

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

Public Documents of Maine:

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEAR

1874.

VOLUME I.

AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1874.

NAME OF RAILROAD.	Number of Through Passengers.	Number of Way Passengers.	Rate of Fare.	TRANSPORTATION OF PASSENGERS.			DEPOTS, ENGINE HOUSES, &c.					DISTANCE			
				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	No	Return.													
Atlantic and St. Lawrence.....	37,104	120,116	Abt. 1 637-1000 cts. per mile	\$255,988 60	\$934,963 47	\$56,291 77	33	6	12	46	560	180,624	671,443		
Bangor and Piscataquis.....	No	Return.													
Belfast and Moosehead Lake.....							5	1	None.	None.	None.				
Boston and Maine.....	84,079	4,934,579	2 65-100 cets per mile	1,328,052 99	801,486 71	184,344 68	79	11	4	69	149	936,627	441,992		
Dexter and Newport.....	No	Return.													
European and North American...	No	Return.													
Knox and Lincoln.....	36,788	55,007		98,292 97		Not settled.	9	2	3	6	69	64,024	32,507		
Leeds and Farmington.....	No	Return.													
Machiasport.....							2	1	1	2	} 25 sets or 50 single. 1,456		Unknown.		
Maine Central	147,013	572,747	3 3-10 cts. per mile.	916,198 42	1,010,735 89	138,294 51	76	19	21	61		580,593	428,115		
Portland (Horse).....	827,478		2 cents per mile.	46,264 79			1	None.	1			182,316			
Portland and Kennebec	No	Return.													
Portland and Oxford Central	No	Return.													
Portland and Ogdensburg	No	Return.													
Portland and Rochester		{ Number or passen- gers, 142,864. }	3 cents per mile.	56,867 69	80,111 57	5,591 63	15	3	1	6	154	75,010	48,979		
Portland, Saco and Portsmouth ..	No	Return.													
Portland, Great Falls and Conway	No	Return.													
Somerset and Kennebec	No	Return.													
St. Croix and Penobscot.....	None.	29,471	Abt. 3½ cts per mile.	6,873 14	61,385 72	2,692 96	4	2	1	5	238				

ACCIDENTS.

ATLANTIC AND ST. LAWRENCE RAILROAD.

One employee coupling cars, fingers jammed.
 One employee, one rib broken; caused by jack block falling on him.
 Six employees slightly injured; collision between freight and tie trains, caused by telegraph line not working from atmospheric causes.
 One not employee, run over while crawling between cars; legs amputated; died in about five hours after.
 One employee legs badly bruised; cause, falling between cars.
 One employee run over and legs cut off; doing well.
 One not employee, killed attempting to get on train while in motion; supposed to be intoxicated.
 One employee, right hand crushed attempting to couple cars.

BOSTON AND MAINE RAILROAD.

Two passengers killed getting on and one getting off train while in motion.
 One passenger injured getting on and one getting off train while in motion.
 Nine persons killed and six injured walking on track.

MAINE CENTRAL RAILROAD.

One person carelessly walking on track, injured not dangerously.
 One old man of 80 walking on track; died from injuries soon after; accident.
 One person struck by train while walking on track; not seriously injured.
 One person attempting to cross track in front of engine in Portland was killed.
 One person found injured by side of track; died next day; jury reported death by falling from train.
 Two employees injured by coming in contact with overhead bridge near Monmouth and one at West Waterville.

PORTLAND HORSE-RAILROAD.

One occurred by the pole of the horse-car coming in contact with a carriage, overturning the same, damaging one of the occupants to the amount of \$100.
 The other occurred by a passenger falling from a car; injury slight.

REFERENCES.

- Two-thirds of the road was built by contract at a specified sum per mile, and the
- Built by contract, \$25,900 per mile, including everything but rolling stock.
- Included in cost of road.
- These items are unknown, as books were destroyed by fire in 1866.
- These items are for the first six miles from Calais to Baring; rest unknown, as

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 State.	Amount of each Dividend.	When made.	Amount charged for depreciation of Road.	Amount charged for depreciation of other Property.	Number of Persons injured.	The persons injured, whether passengers or persons employed.	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	180,624	671,443	31,375	{ 25 miles, passenger ; 12 do freight. }	269	127	2 of 3 per ct. each	{ 1st July, } { 1st Jan'y }	Nothing.	Nothing.	13	{ 11 employees ; 2 } { not employed. }	No carelessness or neglect.
None.	.....	.....	.....	.....	About 300	All but 10 or 12	None.	Never.	.....	.....	.....	.....	.....
149	936,627	441,992	99,775	{ Express trains thirty } { miles per hour ; ac- } { com'd'n 24 ; frg't 12 }	3,987	182	{ \$280,000 } { 280,000 }	{ May 15 '73, 4 } { per ct. ; Dec. } { 15 '73, 4 per ct }	Nothing.	Nothing.	20	{ 5 passengers ; 15 } { neither. }	None.
69	64,024	32,507	5,033	{ 22 miles, passenger ; } { 15 do freight. }	245	245	.....	.....	.....	.....	.....	.....	.....
{ 25 sets } or 50 { single. } 1,456	.....	Unknown.	.....	{ About 10 miles per } { hour. } { Passenger 25 miles, } { freight 15 per hour. }	7	4	{ None made } { last year. }	{ None the last } { five years. }	Nothing.	Nothing.	None.	None.	None at all.
.....	580,593	428,115	269,508	.....	674	534	None.	.....	.....	.....	7	{ No passengers ; 2 } { employees ; five } { other persons. }	None.
.....	182,316	.....	.....	5 miles per hour.	116	104	5 per cent.	1873.	.....	.....	2	{ One passenger ; 1 } { outsider. }	None.
154	75,010	48,979	10,119	20 miles per hour.	162	153	None.	None.	Nothing.	.....	None.	.....	.....
238	.....	.....	.....	15 miles per hour.	64	24	3,000	Jan, 26, 1874.	Kept good	by repairs.	None.	None.	None.

REFERENCES.

act at a specified sum per mile, and these items cannot be answered specifically.
ding everything but rolling stock.

destroyed by fire in 1866.

Calais to Baring; rest unknown, as road was built by contract.

REMARKS.

ATLANTIC AND ST. LAWRENCE RAILROAD.—This road is under lease to the Grand Trunk Railway Company of Canada, and extends from Portland, Me., to Island Pond, Vt. The statistics given are for the whole length of the road, the accounts being so kept by the lessees as not to show the particulars for that part of the road running through the State of Maine.

BELFAST AND MOOSEHEAD LAKE RAILROAD.—This road is leased and operated by Maine Central Railroad Company for 50 years from May 10, 1871, at \$36,000 per year.

BOSTON AND MAINE RAILROAD.—This report of the Boston and Maine Railroad Company is made for the 189 miles operated by said Company, 46½ miles of which is in the State of Maine, the balance in the States of New Hampshire and Massachusetts.

DEXTER AND NEWPORT RAILROAD.—This road is leased by the Maine Central Railroad Company, and is included in the returns of that Company. The Maine Central Railroad Company furnishes the rolling stock.

KNOX AND LINCOLN RAILROAD.—Not having received reports for the month of December from all connections, the amounts received for freights, mails, &c., not given.

MACHIASPORT RAILROAD.—This road is owned by private parties, and used only for the purpose of transporting their manufactured lumber from the saw mills at Whitneyville to Machiasport. There are no passenger cars, but persons who wish to ride take a seat on the cars or lumber free of charge and at their own risk.

MAINE CENTRAL.—Embracing and operating the Portland and Kennebec, Somerset and Kennebec, Androscoggin, Leeds and Farmington, Newport and Dexter, and Belfast and Moosehead Lake Railroads.