MAINE STATE LEGISLATURE

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Public Documents of Maine:

BRING THE

ANNUAL REPORTS

OF THE VARIOUS

PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEAR

1874.

VOLUME I.

A U G U S T A:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1874.

Abstract from the Returns of the several Railroad Co

SECRETARY OF STATE in conformity to the provisions of chapte

		LENGTH OF R	oad—Length of Sin	CAPITA	AL STOCK.	WHOLE COST OF ROAD-AMOUNT				
NAME OF RAILROAD.	Length of Road Length of Single in Operation. Track.		Length of Double	,	Weight of Rail per	Capital	Amount called	Whole cost of	Amount expended for	Amo
	Main Road— Branches.	Main Road— Branches.	Main Road— Branches.	Time when laid.	Yard.	Stock.	and paid in.	Road.	the purchase of lands.	expend gradi
Androscoggin	No	Return.					A STATE OF THE STA			
Atlantic and St. Lawrence	149 miles.	149 miles.	None except branches; about	1848 to 1853.	65 pounds.	\$5,000,000	\$5,000,000	\$7,654,089 48	u ·	n
Bangor and Piscataquis	No	Return.	(24 miles in all.)							
Belfast and Moosehead Lake	33 miles.	33 miles.	None,	1870.	56 pounds.	950,000	Abt. 725,000	25,900 per mile	. В	b
Boston and Maine	189 miles.	224 miles.	. 37 miles.	Opened to S. Berwick, 1843.	48, 56, 58 and 60 lbs.	7,000,000	6,921,274 52	Inc. equipment 10,263,622 56	\$2,327,811 74	Inc. Ma \$2,608,
Dexter and Newport	No	Return.						The state of the s		
European and North American	No	Return.		**						
Knox and Lincoln	49 miles.	49 miles.	****	1870 to 1872.	56 pounds.	2,000,000	363,000	Not completed	116,500	1,61
Leeds and Farmington	No	Return.								
Machiasport	7å miles.	7≩ miles.	None.	1842-3.	{ Uncertain; flat bar } on wooden track. }	Original, 100,000	All.	100,000	c .	c
Maine Central	357 miles.	357 miles.	None except Sidings.	1848 to 1873.	56 to 60 pounds.	5,000,000	3,595,500	12,034,836 26		
Portland (Horse)	64 miles.	6§ miles.	å mile.	1863-4.	33, 38 and 40 pounds.	157,300	157,300	175,000	20,000	
Portland and Kennebec	No .	Return.								
Portland and Oxford Central	No	Return.		•		-				
Portland and Ogdensburg	No	Return.								
Portland and Rochester	52 miles.	52 miles.	None.	1870, '71 and '72.	56 pounds.	636,111 86	636,111 86	Not known.		
Portland, Saco and Portsmouth	No	Return.								
Portland, Great Falls and Conway	No	Return.								
Somerset and Kennebec	No .	Return.	F							
St. Croix and Penobscot	21 miles.	21 miles.	[outs. None except turn-	1850, '51, '55 and '56.	56 pounds.	2,000,000	100,000	e 569,000	e 13,119 91	e 55,

CONTINUE

	Passei	NGERS AND RATES OF	FARE.	Transportation of Passengers.				DEPOTS, ENGINE HOUSES, &c.					DISTANCE RUN		
NAME OF RAILROAD.	Number of Through Passengers.	Number of Way Passengers.	Rate of Fare.	Amount received for transportation of Passengers.	transportation	Amount received for transportation of Mails and other sources.	ğ	Number of Engine Houses.	Number of Shops,	Number of Engines.	Number of Cars.	Number of miles run by Paesenger Trains.	Number of miles run by Freight mains.		
Androscoggin	No	Return.	Abt.							-					

ailroad Corporations in Maine, for 1873, made to the

e provisions of chapter 51, section 30, of the Revised Statutes.

GEORGE G. STACY, Secretary of State.

Whole	Cost of Road-	-Amount Expen	EDED FOR L	ands, Grad	DUE FROM AND TO THE CORPORATION.					
hole cost of Road.	Amount expended for the purchase of lands.	Amount expended for grading.	Amount expended for engi- neering.	Amount expended for bridging.	Amount (expended for masonry.	Amount expended for iron.	Amount expended for passenger and other cars.	-	Amount and Nature of Indebtedness.	Amount due the Corporation.
,654,089 4 8	a.	а	d	a	a	a	G	a	Funded, \$3,484,000.	Nothing.
,900 per mile. 5. equipment, 1,263,622 56	\$2,327,811 74	b Inc. Masonry, \$2,608,264 56	b 442,815 66	b 832,899 58	b Included in grading.	b 1,715,102 23	b \$805,875 03 and locomo- tives, 531,091 60		About \$100,000 for land damages and labor. { Wages and balances due connecting railroads, notes payable, } uncalled for dividends, \$2,165,280.48.	About \$60,000. \$1,114,137.98.
ot completed.	116,500	1,612,200	45,500	273,500	134,600	330,000	125,000	44,600	City and town bonds, \$2,395,000.	
100,000 2,034,836 26 175,000	c 20,000	c	c	Č	c	c	23,000	c	About \$1,000 Bonds, \$7,669,890.27; stock, 3,634,520; notes payable, 931,640.22. Ordinary business accounts, \$944	About \$1,000. About \$900.
Vot known.				to the second se					\$700,000 mortgage to secure city of Portland for loan of same amount of bonds; 350,000 first mortgage R. R. bonds equal lien; 450,000 second mortgage R. R. bonds exchanged with city of Portland for like amount of bonds.	
569,000	e 13,119 91	e 55,814-81	c 1,468 72	e 8,051 08	e 3,558 22	e 31,107 73	e 30,044 72		\$227,700 funded; 7,000 floating.	Sundry acets. \$6,177.01 bills rec'vable 4,638.23

STINUED.

de.	DISTANCE RUN AND RATE OF SPEED.			iolders.	Divid	ENDS.	DEPRECIATIO	N OF ROAD.	Persons Injured, &c., &c.			
Number of Cars.	Number of miles run by Paesenger 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 Stockhold- ers who reside in the State.	Amount of each Dividend.	When made,	Amount charged for depreciation of Road.	Amount charged for depreciation of other Property.	injured.		Whether any accident has arisen from careless- ness or neglect of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.	

	Passi	ENGRES AND RATES OF	Transportation of Passengers.				DEPOTS, ENGINE HOUSES, &c.					DISTANCE B		
NAME OF RAILROAD.	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 Bepots.	Number of Engine Houses,	Number of Shops.	Number of Engines,	Number of Cars.	Number of miles ran by Paesenger Trains.	Number of miles run by Freight brains.	
Androscoggin	No	Return.												
Atlantic and St. Lawrence	37,104	120,116	Abt. 1 637-1000 cts.per mile	\$255,988 60	\$934,963 47	\$56,294 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.			A AND PARTY OF THE						on and the state of the state o		!	
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.				-					. 07			
Machiasport		***************************************		***********			2	1	1	2	\ \begin{cases} 25 \text{ sets} \\ \text{or 50} \\ \text{sets} \end{cases}	••••	Unknown.	
Maine Central	147,013	572,747	33-10 cts. per mile.	916,198 42	1,010,735 89	138,294 51	76	19	21	61	(single.) 1,456	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.							1	1.				
Portland and Oxford Central	No	Return.					-							
Portland and Ogdensburg	No	Return.											1	
Portland and Rochester		{ 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.										man and a second		
Portland, Great Falls and Conway	No	Return.							1	1				
Somerset and Kennebec	No	Return.												
St. Croix and Penobscot	None.	29,471	Abt. 34 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

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 carlessly 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.

REFERENCE

- a. Two-thirds of the road was built by contract at a specified sum per mile, and th
- b. Built by contract, \$25,900 per mile, including everything but rolling stock.
- c. Included in cost of road.
- d. 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 1

None. None. 149 936,627 441,992 99,775 {Express trains thirty miles per hour; accom/d/n 24; frg't 12} 3,987 182 {245 245 245 245 } 69 64,024 32,507 5,033 {22 miles, passenger; 15 do freight.} (About 10 wiles per) (About 10 wiles per) (None meglee) (None	Number of Cars.	Number of miles 1 by Patsenger Trai	Number of miles r by Freight trains.	Number of miles 1 by all other Trains	Average rate of Speed.	Whole number of Stockholders.	Number of Stockhoers 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 Perzons injured.	The persons injured, whether passen- gers or persons employed.	has arisen from careless- ness or neglect of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.
Solution Continue	None.	-			Express trains thirty miles per hour; ac-	About 300	All but 10 or 12	None.	Never. (May 15'73, 4)				not employed.	No carelessness or neglect.
154 75,010 48,979 10,119 20 miles per hour. 162 153 None. None. Nothing. None.	25 sets or 50 single.	580,593	Unknown.		About 10 miles per } hour.	7 674	4 534	{ last year. } None.	{ five years. }	Nothing.	Nothing.	7	No passengers; 2 employees; five other persons. One passenger; 1	None.
238		75,010	48,979	10,119	20 miles per hour.	162		None,	None.	Nothing.		None.		

ERENCES.

nct at a specified sum per mile, and these items cannot be answered specifically.

ling everything but rolling stock.

lestroyed 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, $46\frac{1}{2}$ 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.