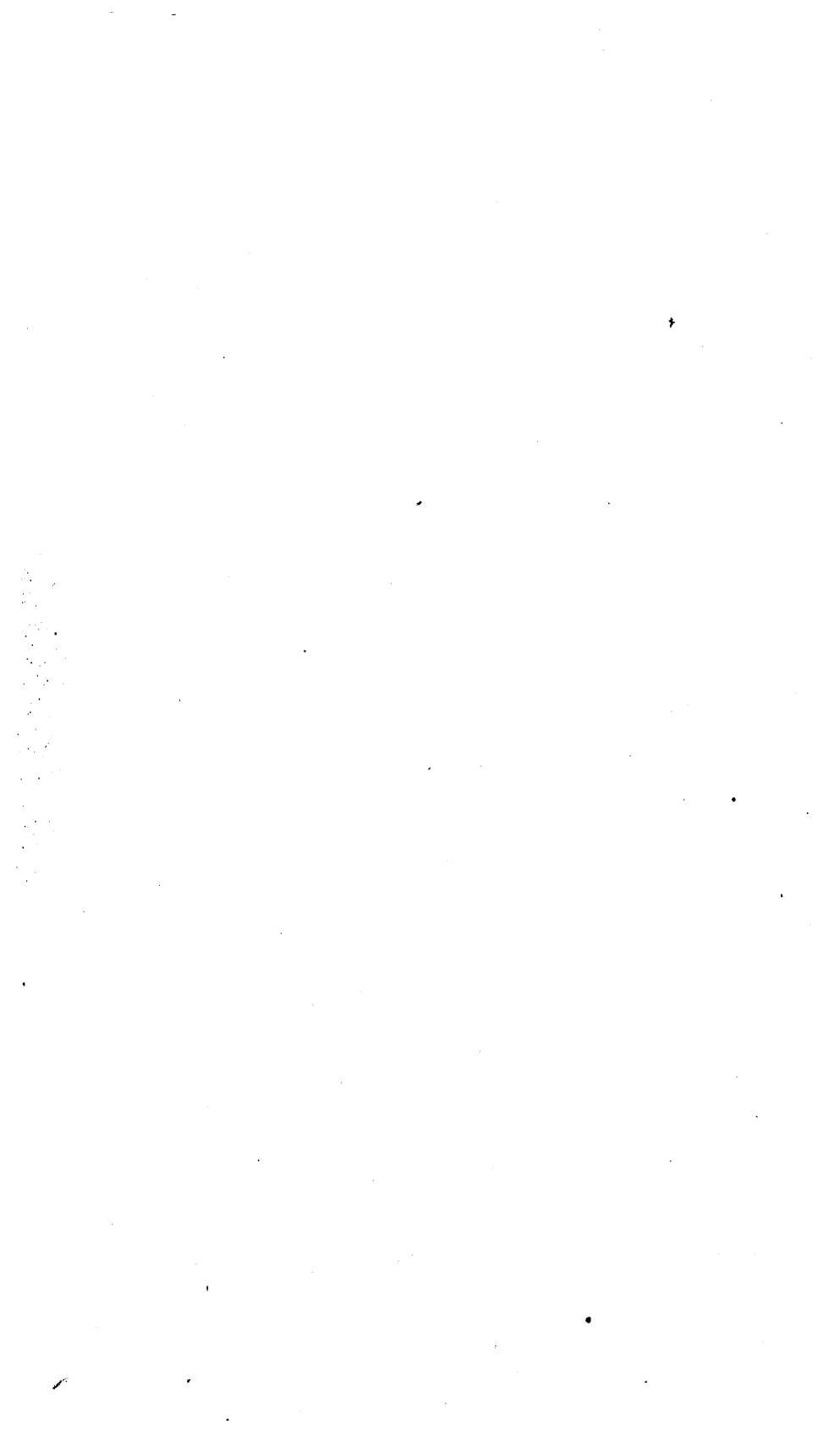
Speaker of the House of Representatives :

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 being all such returns as have been received at this office prior to this date.

Very respectfully,

Your obedient servant,

JOSEPH B. HALL, *Secretary of State.*



ABSTRACT FROM THE RETURNS OF

NAMES OF ROADS.	Length of Road—Length of Single and Double Tracks.				Time when laid.	Weight of Rail per yard.	Capital Stock.		Whole cost	
	Length of Road in operation.	Length of Single Track.	Length of Double Track.	Capital Stock.			Amount called and paid in.	Whole cost of the Road.	Amount expended the purchase of land.	
	Main Road—Branches.	Main Road—Branches.	Main Road—Branches.							
Androscoggin, (No return.)										
Atlantic and St. Lawrence,	149 miles.	149 miles.	28 miles.	1848 to 1853.	63 pounds.	\$4,000,000	\$2,494,900 00	\$7,654,098 48	Two-thi	
Bangor, Oldtown and Milford,	12½ "	12½ "	None but turnouts.	1849.	36, 50, 52 pounds.	600,000	135,000 00	247,412 06	\$16,19	
Boston and Maine,	83 5-100 miles.	54 22-100 miles.	28 83-100 miles.	1847.	48, 56, 58, 60 pounds.	4,155,700	4,076,974 52	3,880,349 64	847,17	
Calais and Baring,	6 miles.	6 miles.	None.	1850 and 1851.	56 pounds.	200,000	100,000 00	224,000 00	13,11	
Great Falls and South Berwick,	6 "	6 "	None.	1854.	52 pounds.	100,000	95,060 00	172,232 39	23,82	
Kennebec and Portland, . . .	72 "	72 "	None but turnouts.	1848 to 1852.	56 and 60 pounds.	-	-	2,871,264 45	-	
Lewey's Island,	16½ "	16½ "	One-half mile.	1856.	56 pounds.	200,000	171,300 00	310,000 00	1,30	
Machiasport,	7½ "	7½ "	None.	1842 and 1843.	Uncertain.	100,000	ALL.	100,000 00	-	
Maine Central,	110 "	110 "	None but turnouts.	1848, '49, '53, '54, '55.	60 to 63 pounds.	2,400,000	1,469,539 00	4,084,956 05	153,57	
Penobscot, (No return.) . . .										
Portland, Saco and Portsmouth,	53½ miles.	53½ miles.	Sidings only.	1842 and 1843.	56 to 60 pounds.	1,500,000	1,500,000 00	1,360,183 97	87,10	
Somerset and Kennebec, . . .	37 "	37 "	None.	December, 1856.	60 pounds.	700,000	273,600 00	927,444 90	39,47	
York & Cumberland, (No return.)										

Abstract from the Returns of Railroads

NAMES OF ROADS.	Passengers and Rate of Fare.			Transportation of Passengers.			Depots, Engine Houses, &c.					Distances	
	No. of through Passengers.	No. 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.	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.
Androscoggin, (No return.)													
Atlantic and St. Lawrence,	-	-	a 3 cts. per mile.	-	-	-	31	8	2	44	560	131,470	43
Bangor, Oldtown and Milford,	30,748	10,271	c	12,081 14	12,684 98	188 63	7	2	3	4	51	23,450	pas. &
Boston and Maine,	74,437	1,656,760	abt. 2½ cts. per mile.	526,804 87	285,423 70	37,313 88	36	7	4	34	640	426,462	17
Calais and Baring,	No account kept.	No account kept.	3 cts. per mile.	1,016 69	18,911 88	760 12	2	2	1	4	150	10,149	passen
Great Falls and South Berwick,	110,741	-	5 cts. per mile.	2,148 20	5,315 17	170 00	3	m	-	-	n	7,620	passen
Kennebec and Portland, . . .	26,596	100,169	abt. 3½ cts. per mile.	103,061 39	85,373 44	50,540 33	13	3	2	12	131	94,135	7
Lewey's Island,	3,534	403	3 cts. per mile.	1,730 08	8,509 15	350 00	1	1	-	1	32	10,402	in all.
Machiasport,	p	-	-	-	-	-	2	1	1	2	25 sets.	uncertain.	uncer
Maine Central,	18,260	82,054	abt. 3¼ cts. per mile.	169,413 39	117,437 13	13,750 00	23	5	1	13	256	76,000	8
Penobscot, (No return.) . . .													
Portland, Saco and Portsmouth,	119,052	97,503	1 to 3 cts. per mile.	168,688 03	68,599 30	10,930 98	14	3	1	9	100	109,876	4
Somerset and Kennebec,	Run by Kennebec and Portland Railroad.			-	-	unsettled.	8	2	1	2	8	-	1
York & Cumberland, (No return.)													

REFERENCES

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| <p>a. Except in division with connecting roads, being much less in these cases.</p> <p>b. June 4th, 1862.—N. S. Grant, Engine Driver, was knocked off his engine by the guy rods of the draw on Back Cove Bridge; he heard some rattling under his engine, and while looking after it the rod struck him on the head and he was thrown into the water; not seriously injured.</p> <p>July 10th, 1862.—Mrs. Hoyt, about 80 years of age, in getting off train at Yarmouth, after the train had started, slipped on the platform which was wet and slippery. Her hip was broken. She was travelling without an attendant. The train stopped the usual time at the station.</p> <p>July 14th, 1862.—Miles McShea, Switchman, fell on lumber train on Commercial street, lost his balance, while on the track, and was so badly crushed that he died in about six hours.</p> | <p>Sept. 10th, 1862.—Charles Hezeltine, Firemen, in passing from the rear of a freight train to his engine was struck on the head by the overhead bridge on summit of Gloucester grade. Not seriously injured.</p> <p>c. Forty cents through; way in proportion.</p> <p>d. And buildings.</p> <p>e. And masonry.</p> <p>f. Including \$186,300 for locomotives.</p> <p>g. Including cash in bank, bonds, stock, &c., \$300,000 from Newburyport Railroad.</p> <p>h. July 8th, 1862.—M. J. Billevue, six years of age, was found dead at Oak Grove Station, having been struck by a train.</p> <p>Sept. 12th, 1862.—William McCoy, sixteen years of age, was struck by an engine between Somerville and Charlestown, causing death the following day.</p> | <p>Sept. 15th, 1862.—Gilbert Blanchard Harlow, foot crossing the track at Medford caught his foot and crossing plank. He was run over by the train and instantly killed.</p> <p>Oct. 20th, 1862.—William Adams, an employe against a bridge at Bradford, causing death so.</p> <p>Oct. 31st, 1862. Timothy Canty, an employe, freight train while backing, and instantly killed.</p> <p>Nov. 12th, 1862.—James Donovan, in attempting in motion at Melrose, fell and was run over, after.</p> <p>Nov. 21st, 1862.—The 6.15 A. M. Reading Passenger train, Charles River Draw, and the following passenger: Charles E. Richardson, brakeman; Richard T. J. E. Holt, passenger; Henry C. Taylor, passenger; John Rafferty, passenger; William</p> |
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NS OF RAILROAD CORPORATIONS.

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 and other cars.	Amount expended for station buildings, &c.	Amount and nature of indebtedness.	Amount due the Corporation.	
\$7,654,098 48	Two-thirds	of the road	was built at a	stipulated price	per mile;	{ cannot be } apportioned.	\$472,336 43	-	\$3,472,000 funded.	-	
247,412 06	\$16,198 96	\$12,472 90	\$2,378 11	\$39,311 14	\$16,845 17	\$45,672 91	14,432 90	nothing.	\$36,773.89 notes payable and unsettled accounts.	\$1,814 28	
3,880,349 64	847,178 08	884,067 40	272,388 94	371,468 55	-	984,523 89	397,836 71	\$520,722 78	\$119,053.32 unpaid dividends, connecting railroads, U. S. taxes and sundry small bills for ties, &c., &c.	\$ 572,095 36	
224,000 00	13,119 91	55,814 81	1,468 72	8,051 05	3,558 22	31,107 73	30,044 72	-	\$116,042.92 bonds and bills payable.	2,417 66	
172,232 39	23,821 47	-	-	-	-	-	-	1,700 59	\$134,492.08 funded and floating.	4,940 00	
2,871,264 45	-	-	-	-	-	-	-	-	-	-	
310,000 00	1,300 00	Built by contract and no	account of	[branches.	different	8,161 00	16,081 00	-	\$210,000 bonds 1st and 2d mortgage.	-	
100,000 00	-	-	-	-	-	-	-	-	About \$2,000 for labor and services; not called for \$200.	-	
4,084,956 05	153,575 17	1,470,809 47	334,943 89	168,231 59	-	863,645 29	186,984 05	-	Bonds of Company, bills payable, orders, &c., \$2,336,595.19—except \$710,000 stock bonds, with semi-annual cash coupons to be paid in stock in from 6 mos. to 3½ years; also \$156,600 K. & P. R. R. Co., 3d mort. bonds, 40 per ct. of which is to be paid in bonds and 60 per cent. in stock of Maine Central R. R. Company.	33,876 24	
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	\$550,300 bonds and floating debt.	net, 3,000 00	
927,444 90	39,476 55	348,819 63	19,409 19	97,103 00	6,447 00	315,060 16	7,000 00	-	-	-	

Railroad Corporations, (Continued.)

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.
560	131,470	439,683	230,113	18 miles pr. hour.	1,249	1,064	-	-	-	-	b	b	b
51	23,450	pas. & ft. trs.	1,620	18 " "	8	7	-	-	-	-	-	-	-
640	426,462	171,610	21,695	20 " "	3,306	150	i 124,671 } 166,228 }	July 1st and } Jan'y 1st. }	-	\$11,676 00	k 13	-	-
150	10,149	passenger & fr't trains.	15 " "	15 " "	60	23	None.	-	None.	-	j 1	-	-
n	7,620	passenger & fr't trains.	20 " "	20 " "	100	52	-	-	-	-	-	-	-
131	94,135	73,486	1,633	21 " "	1,182	160	-	-	-	-	l	-	-
32	10,402	in all.	12 " "	12 " "	Road	is in	hands of trustees	2d mortg. bonds.	-	-	-	-	-
sets.	uncertain.	uncertain.	uncertain.	10 " "	4	1	q \$1 per share.	Dec. 5, 1862.	r	-	None.	None.	None.
256	76,000	80,000	19,000	23 " "	1,421	1,106	-	-	-	-	-	-	-
100	109,876	40,000	3,000	12 to 25 ms. pr. h.	abt. 1,300	abt. 100	\$45,000.	June and Dec.	\$10,000.	-	None.	None.	None.
8	-	11,587	-	20 miles per hour.	464	unknown	None.	Never.	-	-	-	-	-

REFERENCES.

Hilbert Blanchard Harlow, nine years of age, in at Medford caught his foot between the rail ak. He was run over by the Medford train and

William Adams, an employee, struck his head at Bradford, causing death soon after.

Moody Canty, an employee, was run over by a le backing, and instantly killed.

James Donovan, in attempting to get off a train rose, fell and was run over, causing death soon

The 6.15 A. M. Reading Passenger Train run into raw, and the following passengers were killed: rdson, brakeman; Richard T. Hiatt, passenger; nger; Henry C. Taylor, passenger; R. H. Dyer, Rafferty, passenger; William Fitzzyer, passenger.

- i. Included in the foregoing are the earnings of the Danvers Railroad and the Newburyport Railroad, both of which have been by authority of law leased to this road.
- j. One woman killed by standing too near the track when the train was passing; was struck by an empty car.
- k. The road was built under contract mainly, and it is impossible to ascertain and give definite answers to the several questions in this class. The whole cost of the road as now appears by the books of the corporation, by adding these several amounts, is \$172,232.39.
- l. And way.
- m. Run by the Great Falls and Conway Railroad.
- n. No cars or engines.
- o. This amount includes purchase of lands, grading, engineering, bridging, masonry, iron, passenger and other cars.

- p. This road being for the transportation of lumber, from the mills at Whitneyville to Machiasport, there are no passenger cars. Persons wishing to ride take a seat on the lumber free of charge at their own risk. Gross earnings in 1862 was \$6,695.39, being all for transportation of lumber except a few goods. It being a dry season for sawing a small amount of lumber was manufactured.
- q. In 1860, \$3 per share; 1861, \$2 per share; 1862, \$1 per share.
- r. Nothing; the greater part of the track being of wood a crew is kept on the road making continual repairs about eight months in the year while the cars are running. A large wharf for the piling of lumber has been built the past season at Machiasport.
- s. About \$390,000 converted into stock bonds payable in stock.
- t. Including station building, machine shops, equipments, &c.
- u. And land damages.
- v. And masonry.
- w. Sleepers and gravelling.

STATE OF MAINE.

IN SENATE, March 17, 1863.

Laid before the Legislature by Hon. JOSEPH B. HALL, Secretary of State, and on motion of Mr. WOODS, laid on the table and 350 copies ordered to be printed for the use of the Legislature.

EZRA C. BRETT, *Secretary.*