

# 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

1877.

---

VOLUME II.

---

AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1877.

REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF MAINE,

FOR THE YEAR

1876.



AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1877.



# REPORT.

---

*To the Governor of Maine :*

The Railroad Commissioners respectfully submit their Annual Report.

The Commissioners have examined the railroads of the State during the year, as required by section 72, chapter 51, of the Revised Statutes.

Their inspection has been thorough and practical.

The officers of the several companies tendered all needful facilities for our examination of their roads and their equipments, and such repairs and renewals as we advised have in most instances been ordered and made. The necessity for repairs for the public safety and the practicability of improvements suggested by us were discussed and considered on the spot; and the roads are now, we believe, all safe with ordinary skill on the part of employees and common care on the part of passengers.

Our roads will now compare favorably with the other railroads of New England, and as compared with themselves some years ago, they present an encouraging contrast. Their improvement has been progressive, and has extended to every part, the rolling stock as well, but the improvement has been most marked in that most important part of all, a better track. Indeed, it is quite obvious that the attention of our railroad managers has been of late more especially directed to perfecting the track as the great and essential element of real advancement; the indispensable first step to establish a road in good condition; the one which, more than any other, conduces to its economical and safe operation.

The managers of railroads now realize the fact that,—however great the existing financial embarrassment of the company may be,—they cannot afford to cripple the road itself by neglecting to supply every thing necessary to the maintenance of its good condition throughout, and of the way in particular as being of paramount importance.

The time is at hand when every railroad executive must recognize his line of road, with its assemblage of appointments, adjuncts and stores, its way, its rolling stock, its shops, its stations and reservoirs, its operating officials and employees altogether for,—what it really is,—a complex traffic machine, that requires always, like every other machine, to be maintained, in every part, at the highest state of efficiency that it is susceptible of being brought up to, for the readiest, safest and most economical performance of its work; that this is the real trust committed to him and that it is the proper performance of this machine for which he is accountable to the travelling public and the State. And under the clearest conviction that a liberal care and treatment of the railroad proper should be chief and supreme among the duties of the directors as well as of its immediate manager, we hope the time is also at hand when they will accept it as a false attempt at economy to be sparing in such expenditures; realizing that the inevitable result of undue parsimony in renewals and repairs and in every proper application to reinforce, vivify and lubricate a defective or faulty part of this integral, must be to disable and incapacitate the machinery which alone renders a profit possible upon the capital invested in the system—while the hazards to travel and traffic are thereby increased beyond measure; and an enforced payment of damages from consequent casualties, rendered probable, which may at once absorb an amount of money greater than even the capitalization of a year's most liberal expenditure to maintain the road in the best working condition.

We find a gradually increasing use, by the railroads of this State, of power brakes which give the engine drivers a quicker control over the movement of their trains, thus assuring a greater degree of safety in operating.

We also find the safety switch in general use on some of our roads, and to some extent on most. We respectfully submit whether it would not be advisable to exact invariably the establishment of safety switches, in some form, at all points in the main line of our railroads where switches are required away from stations at which the trains stop regularly. That much greater danger is to be apprehended from these remote switches through which trains run at speed and which are out of the way of constant inspection, is obvious. There have been devised various forms of effective safety switches, and we do not assume to indicate a preference of one over another. But we were lately shown

a new one in the Portland yard of the Portland and Rochester Railroad that was cheap, simple in design and seemingly serviceable; which, by the action of a spring, throws the connecting rails back on to the main line and there instantly locks them. From the testimony of the switchman, (whose only interest was in getting the work done with despatch and ease to himself,) this safety switch seems to be free from objections we have heard raised against others of approved value, by this class of men. He remarked that he could work this one easier than any other in the yard; that he could "make a flying switch for a train over this one in the length of half a car."

The railroads of the State have been for the past year commendably free from disasters. Commendably, for freedom from accidents indicates the improving condition of a road and the greater skill of its management as unerringly as the thermometer indicates the temperature of the weather.

The tabulated returns of the several roads give their statistics and characteristics and thus furnish to the statistician and to the general reader, as well, most interesting information upon this comparatively new phase of our State development.

RAILROADS IN MAINE.		Miles.	Whole length main line op.
1.	Androscoggin (see Maine Central).....	70.5	70.5
2.	Aroostook River .....	15	15
3.	Atlantic & St. Lawrence (see Grand Trunk)	82	149.5
4.	Bangor & Piscataquis (see E. & N. A.)....	62.5	62.5
5.	Bath Branch (see Maine Central).....	9	9
6.	Belfast & Moosehead Lake (see Me. Cent.)	33.33	33.33
7.	Boston & Maine.....	46.5	116
8.	Bucksport & Bangor (see E. & N. A.)....	18.8	18.8
9.	European & North American.....	114	205
10.	Grand Trunk.....	-	1388.5
11.	Houlton Branch (see N. B. & Can.) .....	3	8
12.	Knox & Lincoln .....	49	49
13.	Lewiston & Auburn (see Grand Trunk) ...	5.5	5.5
14.	Maine Central.....	127.5	127.5
15.	New Brunswick (see Aroostook River)....	-	132
16.	New Brunswick & Canada (see Houlton Br.)	-	122
17.	Newport & Dexter (see Maine Central)...	14	14

## RAILROAD COMMISSIONERS' REPORT.

RAILROADS IN MAINE—CONCLUDED.		Miles.	Whole length main line op.
18.	Portland & Kennebec (see Maine Central).	63	63
19.	Portland & Ogdensburg.....	51	200
20.	Portland & Oxford Central.....	27.5	27.5
21.	Portland & Rochester.....	49.5	52
22.	Portland, Saco & Portsmouth.....	52	52
23.	Portland (Horse).....	6.75	6.75
24.	Portsmouth, Great Falls & Conway.....	4.25	72
25.	Somerset.....	25	25
26.	Somerset & Kennebec.....	37.75	37.75
27.	St. Croix & Penobscot.....	22	22
28.	Whitneyville & Machiasport.....	7.5	7.5
Total number of miles.....		1006.83	3091.13

It being about one mile of railroad in the State to each 33 square miles of territory; to each \$231,000 of property, and to 644 of population.

*Aroostook River Railroad.*

This road is practically, under another corporate name, an extension of the "New Brunswick Railroad" in New Brunswick, from the eastern line of the State to the village of Caribou in the town of Lyndon.

It was opened Dec. 7, 1875, as far as Fort Fairfield, 3 miles, and has this season been made to Caribou, 12 miles. Its length is therefore 15 miles—its guage  $3\frac{1}{2}$  feet; it is operated by the N. B. road. It is a cheaply constructed road, but the cars run smoothly and safely over it.

The N. B. road starts at Fredricton, on the eastern side of the St. John, and extends up the river until it crosses it upon a bridge 800 feet in length, in 5 spans of 160 feet each, and a draw of 50 feet, at Andover, some 3 miles below the mouth of the Aroostook coming in from Maine, and thence up the south bank of the Aroostook to the boundary and Fort Fairfield and Lyndon, 122 miles. It has a branch of about 10 miles to the eastern bank of the St. John opposite Woodstock, where a bridge is already built across the river, looking to an extension into the village of Woodstock and to a connection with the New Brunswick & Canada road. When this is done—the wanting link being only  $1\frac{1}{2}$  miles—freight from Caribou will go all the way by rail to St. Stephens, St. John, St. Andrews or *via* McAdam to Bangor. Passengers can leave



Caribou in the morning and be at St. John or Bangor in the evening, or at Boston the next morning.

The convenience of travel and still more of freight urge this link at Woodstock to be made as early as practicable, and we were assured upon our return from the examination of the A. R. road, by Mr. Burpee of the N. B. road, that it would be done during the coming winter.

This N. B. road it may be well, from the role it is destined to play in the transportation of Maine products, to allude to in one further word. As before said of its branch into Maine, it is  $3\frac{1}{2}$  feet gauge. Mr. Alexander Gibson, a distinguished merchant of Fredricton, is President; Thomas Hoben, Superintendent, and E. R. Burpee of St. John, Director. The road is to be extended up the west bank of the St. John, crossing the Aroostook near its mouth, to Grand Falls on the St. John, 19 miles. It is under contract, as we understand, to be completed thus far in October next. It will then again re-cross the St. John at Grand Falls and go to Edmunton, 38 miles further—the end of its charter—and which brings it within some 15 miles of Fort Kent. It thus skirts for a long way our eastern border—throwing out an arm by its branch some way into the State. Its projectors anticipate a very great increase of agricultural products and of the manufacture of shingles and other small lumber in Northern Aroostook and the upper St. John in consequence of its construction. As one item, among many, we learned there were seven starch factories already in operation this fall, and were informed that seven more were to be erected and put in operation another season in this part of Northern Aroostook.

We noticed the "American Farlie Engine," made at Taunton, Mass., in use upon the road. The company have eight of them, all alike. They make their cars at their own shop.

We hope this Aroostook River Railroad will tend to the settlement and improvement of the rich lands of the valley of the Aroostook and to the enhancement of the value of its forests, but we regret this temporary diversion of the large business, springing up in Eastern Maine, to foreign markets. A State policy more liberal if not more enlightened, would have saved to Maine what of right belonged to her, the trade and traffic and commerce of her own products, which now too largely go by way of these roads, tapping her eastern border, to build up Provincial towns.

L. R. King is President. Thomas Hoben, Superintendent. W.

A. Vaughan, M. D. Teague, Samuel Collins, James Doyle, W. Sawin, John B. Trafton, Bradford Cummings, Directors.

*Bangor and Piscataquis Railroad.*

This road was leased to the Consolidated European & North American Railway in the spring of 1873, and has since been operated by it up to Dec. 1, 1876. The E. & N. A. Railway failed to pay the interest maturing Oct. 1, 1876, upon the bonds of the B. & P. road, which it had assumed to pay in the lease. For this default the stockholders of the B. & P. road, at a meeting held on 28th Nov., 1876, voted to terminate the lease and to take possession of the road. They took possession Dec. 1, 1876.

The entire stock of the B. & P. road is \$356,900, of which the City of Bangor owns \$200,000, and has besides a mortgage upon it, to protect the loan of its credit, by which the road has been mainly built.

Messrs. M. Giddings, A. A. Thompson, M. S. Drummond and John S. Ricker, a committee appointed by the stockholders, in their Report of 28th Nov., 1875, to the company, say of this road: "It now extends from Oldtown 62 miles and to within  $13\frac{1}{2}$  miles of Moosehead Lake, its original destination. It is a good road, is well equipped and easily managed, and the resources of the country have just begun to be developed."

It might be particularly mentioned that the track has been lifted and ballasted the past season in low places, between Dover and Abbott, about 14 miles—some 5853 new ties put in where most needed—the masonry overhauled and repaired in the culverts and bridges, and new track stringers supplied where wanted. The road drifts badly, and the snow fences have been put in better condition than ever before and some new fence built. This "62 miles" includes the extension constructed this season by the Messrs. Sawyer, and, as is said in said Report to the Stockholders, leaves only about  $13\frac{1}{2}$  miles more to be made to reach the Lake. It is now a project unfinished, but when completed, if the city shall see fit to go on with the enterprise, it will we hope, in the language of the same committee above quoted, "with the improvement of business generally and its near approach to the Lake," "at no distant day give an income nearly if not quite equal to the interest on its total debt." Its completion will besides secure to Piscataquis county greater conveniences of market for her iron, her slate and farm products, and give additional facil-

ties to lumbering operations in her forests; and further, will open, we trust, the way to the construction of the Megantic road, when the B. & P. and the Megantic shall become to Eastern Maine in a measure what the Grand Trunk is to Portland and the towns upon its line.

G. K. Jewett, Esq., of Bangor, is President. Arthur Brown, late of the Androscoggin, Superintendent. Horatio W. Blood, Treasurer. G. K. Jewett, A. G. Wakefield, Moses Giddings, John S. Ricker, Newell Blake, Arad Thompson, M. S. Drummond, F. A. Wilson, Thomas S. Moor, all of Bangor, and A. M. Robinson of Dover, Directors.

*Bucksport and Bangor Railroad.*

Opened in Dec., 1874, and operated since by the E. & N. A. Railway. It extends from Bucksport up the east side of the river to Brewer, and across the Penobscot by a very fine bridge to a connection with the E. & N. A. Railway at Bangor, 18 8-10 miles.

The bridge is a strong structure, costing about \$92,000, and has been covered this season at a cost of about \$1,500.

The road is not in so good condition as the assurances of contemplated work upon it in the spring led us to hope it would be. It is however safe, if the slidings of the clayey embankments are well watched until they can be widened. The road bed is, in places, low and poorly drained—the ditches are, 28th Nov., 1876, narrow and clogged by slides of earth into them—the track is very barren of ballast—the iron is excellent, 56 lbs. to the yard.

The trains over the road are light and run slow, and safely, but the road in its present condition would not bear a high rate of speed of heavy engines. Indeed, a very light engine and rolling stock would better fit the present condition of the road and would at all times be quite adequate to its business. At Hurdbrook a new and apparently good culvert has been put in this fall and at considerable expense. Its freight and passenger accommodations at Bucksport, are convenient. The cost of the road has been about \$642,000. It has been operated by the E. & N. A. until recently at a rent of 40 per cent. of earnings—it is now run under agreement with the Trustees of the E. & N. A. at 35 per cent., the road making its own permanent repairs, as we understand.

Hon. S. T. Hinks is President. Parker Spofford, Treasurer and Engineer. S. T. Hinks, R. P. Buck, Alonzo Colby, T. N. Egery, E. B. Gardner, Ambrose White and Thos. N. Swazey, Directors.

*European and North American Railway.*

The E. & N. A. Railway takes its place again as an independent road. The consolidation under the name of "Consolidated European & North American Railway Company"—see articles of agreement bearing date 19th Oct. 1872, ratified by the two companies on 22d Nov., 1872, and approved and confirmed by the Legislature of Maine, March 3, 1874, and by the Dominion Parliament, 8th April, 1875, and under which it embraced the road from Bangor to the State line, 114 miles, and the E. & N. A. Railway Company of New Brunswick, called the "Western Extension," from Fairville station, near St. John, to Vanceboro', 88 miles, and under which too, as lessee, it also operated the Bangor and Piscataquis road, 54 8-10 miles, and the Bucksport and Bangor road, 18 8-10 miles—has been dissolved as a copartnership by the withdrawal of the N. B. end of the road from the connection, and its corporate powers only remain alive and operative, as we suppose, upon rights and property, if any, not claimed under the one or the other of the two original companies.

The bondholders of the "Western Extension" took possession of their road Sept. 1st, 1876, under the \$2,000,000 debentures which were upon it prior to the act of consolidation. This gave them a paramount title.

In consequence of this movement upon the Province side, the holders of the \$2,000,000 bonds upon the American end of the road asked the Trustees under said bond to take possession of the road upon this side from Bangor to Vanceboro', and they did so on 2d Oct., 1876.

And the title under this bond is also prior to the act of consolidation. And thus the copartnership of the two roads has been dissolved and consolidation has been ousted of its jurisdiction over them.

Hon. Hannibal Hamlin and Hon. Wm. B. Hayford are the Trustees under the bond upon the road this side of the line, and the road is now operated in the name of said Trustees for the benefit of said bondholders and to protect the city of Bangor in its earlier mortgage of \$1,000,000 which it holds upon the portion of the road between Bangor and Winn. And the Trustees have terminated the contract of lease with the B. & B. road, but are now running it however, as before, under a new arrangement for one year. They have also terminated the lease with the B. & P. road,

and failing to make a new arrangement to operate it, the B. & P. road is now run by its own company as an independent road.

Dec. 1, 1872, it was, that consolidation took effect. On the 5th Dec., 1872, the Con. E. & N. A. Railway Company authorized the issue of bonds and mortgage to the amount of \$6,000,000, with a view of retiring by-and-by, when their credit might be such as to enable them to do so at par, the \$2,000,000 of debentures upon the "Western Extension" and the \$3,000,000 upon this end. This \$5,000,000, by the terms of the bond, were to be set apart for the redemption and payment of the bonds aforesaid of the two companies, and have never been issued. The remaining \$1,000,000 might by its terms be issued for the equipment and improvement of the road and for the payment of the debts of the companies. Some of them were issued and hypothecated, and a few sold. Benjamin E. Smith, Esq., was Trustee in this consolidated bond, and he took possession under it of the entire road 27th Oct., 1875, and run it until Oct. 1, 1876. Oct 2, 1876, the Trustees of the land-grant bonds took possession, and Mr. Smith retired.

The E. & N. A. Railway proper, therefore, now stands by itself, and is operated by a management provided for by its own act in the bond and mortgage it made for the purposes of its construction prior to the act of consolidation.

Its track and equipment are both in good condition. No extraordinary expenditure has anywhere been made or called for, but a great deal of work in detail has been done in the way of repairs and renewals. The road bed has been ballasted and the track lifted in the low places between "Wilderness" and "Eaton," about 13 miles—25,715 new cedar sleepers have been put in, besides 5000 to 6000 linear feet of juniper ties in and about switches and frogs,—culverts and cattle passes have been well overhauled—5 rebuilt anew—the masonry repaired under 3—new stringers put into 23—the piers of the Orono bridge have been grouted and strengthened and extra truss rods put into it, and new floor timbers—new floor timbers have been put into the Milford and Lincoln bridges, as advised by the Commissioners. The Milford and Mattawaumkeag bridges have been covered and whitewashed. 425 tons, about  $4\frac{1}{2}$  miles, new iron has been laid between Great Works and Costigan, 60 lbs. per yard. The road bed between Bangor Water Works dam and Mt. Hope was endangered for a time by the closing up of the channel of the river, and it was found necessary to raise the track about five feet in places, and to protect it on the water

side by heavy stone work and to throw it in from the water 1 to 5 feet. This was done at large expense, and the track is now believed to be safe from any ordinary freshet.

A new draw for the bridge over the Kenduskeag, advised by the Commissioners, is now in course of construction and will be placed in position in a day or two.

The management is now experimenting with a new power brake on its Express trains, and so far with satisfactory results. It is probable the brake will be adopted for the through passenger trains.

Other repairs have been made and improvements introduced in the rolling stock. And without this or any further unnecessary specification, the road upon its whole line and in all its equipment gives evidence of a watchful, though economical supervision, and of industry and care in its construction and repair department.

Hon. Hannibal Hamlin and Hon. William B. Hayford, Trustees.  
Hon. Noah Woods, Cashier. F. W. Cram, Esq., Superintendent.

#### *Houlton Branch.*

The "Houlton Branch" of the New Brunswick & Canada Railroad commences at Debec station, in New Brunswick, and extends eight miles to Houlton in Maine. The last three miles are in the State.

The Branch has had but little done upon it since its first construction, yet it remains in a very safe and good condition. Its rails are light but not much worn. The road-bed lacks gravel, but its ties are large and thickly placed in track, which compensates in a manner for a deficiency of ballast. The sub-grade is low, but firm and well settled—there are no bridges and only two or three small culverts.

The station buildings at Houlton are commodious and convenient, and the business of the N. B. & C. road comes largely, we judge, from this station.

The Branch is under the same management with the N. B. & C. road and the same rolling stock, which seems adequate to the business, is used upon the two roads. The offices of the Company are at St. Stephens.

The business of the N. B. & C. road, as we passed over it, appeared to be increasing, and when a connection is made at Woodstock with the New Brunswick road, we judge its travel and transportation will be very much greater.

F. H. Todd, Esq., of St. Stephens, is President. H. Osburn, Esq., of St. Stephens, is Manager. F. H. Todd, F. A. Pike, J. C. Madigan, C. F. Todd, James Murchie, G. B. Page, B. R. Stephenson, H. Osburn, are Directors.

*Knox and Lincoln Railroad.*

From Bath to Rockland, 49 miles.

Directors—Oliver Moses, Esq., Bath; Edward Sewall, Bath; Henry Ingalls, Wiscasset; Edwin Flye, Newcastle; D. W. Chapman, Damariscotta; Joseph Clark, Waldoboro'; Edmund Wilson, Thomaston; Francis Cobb, Rockland; John T. Berry, Rockland.

Your Commissioners have made three close examinations of this road, during the past year, sounding and testing the bridges in a most thorough manner. At our first examination we found that new piles, additional supports, floor timbers and stringers were needed, at several of the bridges, and recommended that this work be immediately attended to.

We found at our last examination, that these recommendations had been carried out.

Much labor has been accomplished in the right direction (as we think) in ditching, draining and ballasting the road. The track is generally in good surface and line; the iron and ties fair, but will need considerable renewals at an early day. The time has arrived when great care and watchfulness is required to insure the safety of the many different classes, and unusual number of bridges on this line; the *doubtful* policy of temporary repairs, and expedients, must soon give place to the better and safer plan of permanent improvements and renewals.

Under the supervision of the efficient Superintendent, the trains have been regularly run, with almost entire immunity from detention or accident.

Oliver Moses, of Bath, is President. C. A. Coombs, of Bath, is Superintendent. L. S. Alexander, of Bath, Treasurer; Edwin Flye, of Newcastle, Clerk; E. R. Hamlin, of Bath, Master Machinist.

*Consolidated Maine Central Railroad and its Branches.*

Directors—Hon. Abner Coburn, Skowhegan, Noah Woods, Bangor, Darius Alden, Augusta, Arthur Sewall, Bath, William G. Davis, Portland, John B. Brown, Portland, S. C. Lawrence, Boston, Mass., George L. Ward, Boston, Mass., James P. Cook,

Salem, Mass., James W. Johnson, Portsmouth, N. H., Frank Jones, Portsmouth, N. H.

The Consolidated Maine Central Railroad is composed of the Portland and Kennebec, the Androscoggin and Kennebec, Penobscot and Kennebec, Somerset and Kennebec, and Bath Branch Railroads.

The road begins at Portland, and the trains for Bangor and Skowhegan *via* Augusta, and for the same points *via* Lewiston, use one track in common for about eleven (11) miles, or as far as Cumberland Junction. From the last named point there are two distinct roads to Waterville, at which place the trains re-unite and run to Bangor over the same track.

The distance from Portland to Waterville by the way of Augusta is eighty-one (81) miles, and by the upper route by the way of Lewiston, eighty-four (84) miles. The distance from Waterville to Bangor is fifty-four (54) miles, and from Waterville to Skowhegan, nineteen (19) miles, making the whole distance from Portland to Bangor, *via* Augusta, one hundred and thirty-five (135) miles, and by way of Lewiston one hundred and thirty-eight (138) miles.

The track is in excellent condition, well tied and ballasted, and with the exception of the Bath Branch, and the Somerset and Kennebec road, is all laid with the fish plate joint. The ties are of good quality and dimensions, twenty-six hundred and forty to the mile, giving ample support to the rail. About eighteen miles of steel rails have been laid in the track, and it is the present intention to increase this amount as the necessity for new rails requires. The road is generally well ballasted, ditched and drained; much attention has been given to labor and material expended upon these important items during the past season.

The superstructure of the bridges between Portland and Augusta, including branch to Bath, have, with two exceptions, been renewed within a short time, and with these exceptions, the Presumpscot at Falmouth, and the truss bridge near Harwood crossing, between Bowdoinham and Richmond, are all good first-class structures. Two of them are built of iron—one at Brunswick, the other over the Cathance river between Brunswick and Bowdoinham.

First-class stone abutments have been built at the Presumpscot river, and the superstructure will be put on in the spring.

Between Augusta and Waterville, all but three of the original bridges have been renewed, or embankments substituted. The



pile bridge at Two-mile brook, trestle at Drummond's brook, and the truss bridge over the Sebacook at Winslow, are the old structures, although they have been repaired from time to time, and are in safe condition now; still we are of the opinion, that the bridge at Two-mile brook should be filled, leaving a water-way of about forty-five (60) feet, and a culvert and earth embankment should take the place of the trestle at Drummond's brook, in Winslow.

The bridges over the Kennebec river at Waterville are built of iron, by Clark & Reeves, and are models of their kind. From Waterville to Bangor the truss and pile bridges have all been renewed during the last five years, and with the exception of the pile portion of the bridge at Clinton and the truss bridge over the Souadabscook stream at Carmel, are all first-class bridges, and in good order. The Clinton bridge must be repaired, and the Carmel bridge rebuilt next season.

The long pile bridge across Etna bog, has been filled with earth for a larger part of its length, and a substantial pile bridge built the remainder of the distance. The Company now have a good road-way over this heretofore troublesome bog.

The bridges on the upper line between Cumberland and Danville Junction, are comparatively new and in good order; all but one are built of iron. Between Danville Junction and Waterville, three of the original bridges are still in use, one at the Little Androscoggin river in Auburn, three spans of the long bridge over the Androscoggin at Lewiston, and the bridge over the Winthrop pond. These bridges were built in the year 1847, and are now nearly thirty years in use.

The bridge at Belgrade stream has been rebuilt. The truss bridge over the Emerson stream, near West Waterville, was burned several years since, and a temporary trestle was erected in its place, which has remained until the present time; one abutment was rebuilt last summer, and a new bridge, the importance of which the Company has been advised by us, will be put on the coming season. The bridge over the Emerson stream, near Waterville, has been once rebuilt and is now in good order.

Part of the long bridge at Lewiston has been replaced with a superior iron structure, from the works of Clark, Reeves & Co. The bridge over the Little Androscoggin, and the Turner Street bridge at Auburn, must be rebuilt the coming spring.

Between Waterville and Skowhegan but one of the original bridges remain in use, that over the Kennebec river at Skowhegan. This bridge is in fair condition, but must soon be replaced by a stronger and better structure. The pier was repaired last fall. Two new station buildings have been erected on the Augusta line, one at Cumberland, the other at Hallowell, both good buildings and well adapted to the different locations they occupy. The station building at Lewiston has been greatly improved and repaired; also those at Skowhegan and Pittsfield. Many of the open water-ways and covered culverts have been repaired in a substantial manner.

ANDROSCOGGIN AND LEEDS AND FARMINGTON RAILROADS. From Brunswick to Leeds Junction, with branch to Lewiston, 34 miles. From Leeds Junction to Farmington,  $36\frac{1}{2}$  miles.

The division of the Androscoggin road between Brunswick and Lewiston is for the most part in good repair. The iron and ties fair, and the road-bed generally well ballasted and drained.

The bridge over the Androscoggin at Brunswick is an old bridge, and its original construction was somewhat faulty, but it has been strengthened with arches, and repaired at different times, so that at the present time it appears to be firm and safe. The abutment at Little river, undermined by the freshet last year, has been repaired. A new bridge has been built at the Bleachery in Lewiston, and others repaired. From Crowley's Junction to Leeds Junction, some iron and many ties have been laid in the track, and a considerable amount of ballasting done. The smaller culverts and open water-ways have been repaired or made secure, and the road has been very much improved since the date of our last report. The bridge at Sabattisville is a miserable structure, and requires constant watchfulness and strengthening to keep it in condition for the safe passage of trains over it. If the company continue to operate this division of the road, between Crowley's and Leeds Junction, the bridge at Sabattisville *must very soon* be rebuilt. The Leeds and Farmington road is constantly improving. The track is in good condition and well ballasted for a larger portion of the distance. The trestle bridges at Shuy and Snelling brooks, at Temple stream, West Farmington, and the pile bridge at Sandy river, Farmington, have been repaired as suggested by your Commissioners in the spring. New and convenient station and water-station buildings have been erected at Livermore Falls

and North Jay, and repairs of minor importance have been made at various other points on the line.

**BELFAST AND MOOSEHEAD LAKE RAILROAD.** From Belfast to Burnham, 33½ miles.

Charles B. Hazeltine, President, Belfast; Asa Faunce, Treasurer, Belfast.

This road is leased to the Maine Central Railroad Company at an annual rental of \$36,000, and operated by them. The road is in fair running order, and some long needed improvements have been made during the past season. Some of the embankments have been raised and widened, and a considerable amount of ballast put on the road-bed.

The pile bridge at the outlet of Unity pond, has been partially filled, and the new embankment is well protected by timber wharfing, from the action of the water.

The iron rails are in good order, not much worn, and many new ties have been laid in the track.

The station buildings are well kept up, and are sufficient for the business of the road.

The truss bridges at Sebecook river, Twenty-five mile stream, Wescott stream, and City Point near Belfast, are all in good order, although we think it would have been good economy to cover the three last mentioned bridges and protect them from the weather in the same manner as the two first named.

The small truss bridge on the Johnson farm, between Brooks and Belfast, *must* be rebuilt the coming spring. The embankment across the bog in Brooks, should be raised and widened; this would reduce the hard grades in passing from the bog to the summits beyond.

We learn that the business of the road has increased the past year, and we hope that the construction of this road may yet prove beneficial to the enterprising city of Belfast, and a source of profit to the Company operating it. The returns of cost, &c., will be found in the tabulated statement.

**DEXTER AND NEWPORT RAILROAD.** From Dexter to Newport, 14 miles.

Charles Shaw, President, Dexter; George Hamilton, Treasurer, Dexter.

This road is also leased to the Maine Central, and operated by them.

At our several examinations the past year, we found the track and road-bed in good condition, but the bridges at Nason, Corinna, and Dexter streams, were found to be rotten and unreliable. Since our last examination a new bridge has been built at Nason stream, and the others made secure with trestles until the permanent trusses, which are now being framed, can be made ready to put into place.

The station buildings are in good order and well maintained.

The business of the road is well sustained, and it has proved a benefit to the town of Dexter, the country through which the road passes, and a valuable tributary to the trunk road.

In closing this report of the Maine Central Railroad and its branches, it is perhaps proper to say that, taken as a whole, the road is in very much better condition than ever before, and the contemplated improvements for the coming year will bring it up to a standard of completeness which but few roads in the country can claim.

The road has been fortunate in securing, for the heads of the various departments, men who thoroughly understand the duties of their position, and take interest and pleasure in performing them, and for this reason the road is steadily gaining in reputation and securing the confidence of the public.

The rolling stock is in excellent condition, and the statement of the amount, classification, and other items of interest will be found in the Report of the Treasurer, on another page.

Under the management of the present able and accomplished Superintendent, the trains have been run and the road operated with *remarkable* regularity and freedom from detention or accident, and we believe to the entire satisfaction of the public and those having business connections with it.

Officers of the Maine Central Railroad Company: Hon. Abner Coburn, President, Skowhegan; Payson Tucker, Superintendent, Portland; J. S. Cushing, Treasurer, Portland; John W. Philbrick, Master Mechanic, Waterville; Fred. E. Boothby, General Ticket Agent, Portland.

*Portland and Ogdensburg Railroad.*

Fifty-one miles in this State—Portland to Fryeburg.

Directors—Samuel J. Anderson, J. E. Donnell, W. F. Milliken, W. L. Putnam, J. S. Ricker, H. N. Jose, A. Spring,\* Portland; D. R. Hastings, Fryeburg; J. Eastman, Conway, N. H.

---

\* Deceased.

This road is not in so good condition as it should be. The track needs a large amount of new iron, many ties, and ballasting. Many of the cuts and embankments are narrow, and some of them should be immediately widened, particularly the embankments between the station at Portland, and the Basin, that over the arch at Inkhorn, and the Ingalls pond. Many of the bridges are of a temporary character, and should be rebuilt or extensively repaired the coming spring. At Fore river, the Basin, and Stroudwater, solid earth and stone embankments should be substituted for the present structures. The truss over the canal at Gambo should be renewed, and girders put in the entire length of the bridge. The truss bridge at Breakneck stream *must be entirely rebuilt* this spring. The trestle at the south approach of the iron bridge at Hiram, and the pile bridge at Shepherd's river, should be filled with earth and stone. There are many other repairs and improvements needed, but those designated above are of the first importance and should receive early attention.

The importance of this road as a route for summer travel to the mountains, and the frequent necessity, arising during the season, for running heavily loaded excursion trains, demands that the road and rolling stock be maintained in a condition of absolute safety, and we hope that measures will be devised to put the road in good condition. Until this is accomplished the trains *must* be run at a low rate of speed.

The station buildings along the line are for the most part in good order, with the exception that a new water-station is needed at Steep Falls or Hiram.

The road has been operated the past year without accident to the trains or injury to passengers, and we hope that under the management of the present competent Superintendent, the same good fortune may attend it the coming year.

Samuel J. Anderson, Esq., is President; Jonas Hamilton, Superintendent; John F. Anderson, Chief Engineer; J. M. Dana, Treasurer; Charles H. Foye, Clerk; all of Portland.

*Atlantic and St. Lawrence Division of the Grand Trunk.*

Portland, Me., to Island Pond, Vt., 149½ miles—82 miles in Maine.

Directors—John B. Brown, Portland; Charles E. Barrett, Portland; H. J. Libby, Portland; Samuel E. Spring, Portland; F. R.

Barrett, Portland; F. H. Swan, Portland; Alex. T. Galt, Montreal, Ca.; Joseph Hickson, Montreal, Ca.; Charles J. Bridges, Montreal, Ca.; F. R. Barrett, Clerk; Charles E. Barrett, Treasurer.

This road is in superior condition in all respects. On but two others in Maine is there a track that, in its completeness of superstructure and surface, can be favorably compared with what has been maintained during the past two years upon this railroad from Portland to Island Pond. And in not the track only does the road excel, but respecting all its appointments the present management of this corporation evinces an established purpose of working to a high standard of excellence. All its repairs and improvements have been of the most substantial character, and always seasonably effected. The late management of this road has year by year commended itself more and more to our judgment as earnest, business-like and judicious. The same must be said respecting the *Lewiston & Auburn*, also leased to the Grand Trunk, and which is in effect a branch of the At. & St. L. Div.,  $5\frac{1}{2}$  miles in length, and governed by the same executive.

#### *Boston and Maine Railroad.*

Portland, Me., to Boston, Mass., 116 miles—44 miles in Maine;  $2\frac{1}{2}$  miles in Maine of branch.

Directors—Nathaniel G. White, Lawrence, Mass.; George C. Lord, Boston, Mass.; Amos Paul, So. Newmarket, N. H.; Nathaniel J. Bradlee, Boston, Mass.; William S. Stevens, Dover, N. H.; James R. Nichols, Haverhill, Mass.; John Felt Osgood, Boston, Mass.; Samuel E. Spring, Portland, Me.; Nathaniel W. Farwell, Lewiston, Me. Nathaniel G. White, President; Amos Blanchard, Treasurer; James T. Furber, General Superintendent; Chauncey P. Judd, Clerk; A. R. Turner, Auditor.

In simple justice to this company we can only repeat our commendations of former years for the sustained excellence of the track especially, and its general appointments. This company supplies an excellent road master with ample means, and to this faithful expenditure of sufficient labor and material in the maintenance of way and track superstructure, the marked punctuality and exemption from accident in the movement of trains over the road must be ascribed in a very great degree; no outlay can be more important to the road's immediate as well as enduring interests.

The financial condition of this road appears to be not only sound, but improved and advancing. The Directors report that the gross receipts for twelve months ending September 30, 1876, were \$2,370,619.53. Operating expenses exclusive of taxes, \$1,417,418.65; taxes paid in all, \$106,547.80; rent of leased lines, \$87,200.00; total, \$1,611,166.45. Leaving as net earnings for the year, \$759,453.08. Interest and coupons paid during the year, \$248,318.25. Leaving a balance of \$511,134.83 as the net amount on hand available for the payment of dividends after the payment of all expenses of operating the road, rent of leased lines, town, city, and State taxes, and all interest and coupons due during the year.

The floating debt has been reduced during the past year \$221,650.31, and stood at the close of business on the thirtieth day of September, 1876, at \$152,009.08. Towards funding this amount we have \$99,500.00 of the 1894 bonds yet unsold. The passenger and freight business of the past year, as compared with that of the year previous, stands as follows:

1875. Passengers carried, 4,906,779; passengers carried one mile, 65,423,484; tons of freight carried, 647,374; tons of freight carried one mile, 25,410,756.

1876. Passengers carried, 5,086,819; passengers carried one mile, 67,897,723; tons of freight carried, 701,945; tons of freight carried one mile, 30,421,902.

Showing a net gain of 180,040 passengers, and for one mile a net gain of 2,474,239, and in freight a gain of 54,571 tons, and for one mile of 5,011,146 tons.

The road bed and track are in good condition,  $2\frac{252}{1000}$  miles have been relaid with new iron, and  $6\frac{123}{1000}$  miles with steel rails during the year. There has been laid also considerable length of side track, at various points on the road,—an annual item of expense incident to the keeping up and improvement of a railroad.

New structures have been erected, one at Portland, in connection with our Commercial Street passenger-house, for a first-class dining-room; a small passenger-house at Pine Point, (so called) in the town of Scarborough, for the accommodation of the large and increasing pleasure-travel visiting that point; a small freight-house at Atkinson; a large and commodious coal-shed, three hundred and forty feet in length, in Boston.

*Portland and Rochester Railroad.*

Portland, Me., to Rochester, N. H., 52 miles—49½ miles in Maine.

Directors. 1876-77—George P. Wescott, Portland; Frederick Robie, Gorham; John Lynch, H. J. Libby, Portland; W. G. Ray, N. Y. City; Joseph S. Ricker, Deering; A. K. Shurtleff, George E. B. Jackson, Charles McCarthy, William R. Wood, Portland; E. G. Wallace, Rochester, N. H.

George P. Wescott, President; Frederick Robie, Vice President; Wm. H. Conant, Treasurer and Clerk; James M. Lunt, Superintendent; J. W. Peters, General Ticket Agent.

The maintenance of way upon this road the past year has been remarkably good; the track and superstructure generally are in pretty good condition. The most important exception to this satisfactory state of things, is the bridge over Saco river, parts of which are decayed, and its immediate renewal has been determined upon. It is to be replaced, as we learn, by a new deck bridge of equal spans throughout. A new pier, midway the present long span, has been built and the present bridge temporarily adjusted to the new support.

A certain amount of new iron, ties and ballast, and a partial renewal of frogs will be required early the coming season to insure the safe operation of the road.

In the exhibit made by the Directors of the past year's traffic, it appears that while the decrease of receipts from those of the preceding financial year has been \$15,660.88, the decrease in expenses has been \$15,554.33, which furnishes noticeable evidence of careful and economical management.

*Portland, Saco and Portsmouth Railroad.*

Portland, Me., to Portsmouth, N. H., 52 miles—51½ in Maine—under lease to the Eastern Railroad of Massachusetts.

Directors of the P. S. & P.—S. Lothrop Thorndike, Nathaniel Hooper, Boston; Samuel C. Lawrence, Medford; Charles E. Barrett, John B. Brown, George E. B. Jackson, Portland; W. H. Y. Hackett, Portsmouth.

Directors of Eastern R. R.—A. P. Rockwood, G. P. King, Boston; G. S. Morrison, New York; Samuel C. Lawrence, Medford; J. S. Ludlow, Lowell; G. S. Curtis, Boston; Frank Jones, Ports-



mouth; George E. B. Jackson, Portland; J. W. Johnson, Enfield, N. H.

This road is in good working condition; its road-bed is sound and substantial, of ample width, with a good body of ballast upon it. Its structures are generally in very good order—the exception being the upper end of the arch at Kennebunk, in which however there has been no apparent change during the past two years. Although the entire yielding of the defective part of this arch might not interrupt the safe movement of the trains over the bank it sustains, yet we deem it important that it should be rebuilt or otherwise secured to obviate all apprehension respecting it.

A considerable portion of the iron on the road has been replaced by steel, and quite a large number of ties put in, but more of the iron should be renewed, and during the next season there ought to be a more general renewal of the cross-ties.

The trains have been run over the road with commendable regularity and freedom from casualties; and, so far as the travelling public is concerned, its management has, we believe, been highly satisfactory. The same may be said of the Portsmouth, Great Falls & Conway Railroad, which is under the same general direction, and extends from "Brock's Crossing" in South Berwick, to North Conway, N. H., 72 miles, only  $4\frac{1}{2}$  of it being in Maine. The repairs and renewals of the superstructure suggested thereon by our board last year, have been well executed, and the condition of this branch is much improved thereby.

#### *Somerset Railroad.*

From West Waterville to Anson, 25 miles.

Directors—John Ayer, West Waterville; Edward Rowe, Norridgewock; Nathan Weston, Madison; W. H. Brown, North Anson; Samuel Bunker, North Anson; William Atkinson, Embden; Nicholas Smith, Bingham; John Carney, Carritunk; F. W. Hill, Exeter; Benjamin Flint, California; R. B. Dunn, Waterville.

This road diverges from the Maine Central at West Waterville, and runs via. the villages of Norridgewock and Madison Bridge, to the south bank of the Seven-mile brook, in the town of Anson. The road, for the most part, is well built, the iron and ties good, and the road-bed well ballasted, ditched and drained. The masonry of the important bridges, over the Kennebec river at Nor-

ridgewock and Madison, is first-class, and the superstructures good. The culvert masonry is generally good.

The station buildings are convenient and economical structures, sufficient for the present wants of the road.

The trestle at the north end of the bridge at Norridgewock, to which we have before called attention in former reports and at our examinations of the road, should be filled with earth at an early day.

We are pleased to notice, by the returns of the Treasurer, that the business of the road is slightly increasing.

John Ayer, of West Waterville, President; A. R. Small, West Waterville, Treasurer; Edward Rowe, Norridgewock, Clerk.

#### *St. Croix and Penobscot Railroad.*

The Maggurauauk bridge upon this road has been rebuilt during the fall. A piece of track beyond it has been lifted and ballasted and made excellent. And though we were not assured at our last examination of the road, Dec. 1, (Mr. Sawyer, the Superintendent, was confined to his house by sickness,) that similar good work is to be largely continued another year, yet we will anticipate it, for the good of the road and its capacity to do well its business certainly require it.

No new iron has been put down this season, only some 20 tons of second-hand rails being relaid—and only a few ties, some 1,500, and very little ballast, some 1,000 yards. Time and wear are making their impression upon the road. And while we feel that the road is entirely safe under the careful management of its present experienced and practical Superintendent, with its ordinary light trains and slow speed, yet we hope that the road will so share in the expected revival of business another season, that its receipts will justify its directors in ordering a greater expenditure upon reconstruction and repairs. The road has been entirely free from accidents the past year, which attests the care with which its trains have been run. The hard times continue still longer to delay the extension of the road to a connection with the E. & N. American—so desirable to double its business and its benefits.

Geo. M. Porter, Esq., of St. Stephens, is President; W. W. Sawyer, Esq., of Calais, Superintendent; Samuel Black, Esq., of Calais, Treasurer. G. M. Porter, E. A. Barnard, H. N. Hill, H. F. Eaton, W. W. Sawyer, Directors.

*The Whitneyville and Machiasport Railroad.*

This is a short road of  $7\frac{3}{4}$  miles, constructed to carry lumber from the sawmills at Whitneyville, in Washington county, to Machiasport for shipment. It was built by the proprietors of the mills, and the necessity for an act of incorporation was that it crosses several highways.

It is not a passenger road, and we have not therefore visited it.

Its receipts for transportation of lumber for the past year have been \$6,300. Cost of road, \$100,000.

Cornelius Sullivan, Esq., is Treasurer.

---

We recommend the enactment of a law in Maine, to the effect that "every railroad company in making contracts for the building of its road, shall receive sufficient security from the contractors for the payment of all labor thereafter performed in constructing the road by persons in their employ; and such company shall be liable to the laborers employed for labor actually performed on the road, if they within twenty days after the completion of such labor shall in writing notify its treasurer that they have not been paid by the contractors." A statute to this effect was passed in Connecticut in 1870, and the history of the construction of some of the roads in Maine well warrant its passage here.

We advise an amendment to sec. 78, of chap. 51, of R. S., in these words: "And when such accident is attended with serious personal injury, the conductor of the train shall at once notify the Commissioners by telegram, if practicable, and if not, by letter, of such accident, and the Commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such disaster."

The Railroad Commissioners have sometimes questions of law to decide arising in the discharge of the duties of their office:—the examination of the track and rolling stock to see that they are safe for passengers, is only a part of their duty. These questions arise in the exercise of jurisdiction conferred by statute as in the case of "crossing or connecting roads"—in the case of application for "depots for freight and passengers or passenger stations" upon lines already in operation—in the case of approval asked for of location of "branch tracks," chap. 219 of 1871, to mills—in

case of application for injunction to the Supreme Court to stop trains for unsafety of road under sec. 75, chap. 51, R. S., or sec. 2, chap. 218, of acts of 1874, and in other cases.

But so far, in our experience, the most difficult jurisdiction conferred upon us is, by chap. 51, sections 2 and 3, in relation to questions arising under these sections. If parties could invoke the intervention of the S. J. Court somewhat as they now may to approve or reject our award in relation to "crossing or connecting roads," sec. 77, chap. 51, great convenience if not great public good sometimes might be gained thereby.

By these sections, 2 and 3, railroad corporations have a right to "take and hold as for public uses land and all materials in and upon it" "necessary for side tracks, depots, wood sheds, repair shops, and car, engine and freight houses." The right of eminent domain is granted by the Legislature, upon the ground of public exigency, and the Railroad Commissioners are made the judges of the necessity and extent of the land which may be so taken for said purposes, and are the instruments by which it is taken.

In the exercise of this delicate power, very nice questions of law have arisen and may arise again, and particularly as to the exemptions of certain kinds of real estate from liability to be so taken—questions about which the railroad company praying the confiscation of land and the private owners or proprietors thereof will be sure to differ, and though the Railroad Commissioners can judge of the necessity of its being taken, and their decree, we suppose, is final upon this point, but whether the land prayed for by the railroad company is exempt from liability to be taken by reason of its being embraced in the excepted terms of "meeting houses, dwelling houses, or public or private burying grounds," under the peculiar circumstances which may attend each of them, the Commissioners can only judge and determine in the first instance, subject to a reversal of their judgment by the Supreme Court thereafterwards.

Such decision of the Commissioners, not being final, is of course not safe for the railroad corporation to act upon. And we therefore suggest whether it might not be well to confer upon the Supreme Court authority to decide this class of cases upon the facts as reported by the Commissioners, or as agreed by the parties, upon a summary notice of hearing, that the road may not be delayed a year or two in making its improvements, or if the estate is held by the Court not liable to be taken for the purposes

prayed for, the road may at once meet the public exigency, as best it can, by taking the land that will next best accommodate itself and the public—or abandon the enterprise.

There is very great facility afforded in some of the States, if not in Maine, for the issue of bonds upon railroads merely in the course of construction. Bonds issued under such circumstances are at best prospective and uncertain in their value; the road may never be completed, or if completed, may not be worth half its bonds—indeed, may be worthless as an interest-bearing property. For by the legerdemain of modern practice in reference to operating railroads, rolling stock may be placed upon the road by other owners or another corporation, and be allowed, somewhat upon the principle of bottomry bonds in vessels, to come in first in its claim upon earnings to the extent of the cost and equipment and operating expenses, and thus the road proper, upon which the bonds were issued, become loaded with an incumbrance it has not the means to liquidate or the strength to throw off, but which clings to it like a parasite, to eat out its life and substance, making its bonds sometimes almost as valuable as lithographs as dividend-paying securities. We therefore respectfully suggest for legislative consideration whether railroads in process of construction should not be prohibited from issuing bonds and mortgage until authorized by the certificate of such tribunal as the Legislature may designate upon satisfactory evidence that the bonds, if needed, will be valid and good.

---

A petition has been presented to us by owners of timber lands on the line of the E. & N. A. Railway, representing that their lands have been burned by fires communicated from the engines of the company, and further alleging neglect on the part of the company. We have no power in the premises, but, appreciating the high character of the petitioners, we communicated their complaints to the Superintendent and Manager of the E. & N. A. road, who alleged in reply that they had uniformly exercised extraordinary care to prevent damage by fires to the forests upon the line of their road, and that the damage complained of was not occasioned by them or through their neglect.

The petitioners further suggest, that if the railroad company would substitute coal for wood to their engines the danger would

be avoided; and the instance they cite of the N. B. & C. road probably sustains them in their position. The matter is of grave importance to the owners of forest lands, or of other properties upon the line of railroads, and we deem it proper, therefore, to thus present it for consideration.

The following paper is from a gentleman connected with one of the leading railroads of this country, who desired that neither his own name nor that of the company in which he is a deservedly esteemed official, should be made public :

I enclose a statement showing the difference in cost between the Steel Tired and the Plate Chilled Engine truck and tender wheels used on this road, which while it may not interest you particularly, may strike you as a good thing to "file away."

The comparison is made on the assumption that a Washburn Steel Wheel will wear just three times as long as a Chilled Wheel. This, I think, is a perfectly fair basis on which to figure, as my mileage and wheel books show me that in the course of ten years we have seldom had a chilled wheel run more than 35,000 miles; (the average is about 20,000) we have frequently taken out a steel wheel after a life of 110,000 miles.

One set which makes a daily mileage of 104 miles is running now in fair order, and has made up to April first 118,000 miles. Some other advantages of the steel wheel are, that being turned instead of cast, they present a perfectly round rim to the rail—thus avoiding to a great degree the rattling loose of nuts, shaking of trucks and frames, and lessening the cost of repairs on locomotives and road very materially; also they make a saving in items that cannot well be represented in dollars and cents—such as storing old wheels, &c.

The item of labor mentioned is expense incurred in taking the eight wheels from the trucks, pulling off axles, boring eight new wheels, putting on axles, painting and putting under trucks; perhaps with greater facilities for boring than we possess at this shop, this expense might be lessened somewhat, but it would be only a slight decrease.

Notwithstanding the fact that these figures have been made as applying to this road, I think that in a general application they would not be far out of the way; and if you can have facilities for noting the wheel service of other roads I should be pleased to compare.

<i>Chilled Wheel.</i>	\$16.25 per wheel.
	8 No.
	<hr/>
	130.00
	25.65 Labor—boring, changing, painting.
	<hr/>
	155.65
	.06 per ct.
	<hr/>
	9.3390 Interest.
	155.65
	<hr/>
	164.98
	43.20 Old wheels at 1.20 cwt.
	<hr/>
	121.78 <i>Expense 1st year.</i>

*Chilled Wheel*—Continued. \$121.78  
130.00 New Set.

251.78  
25.65 Labor.

277.43  
.06 per ct.

16.6458 Interest.  
277.43

294.07  
43.20 Old wheels.

250.87 *Expense 2d year.*

\$250.87  
130.00 New Set.

380.87  
25.65 Labor.

406.52  
.06 per ct.

24.3912 Interest.  
406.52

430.91  
43.20 Old wheels.

387.71 *Expense 3d year.*

*Steel Tired Wheels*—\$47.00 per wheel.  
8 No.

376.00  
25.65 Labor.

401.65  
8.80 Transportation.

410.45  
.06 per ct.

24.6270 Interest.  
410.45

435.07  
.06 per ct.

26.1042 Interest.  
435.07

461.17  
.06 per ct.

27.6702 Interest.  
461.17

488.84  
120.00 Old wheels.

368.84 *Expense 3d year.*

Chilled wheels..... \$387.71  
Steel wheels..... 368.84

Difference..... 18.87 in favor of Steel wheels.

Abstract of Returns from the several Railroad Corporations, as required by Chapter 51, Section 30, of the Revised Statutes, as amended in Chapter 218.

NAME OF ROAD.	DESCRIPTION OF ROAD.									
	Length of Road in operation. Miles.	Length of single track. Miles.	Length of double track. Miles.	Length of sidings and spur tracks. Miles.	Time when laid.	Length laid with steel rails. Miles.	Weight of rail per yard. Pounds.	Length laid with fished joints and of what sort. Miles.	Length laid with chair joints. Miles.	Length laid with Whitman's imp. cross ties. Miles.
Androscoggin.....	-	-	-	-	-	-	-	-	-	-
Aroostook River.....	No returns	received	from	Aroostook	k River.	-	-	-	-	-
Atlantic and St. Lawrence.....	149½	149½	None.	28	{ Originally	114	65	Whole, all iron.	None.	None.
Bangor and Piscataquis.....	54½	-	-	-	{ 1848 to '53	-	-	-	-	-
Bath Branch.....	-	-	-	-	-	-	-	All but 10 miles	-	-
Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	Trimble joints.	-	-
Boston and Maine.....	202.20	164.20	38	68.434	1836 to 1873	75.59	60..	4 bolts.	10	None.
Bucksport and Bangor.....	19	19	-	1	1874	-	56	Fish joints.	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-
European and North American.....	{ E & N A 205½	278½	None.	14	{ 1868, '69, '70, '71, '74-5-6	-	56 and 60	All.	-	-
Grand Trunk.....	{ B & P 18½	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	49	49	-	3	1870 to '72	-	56	49	-	-
Leeds and Farmington.....	-	-	-	-	-	-	-	-	-	-
Lewiston and Auburn.....	-	-	-	-	-	-	-	-	-	-
Maine Central.....	355	355	-	43	1855 to 1876	18	60	298 plain.	57	2
Portland (Horse).....	6¾	6¾	3-8	-	1863 and '64	-	30, 38 & 40	-	-	-
Portland and Kennebec.....	-	-	-	-	-	-	-	-	-	-
Portland and Oxford Central.....	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	94	94	-	8½	-	-	56	Iron fishings, 94	-	1
Portland and Rochester.....	52	52	-	-	-	-	56	-	-	-
Portland, Saco and Portsmouth.....	52	52	None.	-	-	-	-	-	-	-
Portsmouth, Great Falls and Conway.....	-	-	-	-	-	-	-	25 miles	-	-
Somerset.....	25	25	-	3550 ft	1872 to '75	-	50	{ Abt. 4 miles }	-	-
St. Croix and Penobscot.....	22	22	None.	8	1850, '51-5-6	None.	52 and 56	{ Bars & bolts }	18	None.
Whitneyville and Machiasport.....	7¾	7¾	-	-	1842 and '43	-	[ Bar 2½ & ¾, laid on wood.]	-	-	-



*Abstract of Returns of the several Railroad Corporations—Continued.*

NAME OF ROAD.	CAPITAL STOCK.		COST OF ROAD.				
	Capital Stock.	Amount paid in.	Whole cost of road.	Am't expended for purchase of lands.	For grading.	For engineering	For bridging.
Androscoggin .....	-	-	-	-	-	-	-
Aroostook River.....	No returns	received	from	Aroostook	River.	-	-
Atlantic and St. Lawrence.....	\$5,000,000 00	\$5,000,000 00	\$8,484,000 00	-	-	-	-
Bangor and Piscataquis .....	1,000,000 00	356,500 00	1,240,836 81	-	-	-	-
Bath Branch.....	-	-	-	-	-	-	-
Belfast and Moosehead Lake.....	-	-	-	-	-	-	-
Boston and Maine.....	7,000,000 00	6,921,274 52	10,709,660 71	\$2,462,298 26	{ \$2,679,501 15	\$365,474 39	\$936,599 40
Bucksport and Bangor.....	316,000 00	276,523 25	599,300 23	62,875 86	160,000 00	12,708 13	44,644 43
Dexter and Newport.....	-	-	-	-	-	-	-
European and North American.....	10,000,000 00	3,600,550 00	10,694,450.26	-	-	-	-
Grand Trunk.....	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-
Knox and Lincoln.....	2,000,000 00	364,580 00	2,579,532 54	116,500 00	1,679,432 54	45,500 00	273,500 00
Leeds and Farmington.....	-	-	-	-	-	-	-
Lewiston and Auburn.....	-	-	-	-	-	-	-
Maine Central.....	3,602,200 00	3,588,200 00	10,027,407 22	-	-	-	-
Portland (Horse) .....	157,600 00	157,600 00	175,00 00	20,000 00	-	-	-
Portland and Kennebec.....	-	-	-	-	-	-	-
Portland and Oxford Central.....	-	-	-	-	-	-	-
Portland and Ogdensburg.....	2,000,000 00	1,052,125 52	3,029,017 54	79,135 45	1,448,790 15	138,381 00	282,009 24
Portland and Rochester.....	1,000,000 00	636,111 86	1,936,887 90	-	-	-	108,830 83
Portland, Saco and Portsmouth.....	1,500,000 00	1,500,000 00	2,226,612 50	157,104 86	437,701 52	48,730 46	{ Buildings,
Portsmouth, Great Falls and Conway.....	-	{ Called 500,290	-	-	-	-	856,419.12
Somerset.....	2,500,000 00	{ Paid in 300,899	752,272 06	-	-	12,667 90	38,552 52
St. Croix and Penobscot.....	2,000,000 00	100,000 00	569,000 00	{ For	first	six	miles.
Whitneyville and Machiasport .....	100,000 00	100,000 00	-	13,119.91	55,814 81	1,462 72	8,051 08 }

Abstract of Returns of the several Railroad Corporations—Continued.

NAME OF ROAD.	COST OF ROAD.						THE AMOUNT AND NATURE OF	
	For masonry.	For iron.	For passenger cars.	For freight and other cars.	For locomotives	Total expenses of equipments.	Indebtedness.	Dues.
Androscoggin.....	-	-	-	-	-	-	-	-
Aroostook River.....	No	returns	received	from	Aroostook	River.	-	-
Atlantic and St. Lawrence.....	-	-	-	-	-	-	-	Funded, \$3,484,000
Bangor and Piscataquis.....	-	-	-	-	-	110,200 07	\$964,218 10	-
Bath Branch.....	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake.....	{ Stations,	Int. 82,028 44	-	-	-	{ And con-	{ Notes rec assets &	-
Boston and Maine.....	\$1,070,721 74	\$1,897,807 33	{ \$392,275	460,955 00	362,000 00	struction	{ bal. due from other roads ]	-
Bucksport and Bangor.....	95,074 00	157,632 50	-	-	-	{ \$10,709,-	{ \$1,043,698 16	248,179 46
Dexter and Newport.....	-	-	-	-	-	{ 660 71	{ Bonds, 380,500 &	15,600 ]
European and North American.....	-	-	-	-	-	-	{ Floating, 80,000	-
Grand Trunk.....	-	-	-	-	-	664,316 78	6,750,000 00	-
Houlton Branch.....	-	-	-	-	-	-	-	-
Knox and Lincoln.....	134,600 00	330,000 00	75,000 00	0 00	50,000 00	125,000 00	{ City & Town bonds }	-
Leeds and Farmington.....	-	-	-	-	-	-	2,395,000 00	-
Lewiston and Auburn.....	-	-	-	1,658,	540 74	-	{ Bonds & bills pay.	stock and scrip of }
Maine Central.....	-	-	-	-	-	-	{ roads, exchangeab	le for bonds. }
Portland (Horse).....	-	-	23,000 00	-	-	-	{ 8,924,503 18	-
Portland and Kennebec.....	-	-	-	-	-	-	{ About \$800 00	1,069 00
Portland and Oxford Central.....	-	and all super-	-	-	-	-	{ Bills pay. & acc't.	{ Bills rec. & acc't.
Portland and Ogdensburg.....	{ Included in	structure,	191,	590 54	90,693 91	282,284 45	{ 346,849 49	{ 32,562 77
Portland and Rochester.....	{ grading	1,080,701 70	-	-	-	-	{ 700,000 1st mort. &	{ 450,000 do. do. do.
Portland, Saco and Portsmouth.....	61,048 18	364,975 80	-	95,548 62	96,253 11	2,226,612	Notes pay. 250,000	[and 350,000
Portsmouth, Great Falls and Conway.....	-	-	-	-	-	50 cts.	{ Funded, 450,000	{ On subscription,
Somerset.....	91,303 28	154,384 51	-	-	-	25,215 00	{ Floating, 9,240.05	{ 198,391 00
St. Croix and Penobscot.....	{ For first	six	miles.	-	-	-	{ Funded, 212,700	{ Individuals, 8,032.61
Whitneyville and Machiasport.....	{ 3,558 22	31,107 73	30,044 72	-	-	-	{ Floating, 5,000	{ Bills rec. 5,034,79

Abstract of Returns of the several Railroad Corporations—Continued.

NAME OF ROAD.	Whole cost of operating.	Number of passenger trains during the year.	No. of freight trains during the year.	No of mixed trains during the year.	Average No. of passengers per train.	Average number tons freight per train.	No. of through and way passengers.	Aver. receipts per passenger per mile.	Aver. receipts per ton freight per mile.
Androscoggin .....	-	-	-	-	-	-	-	-	-
Aroostook River.....	No	returns	received	from	Aroostook	River.	-	-	-
Atlantic and St. Lawrence.....	\$1,226,050 14	3,130	3,756	-	-	-	-	-	-
Bangor and Piscataquis.....	-	-	-	-	-	-	-	-	-
Bath Branch.....	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-
Boston and Maine.....	1,859,484 70	145 per day	20 per day	4 mixed trs	112	112	5,086,819	1 99-100 ct.	2 77-100 ct.
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-
European and North American .....	} B. & P. E & N. A. 361,081 86	4,674	2,118	-	47.64	75	222,702	About 3½ ct	3½ cts.
Grand Trunk.....		-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	81,522	-	-
Knox and Lincoln .....	73,356 49	4 daily	2 daily	-	65½	63.70	\$1.08	4 76-100	5 89-100
Leeds and Farmington.....	-	-	-	-	-	-	-	-	-
Lewiston and Auburn.....	-	-	-	-	-	-	-	-	-
Maine Central.....	1,093,049 56	50 daily	16 daily	10 daily	46	-	719,253.00	3 10-100 ct.	4 2-100 cts.
Portland (Horse).....	44,239 70	50,269	-	-	17 62-100	-	886,003	4 76-100 ct	5 89-100 ct
Portland and Kennebec.....	-	-	-	-	-	-	-	-	-
Portland and Oxford Central.....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	142,193 79	1,410	628	219	-	-	-	-	-
Portland and Rochester.....	116,206 61	2,504	630	58	91	148,011	-	-	-
Portland, Saco and Portsmouth .....	331,041 24	3,270	3,244	942	64	74	208,815½	2½ cts.	3 cts.
Portsmouth, Great Falls and Conway..	-	-	-	-	-	-	-	-	-
Somerset.....	14,402 86	224	112	401	14	15	8,976	3 3-7 cts.	4 5-10 cts.
St Croix and Penobscot.....	23,279 71	-	940	1,762	-	-	Way, 9,829	4 pr. mile.	-
Whitneyville and Machiasport.....	-	-	-	-	-	-	Thro', 158	-	-

Abstract of Returns of the several Railroad Corporations—Continued.

NAME OF ROAD.				AM'T OF RECEIPTS.		AM'T RECEIVED FOR TRANSPORTATION.			
	No. of through passengers.	No. of way passengers.	Rates of fare.	From pass'gers & freight originating along the line of road.	From pass'rs & freight brought to the road by other railroads.	Of Passengers.	Of Property.	Of Mails.	From other sources.
Androscoggin.....	-	-	-	-	-	-	-	-	-
Aroostook River.....	No	returns	received	from	Aroostook	River.	-	-	-
Atlantic and St. Lawrence.....	33,432	135,831	4½ cts pr. mile	-	-	\$217,954 00	\$729,453 00	\$36,042 00	-
Bangor and Piscataquis.....	-	-	-	-	-	-	-	-	-
Bath Branch.....	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-
Boston and Maine.....	84,620	5,002,199	1 99-100 c. pr. m	\$1,847,395 45	349,586 57	1,354,202 37	842,779 65	23,657 34	149,980 17
Bucksport and Bangor.....	-	-	-	-	-	14,899 80	3,001 85	2,871 85	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-
European and North American.....	53,061	169,641	3½ cts.	-	-	228,212 48	294,089 58	28,289 81	28,948 54
Grand Trunk.....	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	32,381	49,141	{ 62 local }	45,017 14	81,440 92	88,323 78	38,134 28	6,000 00	5,754 44
Leeds and Farmington.....	-	-	{ 1,78½ thro' }	-	-	-	-	-	-
Lewiston and Auburn.....	-	-	-	-	-	-	-	-	-
Maine Central.....	170,072	549,181	3 10-100 cts.	560,246 13	216,351 84	776,597 97	823,686 04	52,427 76	31,814 46
Portland (Horse).....	886,003	-	{ 5, 6, 8 & 10 cts. cash }	-	-	48,680 48	-	-	2,668 68
Portland and Kennebec.....	-	-	{ 4½, 5 & 6¼ cts. tickets }	-	-	-	-	-	-
Portland and Oxford Central.....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	-	-	-	-	-	-	-	-	-
Portland and Rochester.....	36,925	111,086	3 cts.	-	{ Pass'ger, }	86,037 20	128,479 42	9,834 72	3,016 23
Portland, Saco and Portsmouth.....	108,737½	100,078	{ 1½ ct. through }	{ p.53,905 56 }	{ Ft. 191, }	87,020 27	60,167 12	72,973 09	5,029 93
Portsmouth, Great Falls and Conway..	-	-	{ 3 ct. local. }	{ ft.24,470 01 }	{ 758 64 }	140,925 83	{ any freight }	14,712 00	13,486 66
Somerset.....	3,204	5,772	5 cts	12,499 36	5,782 37	7,563 98	10,717 75	1,030 50	640 00
St. Croix and Penobscot.....	- 158	9,829	4 ct. mile.	41,581 89	None.	3,836 32	35,338 23	2,100 00	307 34
Whitneyville and Machiasport.....	-	-	-	-	-	-	6,300 00	-	-

Abstract of Returns of the several Railroad Corporations—Continued.

NAME OF ROAD.	NUMBER OF			CARS.				NUMBER OF MILES RUN BY				
	Depots.	Engine houses.	Engines.	Passenger.	Baggage and Mail.	Freight.	Others.	Passenger trns.	Freight trains.	Mixed trains.	Other trains.	Average rate of speed of each. Miles per hour.
Androscoggin.....	-	-	-	-	-	-	-	-	-	-	-	-
Aroostook River.....	No	ret	urns	recei	ved	from	Aroos	took	River.	-	-	-
Atlantic and St. Lawrence.....	33	7	49	44	-	-	-	236,499	590,005	-	-	-
Bangor and Piscataquis.....	10	2	4	2	2	65	-	-	-	-	-	-
Bath Branch.....	-	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	85	11	73	16	6	1,620	-	1,065,655	556,941	23,036	-	{ Express, 30 } { Accommo., 24 } { Freight, 12 }
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-
European and North American.....	34	6	22	19	10	373	45	1,533,388	199,713	40,699	-	{ Passenger, 21 } { Freight, 12 }
Grand Trunk.....	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	9	2	5	69	-	-	-	64,812	39,200	-	637	{ Passenger, 22 } { Freight, 15 } { Pas 25, Ft. 15 }
Leeds and Farmington.....	-	-	-	-	-	-	-	-	-	-	-	-
Lewiston and Auburn.....	-	-	-	-	-	-	-	-	-	-	-	-
Maine Central.....	74	16	60	57	32	1,387	20	539,313	385,216	-	310,230	{ Working tr., 12 } 5 miles per hour.
Portland (Horse).....	1	-	-	-	18	-	-	198,700	-	-	-	-
Portland and Kennebec.....	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Oxford Central.....	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	20	5	8	19	6	150	10,3 pl	ows.	-	-	-	{ Freight, 15 }
Portland and Rochester.....	15	4	7	9	5	137	14	103,916	37,960	-	-	{ Passenger, 25 }
Portland, Saco and Portsmouth.....	13	3	19	182	-	-	-	134,950	142,239	61,012	-	{ Passenger, 20 }
Portsmouth, Great Falls and Conway..	-	-	-	-	-	-	-	-	-	-	-	{ Mx'd, 15, Ft. 12 }
Somerset.....	3	1	2	-	13	owned	& loan	ed ] 5,600	2,800	9,297	-	20 miles pr. hour.
St. Croix and Penobscot.....	4	3	4	4	4	230	-	None.	2,820	22,020	-	14 miles pr. hour.
Whitneyville and Machiasport.....	-	1	2	-	-	46	-	-	-	-	-	8 miles pr. hour.

Abstract of Returns of the several Railroad Corporations—Continued.

NAME OF ROAD.	Who		Amount of each dividend.	When made.	Am't charged for depreciation of road and other property.	Number of persons injured in life or limb. Cause of injury, and whether passengers or employees.	Whether such accident arose from carelessness or negligence on part of employee, if so is person still employed?
	number of stockholders.	No. who reside in the State.					
Androscoggin.....	-	-	-	-	-	-	-
Aroostook River.....	No	returns	received	from Aroostook	River.	-	-
Atlantic and St. Lawrence.....	1,142	110	2 of 3 pr. ct	July & Jan'y 1st.	-	6 passengers, 7 employees.	-
Bangor and Piscataquis.....	-	-	-	-	-	-	-
Bath Branch.....	-	-	-	-	-	-	-
Belfast and Moosehead Lake.....	-	-	-	-	-	-	-
Boston and Maine.....	4,197	243	210,000	{ May & Nov. 15 } 1876.	222,548 72	{ 1 employee killed. 2 employees injured 1 pass'r killed 7 inj. 8 outside killed. 12 others injured. 1 killed; 1 injured }	None.
Bucksport and Bangor.....	117	112	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-
European and North American.....	344	215	-	-	-	-	-
Grand Trunk.....	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-
Knox and Lincoln.....	252	243	-	-	-	-	-
Leeds and Farmington.....	-	-	-	-	-	-	-
Lewiston and Auburn.....	-	-	-	-	-	{ 1 pass'r killed; 1 outsider killed.	-
Maine Central.....	647	508	-	{ Declared }	-	{ 1 employee injured.	-
Portland (Horse).....	116	109	5 per cent.	{ Jan 8, 1876. }	-	1 outsider.	No blame.
Portland and Kennebec.....	-	-	-	-	-	-	-
Portland and Oxford Central.....	-	-	-	-	-	-	-
Portland and Ogdensburg.....	232	223	-	-	-	-	-
Portland and Rochester.....	151	139	-	-	-	1 outsider; 1 empl injured	No
Portland, Saco and Portsmouth.....	1,460	98	\$45,000	Jan. & July, each	-	Three.	-
Portsmouth, Great Falls and Conway..	-	-	-	-	-	-	-
Somerset.....	120	-	-	-	-	-	-
St. Croix and Penobscot.....	65	25	None.	-	{ Kept good }	-	-
Whitneyville and Machiasport.....	6	2	-	-	by repairs.	-	-

*Abstract of Returns of the several Railroad Corporations—Concluded.*

NAME OF ROAD.	AVERAGE PAY OF EACH OF THE FOLLOWING GRADES.								
	Number of employees of every sort.	Conductors.	Baggage Masters.	Station agents.	Switch-men.	Engine drivers.	Firemen.	Brakemen.	Foremen of track sections.
Androscoggin .....	-	-	-	-	-	-	-	-	-
Aroostook River....	No	returns	received	from	Aroostook	River.	-	-	-
Atlantic and St Lawrence.....	245	\$2.08 pr. day	\$1.58 pr. d	\$1.90 pr day	\$1.45 pr. d	\$2 75 pr. day	\$1.65 pr. d.	\$1.42 pr. d	\$1.75 pr. day.
Bangor and Piscataquis.....	-	-	-	-	-	-	-	-	-
Bath Branch .....	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-
Boston and Maine.....	1,556	65 pr. mo.	47.70	58.32	45	81.93	38.31	36.58	44.46
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-
European and North American .....	-	65 pr. mo.	43 pr. mo.	10 to 65	1.70 pr. d.	50 to 71.25 m.	1.65 pr. day	1.60 pr. day	1 50 pr. day.
Grand Trunk.....	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	75	60 pr. mo	45	40	-	60	40 00	40.00	1.75 pr. day
Leeds and Farmington.. ..	-	-	-	-	-	-	-	-	-
Lewiston and Auburn.....	-	-	-	-	-	-	-	-	-
Maine Central.....	1,200	70 pr. mo.	50	50	40	2.90½ pr. day	1.65 pr. d.	42.50	1 75 pr. day.
Portland (Horse).....	36	40 pr. mo.	-	-	40 mo.	-	-	-	50 pr. mo
Portland and Kennebec.....	-	-	-	-	-	-	-	-	-
Portland and Oxford Central.....	240	60	40	29	37.50	2.70 pr. day	1.60 pr. d	36 m.	1.50 pr. day.
Portland and Ogdensburg.....	-	-	-	-	-	-	-	-	-
Portland and Rochester.....	126	65	1.75 pr. day	1 50	1.50	2 50	1 50	1.50	1.60
Portland, Saco and Portsmouth.....	265	90	54	\$25 to 100	36 to 54	3 and 3½ d	1.65 & 1.86	45 pr. mo	1.10 & 2.25
Portsmouth, Great Falls and Conway..	-	-	-	-	-	-	-	-	-
Somerset.....	20	60.00	40	25.83	10.00	60.00	35 00	-	1.60 pr. day.
St. Croix and Penobscot.....	25	2.50 pr. day	-	1.75 pr. day.	-	2 00 pr. day	1 50 pr. d.	1.50 pr. d.	2.00 pr. day.
Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-

## A C C I D E N T S .

*European and North American.*

January 24. W. Maling, conductor of freight train, in attempting to jump on to his train, when in motion, slipped and was run over, losing one leg.

June 24. Fred. Fortier was run over by a special from Vanceboro' in the night, near the Basin Mills. A coroner's jury exonerated the railroad company and its employees from blame.

September 24. Mr. John McKay, freight conductor, was seriously hurt by being thrown from his train while passing under the bridge between Great Works and Orono.

*Knox and Lincoln.*

April 28. Albert W. Hodgkins of Nobleboro', was run over by a freight train while shackling cars at the depot, and his leg was badly injured.

*Maine Central.*

February 5. Eddie White, 6 years old, son of Prof. C. A. White, while sliding down hill at Brunswick and across the railroad track, was struck by a train and his head severed from his body. The coroner's inquest found that the accident was the result of the boy's thoughtlessness, and that no blame attached to employees of the road.

A passenger, at Portland, was killed by falling from the train while intoxicated.

*Atlantic and St. Lawrence.*

William Chase, while attempting to get off a train when in motion, was fatally injured.

W. Guir, pushing trucks up and down in Portland yard, was injured and died in consequence.

December 30. We see by telegraph that a man was killed at Grand Trunk depot, at Portland, to-day—the case to be investigated by a coroner's inquest. The circumstances and the result of the inquest, we must defer to a special report or to the report of another year.



*Portland, Saco and Portsmouth.*

November 20. Charles Welch, brakeman, jammed while coupling cars at Kennebunk.

March 21. Thomas Flaherty of Portland, killed while trying to get off the platform in Portland depot after train had started. He fell under the car, which severed one leg at the hip.

July 4. John Morrison, fatally injured at Cape Elizabeth while sitting down upon the track.

There have been other accidents upon several of the roads, but of which we had no notice until reported to us in the annual Returns required on Dec. 1—and hence the reason for the amendment to sec. 78, chap. 51 of the Revised Statutes which we have elsewhere recommended—that we may have an opportunity to investigate them on the spot and at the time, and report them definitely.

---

The railroads of the State have come to be one of its largest material interests,—aggregating some \$50,000,000. They cannot be otherwise in the future than important elements in its growth and development—of its wealth and strength. They are owned and operated by private corporations and are therefore outside the sphere of direct legislative guardianship or of rightful interference, and the State government has control over them only by virtue of its visitorial power as over all institutions in the State, unless excluded by constitutional provision, as in the case of Bowdoin College. But whilst their organization is that of a private corporation their uses are public and of public concernment. And it is because of this nature of their uses, that the Legislature confers upon them the right to take private property as for public uses. This right is conferred at the pleasure of the government and is subject always to its control.

And as the uses of railroads so partake of the character of public uses as properly to claim for them this right of eminent domain, so these uses become subject to the reciprocal right, to the extent of their public concernment, of legislative control and regulation. Yet in the field of railroad operations the line is not always clearly discernable between powers exercised without right of interference as a private corporation and duties imposed and performed

as a public instrumentality, over which the Legislature may have rightful supervision.

We remember only one act of the Legislature touching the management of railroads in Maine which the courts have yet decided to be in conflict with the constitution. This indicates no disposition for any improper interference here, as certainly there should be none, and we trust will be none. They deserve to be treated fairly by the Legislature, by the courts, by juries and by the public, and we trust will be. There is no margin for antagonism to them or partiality for them, but ample room for exact justice toward them. The railroad interest is not powerful enough here to justly excite apprehension of undue ascendancy politically or financially,—nor is it prosperous enough to excite jealousy on account of its earnings. As an investment it has been a failure. Only a few of the roads have ever paid any interest upon the cost of their construction, and the stock of only a few is now valuable for dividends assured in the future. The greater part of the \$50,000,000 invested in them is dead capital and will never be repaid, and only so far as bonds and mortgage may represent a portion of this \$50,000,000 is it likely they will ever pay any dividend even upon the cost of original construction.

But very great advantages and conveniences have come, if not to the investors, certainly to the public from this large outlay in railroads. The public have received from them benefits in the facilities of travel and transportation, just as they have from streets and highways, which it would be difficult to estimate in figures. Like the civilization of the day we live in, and to which we were born, we could hardly live without them. Yet there is this great difference in the two, that the public did not build the railways though it reaps the fruit of them, but it did make the highways, the advantages of which it enjoys only a little more than the railways it did not build. It keeps, however, both in repair by tolls, voluntarily levied, the one by payment in gross in the form of taxes and the other by payment in the form of fares. But the original cost of the one it paid and the other it did not. Ought it not to have done so? And ought it not to own and manage them as improved highways? These are questions spontaneously arising as we look at the two-fold nature of these enterprises, and which have been largely discussed abroad and in this country, and partially tried in Belgium and Ireland, and in the Dominion and elsewhere, but we forbear now to consider them.





## APPENDIX.

---

The great importance of securing a uniform system of Railroad Accounts and Returns has been manifest for years, and frequently urged in the Commissioner's Reports and in the newspapers of many of the States. There have been two conventions of Railroad Commissioners and officials called for the purpose of procuring a general unanimity of action respecting this and kindred subjects; the first was at St. Louis in 1875, and the latter was held the present year at the office, and on the suggestion of the Massachusetts Commissioners, and comprised representatives from New York and the New England States, who confined their attention to "*a code of rules for keeping accounts and a form of return,*" presented by the Massachusetts Board; which, after some consideration and discussion, was approved by the convention. And we herewith submit the form adopted, and respectfully urge that the Legislature substitute this one for that now required by section 30, chapter 51 of the Revised Statutes. The system of accounts recommended has met the recent approval of the Executive of the Boston and Maine Railroad, published in the Director's Report of the 13th instant, in the following language:

"By an Act of the last legislature of Massachusetts, the Railroad Commissioners were required to prescribe a uniform system in the keeping of the books and accounts of railroad corporations, and were authorized to employ a person skilled in the methods of railroad accounting to supervise the method by which the accounts of such corporations are kept. The system, which must be satisfactory to every honestly managed railroad corporation, has been prescribed, and went into general operation on the first day of October, 1876. We are pleased to be able to say, that we believe it is as perfect a system as can be devised, and is similar to that used by this corporation for the past fifteen years."

It also meets with a similarly hearty endorsement from our own accomplished accountants, Messrs. Cushing and Linscott, of the Maine Central, and Mr. Thompson of the European and North American, and it is substantially the same as has been followed upon both of their roads.

## CAPITAL STOCK, DEBTS, &amp;c.

From returns of 1875.	CAPITAL STOCK.	
	1. CAPITAL STOCK authorized by charter	- -
	2. " " votes of Company	- -
	3. " issued, No. of shares, amount paid in	- -
	4. " paid in on shares not issued, No. shares	- -
	5. Total amount paid in as per books of the Company	- -
	6. Amount of capital stock issued but not full paid, \$	- -
	7. Amount per share still due thereon	- -
	8. Par value of shares issued	- -
	9. Total number of Stockholders	- -
	10. Number of Stockholders in Maine	- -
	11. Amount of stock held in Maine, \$	- -
	DEBT.	
	13. *Funded Debt, as follows :	
	Bonds due, rate of interest, -	-
	Interest paid on same during year, \$	-
	Bonds due, rate of interest, -	-
	Interest paid on same during year,	-
	Bonds due, rate of interest, -	-
	Interest paid on same during year,	-
	Certificates of indebtedness	-
	Interest paid on same during year,	-
	14. Total amount of Funded Debt	- -
	15. †Unfunded Debt, incurred for construction, equipment or purchase of property	- -
	16. All other debts—current credit balances, &c.	- -
	17. Total amount of Unfunded Debt	- -
	18. Total gross debt liabilities	- -
	19. Amount of cash, sinking funds in hands of trustees, and such securities and debit-balances as represent cash assets, specifying each	- -
	20. Total net debt liabilities	- -
	21. Amount of bonds or stock of other companies guaranteed, principal or interest, by this company, giving names of each	- -

## COST OF ROAD; EQUIPMENT, AND PROPERTY.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.			
1	Grading and Masonry	- - - -	-
2	Bridging	- - - -	-
3	Superstructure, including rails	- - - -	-
4	Land, land damages and fences	- - - -	-
5	Passenger and freight stations, wood-sheds and water stations	- - - -	-
6	Engine-houses, car-sheds, and turn-tables	- - - -	-
7	Machine shops, including machinery and tools	- - - -	-
8	Interest paid during construction, discount, &c.	- - - -	-
9	Engineering, agencies, salaries, and other expenses during construction	- - - -	-
10	Total expended for construction	- - - -	-
EQUIPMENT.			
11	Locomotives,	- - - -	Number
12	Snow-plows on wheels	- - - -	"
13	Parlor cars	- - - -	"

\* Describe in detail each class of bonds or funded debt, when due, rate of interest, and amount of interest paid on each class of such debt during the year; if secured by mortgage so state.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

COST OF ROAD, EQUIPMENT, AND PROPERTY—*Concluded.*

From returns of 1875.	EQUIPMENT.			
14. Sleeping cars	-	-	-	Number
15. Passenger, mail and baggage cars	-	-	-	“
16. Freight and other cars	-	-	-	“
17. <i>Total for equipment</i>	-	-	-	-
18. Average cost of equipment <i>per mile of road operated</i> by company				
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.				
19.	branch, original cost,		purchased for	
	“		“	
20. Lands in	(if not used for the business of road, so state)			
21. *Stock of	road	shares,	purchased for	
22. *Bonds of	road	nominal am't	“	
23. *Other securities, viz:	“	“	“	
24. Steamboat property	“	“	“	
25. Investments in transportation lines, nominal am't purchased for	-	-	-	-
26. Other property purchased	-	-	-	-
27. <i>Total</i>	-	-	-	-
28. Whole amount of Permanent Investments	-	-	-	-
29. †Property in Maine (including proportion of equipment)	-	-	-	-
30. Amount of supplies and materials on hand	-	-	-	-
31. Cash and cash assets	-	-	-	-
32. Total Property and Assets of the Company	-	-	-	-
33. Amount of sinking and contingent funds, and their purpose	-	-	-	-
	[	-	-	]

## EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and Masonry	-	-	-	-	-
2. Bridging	-	-	-	-	-
3. Superstructure, including rails	-	-	-	-	-
4. Land, land damages, and fences	-	-	-	-	-
5. Passenger and freight stations, wood-sheds and water-stations	-	-	-	-	-
6. Engine-houses, car-sheds, and turn-tables	-	-	-	-	-
7. Machine shops	-	-	-	-	-
8. Engineering, agencies, salaries, and other expenses during construction	-	-	-	-	-
9. Locomotives	-	-	-	Number	-
10. Snow-plows on wheels	-	-	-	“	-
11. Parlor cars	-	-	-	“	-
12. Sleeping cars	-	-	-	“	-
13. Passenger, mail and baggage cars	-	-	-	“	-
14. Freight and other cars	-	-	-	“	-
15. Purchase of other roads, specifying what	-	-	-	-	-
16. Subscriptions or loans to other roads, specifying the same	-	-	-	-	-
17. Any other expenditures charged to property account, specifying same	-	-	-	-	-
18. <i>Total</i>	-	-	-	-	-
19. Property sold, and credited property account during the year	-	-	-	-	-
20. Net addition to property account for the year	-	-	-	-	-

\* Where the purchase was made as a temporary investment and for no other purpose, it should not be entered here, but entered with the cash assets.

† State in answer to this question the value of all property in Maine, and of rolling stock, apportioned on the basis of miles of road operated. The value of bond and other securities held by the Company will not enter into the answer.

## REVENUE FOR THE YEAR.

From returns of 1875.	
	1. Receipts from local passengers on roads operated by this company
	2. Receipts from passengers from and to other roads over roads operated by this company
	3. Receipts from other roads as tolls, or for use of passenger cars
	4. " for express and extra baggage
	5. " for mails
	6. Other receipts belonging to passenger department
	7. Total receipts from passenger department
	8. *Receipts from local freight on roads operated by this company
	9. " " freight from and to other roads on joint tariff
	10. Receipts from other roads as tolls, or for use of freight cars
	11. Other receipts belonging to freight department
	12. Total receipts from freight department
	13. Receipts as rents for use of road and equipment, when leased
	14. Total Transportation Earnings
	15. Earnings per mile of road operated, computed as single track not including sidings
	16. Per train mile
	17. Income from rent of property other than road and equipment specifying same
	18. Income from all other sources (including accretions from sinking funds, investments in stocks, steamboat property, transportation lines, &c., specifying same)
	19. Total Income
	20. Percentage of same to capital stock and net debt
	21. " " total property and assets of company

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

<i>CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses.)</i>	
1.	†Repairs of road exclusive of bridges, new rails and new ties
2.	Iron rails laid, deducting old rails taken up (number of miles, weight per yard)
3.	Steel rails laid, deducting old rails taken up " "
	Fishings and spikes, frogs and switches
4.	New ties (number) cost
5.	Repairs of bridges
6.	Repairs of buildings and fixtures (stations, turn-tables and platforms)
7.	Repairs of, and additions to, machine-shops and machinery
8.	Repairs of fences, road crossings and signs
9.	Removing ice and snow
10.	Total
11.	‡Proportion of same to passenger department
12.	‡Proportion of same to freight " "
13.	Of the above total there was expended for other than ordinary repairs
<i>CLASS 2.—General Traffic Expenses.</i>	
1.	Taxes, State and local
2.	General salaries, office expenses and miscellaneous, not embraced in classes 3 and 4
3.	Insurance premiums and losses by fire, and damages for fires set by engines

\* Including net income of gravel trains, excluding gravel (except such as may be hauled for outside parties) from tonnage account.

† Including labor and materials in new sidings.

‡ Computed on gross receipts from passenger and freight departments.



EXPENSES OF OPERATING THE ROAD FOR THE YEAR—*Concluded.*

From returns of 1875.	CLASS 2— <i>Concluded.</i>
	4. Repairs of locomotives - - - -
	5. New locomotives (charged to operating expenses) - -
	6. Repairs of snow-plows - - - -
	7. New snow-plows (charged to operating expenses) - -
	8. Fuel for engines and cars: cords of wood, cost \$ - -
	tons of coal, cost \$ - -
	9. Water and water-stations - - - -
	10. Fuel for stations and shops - - - -
	11. Oil and waste - - - -
	12. Switchmen, watchmen, flag and signal men - - - -
	13. Telegraph expenses - - - -
	14. Total - - - -
	15. *Proportion belonging to passenger department - -
	16. * " " " freight " " - -
	CLASS 3.— <i>Passenger-Train Expenses.</i>
	1. Repairs of passenger, mail and baggage cars - -
	2. New passenger, mail and baggage cars (charged to operating expenses) - -
	3. Damages and gratuities, passenger - - - -
	4. Salaries, wages and incidentals of passenger department - -
	5. †Amount paid other corporations or individuals not operating roads, for use of passenger cars and repairs of same - -
	6. Amount paid other roads for balance of mileage of passenger cars - - - -
	7. Total - - - -
	CLASS 4.— <i>Freight-Train Expenses.</i>
	1. Repairs of freight cars - - - -
	2. New freight cars charged to operating expenses - -
	3. Damages and gratuities, freight - - - -
	4. Salaries, wages and incidentals of freight department - -
	5. Paid corporations or individuals not operating roads, for use of freight cars - - - -
	6. Amount paid other roads for balance of mileage of freight cars - -
	7. Total - - - -
	8. Total expenses of operating road, embraced in classes 1, 2, 3, 4 - -
	9. Per train mile - - - -
	10. Percentage of expenses to income - -

## NET INCOME, DIVIDENDS, &amp;c.

	1. TOTAL NET INCOME ABOVE OPERATING EXPENSES - -
	2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed - - - -
	3. <i>Net income above operating expenses and amount paid for rent of road</i> - -
	4. Percentage of same to capital stock and debt - -
	5. " " to total property assets of the company - -
	6. Interest accrued during the year—On funded debt - -
	On other debt - -
	total - -
	7. Dividends declared per cent. for the year, amount - -
	8. Date of last dividend declared - -
	9. Balance for the year, or surplus - - - -
	10. Surplus at commencement of the year - - - -
	Deduct or add entries to profit and loss account made during the year, not included in the foregoing statement - -
	11. Surplus at commencement of the year as changed by aforesaid entries - - - -
	12. Total Surplus, Sept. 30, 1876 - - - -
	13. Paid to sinking funds in hands of trustees - -

\* Computed on *gross receipts* from passenger and freight departments.

† As the Pullman, Wagner, or other drawing-room and sleeping cars.

## RECEIPTS, EXPENSES, NET EARNINGS, &amp;c., OF PASSENGER DEPARTMENT.

From returns of 1875.	1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 7	-	-	-	-
	2. Total receipts per train mile	-	-	-	-
	3. Expenses, proportion of 'Maintenance of Way and Buildings,' as per Class 1, No. 10	-	-	-	-
	4. Expenses, proportion of 'General Traffic Expenses,' as per Class 2, No. 14	-	-	-	-
	5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 9	-	-	-	-
	6. Total expenses	-	-	-	-
	7. " " per train mile	-	-	-	-
	8. Net earnings	-	-	-	-
	9. " " per train mile	-	-	-	-

## RECEIPTS, EXPENSES, NET EARNINGS, &amp;c., OF FREIGHT DEPARTMENT.

	1. TOTAL RECEIPTS from freight department, as per "Revenue for the Year," No. 12	-	-	-	-
	2. Total receipts per train mile	-	-	-	-
	3. Expenses, proportion of 'Maintenance of Ways and Buildings,' as per Class 1, No. 10	-	-	-	-
	4. Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 16	-	-	-	-
	5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 7	-	-	-	-
	6. Total expenses	-	-	-	-
	7. " " per train mile	-	-	-	-
	8. Net earnings	-	-	-	-
	9. " " per train mile	-	-	-	-

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, SEPT. 30, 1876.

## DR.

Arrange accounts on the debit side of the General Balance Sheet in the following order:

*First*, Enter those accounts which represent permanent investments, construction, roads purchased, equipment, real estate, bridges not included in construction account, steamboats, transportation lines, and stocks and bonds not held as temporary investments.

*Second*, Materials on hand, as per inventory, such as iron, supplies, &c.

*Third*, Accounts which represent assets, relied upon to cancel debts, or to make cash disbursements, such as cash, notes receivable, ledger balances, collectable from corporations and individuals, &c., &c.

*Fourth*, Sinking funds in hands of trustees.

*Fifth*, Profit and loss; or deficit, if any exists.

## CR.

Arrange accounts on the Credit side of the General Balance Sheet, in the following order:

*First*, Enter capital stock.

*Second*, Funded debt.

*Third*, Unfunded debt, incurred for construction, equipment, or purchase of property.

*Fourth*, Accounts which represent other debt liabilities, such as balances due corporations or individuals, unclaimed dividends, &c.

*Fifth*, Accounts which represents surplus, such as profit and loss, surplus, reserve, premium on capital stock, &c.

Returns not to be filled in by the corporation.

DR. COPY OF PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING SEPT. 30, 1876. CR.

DESCRIPTION OF ROAD.

From returns of 1875.				
1.	Date when the road or portions thereof were opened for public use:—From	to		
2.	*Length of main line of road from	to		
	“ “ “ in Maine	-	-	
	“ “ “ in other States	-	-	
3.	Length of line with track laid, if road is not completed			
4.	Length of double track on main line	-	-	
5.	Branches owned by company	-	-	
	Name and description of each, single or double track †			
6.	Total length of branches owned by company	-	-	
7.	“ “ “ in Maine	-	-	
8.	“ “ “ in other States	-	-	
9.	Length of double track on branches	-	-	
10.	Total length of road belonging to this company	-	-	
11.	Aggregate length of sidings and other tracks not above enumerated	-	-	
12.	Same in Maine	-	-	
15.	Total length of steel rails in tracks belonging to this company not including steel-top rails	-	-	
				Weights per yard
16.	Number of spans of bridges of 25 feet and upwards	-	-	
17.	“ iron bridges, aggregate length, feet			
18.	“ wooden “ “ “			

BRIDGES BUILT WITHIN THE YEAR.

Location.	Kind.	Material.	Length.	When built.

19.	Number of crossings of highways at grade	-	-
20.	“ “ “ over railroad	-	-
21.	“ “ “ under “	-	-
22.	Number of highway bridges 18 feet above track	-	-
23.	“ “ “ less than 18 feet above track	-	-
24.	Number of crossings at which gates or flagmen are maintained	-	-
25.	“ “ “ electric signals are maintained	-	-
26.	No. of crossings at which there are neither electric signals, gates nor flagmen	-	-
27.	Number of railroad crossings at grade, specifying each	-	-
28.	No. “ “ over other railroads, specifying each	-	-
29.	No. “ “ under “	-	-

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30.	Name, description and length of each *	-	-
32.	Total length of above roads	-	-
33.	“ “ in Maine	-	-
34.	“ “ in other States, specifying each	-	-
34.	Total miles of road operated by this company	-	-
35.	“ “ “ in Maine	-	-
36.	Number of stations on all roads operated by this company	-	-
37.	Same in Massachusetts	-	-
38.	Miles of telegraph on line of road operated by this company	-	-
39.	“ “ owned by this company	-	-
40.	Number of telegraph offices in company's stations	-	-
41.	“ “ stations operated by this company	-	-
42.	“ “ “ jointly by Railroad and Telegraph Co.	-	-

\* Length in all cases to be given in miles and decimals. † Whether single or double.

## ROLLING STOCK.

	Total No.	Market Value.	
		Dolls.	Cts.
1. Locomotives, average weight of engines in working order	}		
Locomotives, maximum " " " "			
average horse-power with steam pressure 100 lbs.	}		
2. Tenders, average weight of tenders full of fuel and water			
" " maximum " " " "			
average joint weight of engines and tenders			
3. Length of heaviest engine and tender, from centre of forward truck wheel of engine to centre of rear wheel of tender			
4. Total length of heaviest engine and tender over all			
5. Snow-plows, average weight			
6. Passenger cars, average weight			
" " maximum weight			
7. Mail and baggage cars, average weight			
8. 8-wheel box freight cars			
9. 4-wheel box " " " "			
10. 8-wheel platform cars " " " "			
11. 4-wheel " " " "			
12. Other cars, coal, gravel, &c.			
13. Total market value			
14. Total freight cars, including coal, &c., on a basis of 8 wheels			
15. Number of locomotives equipped with train brakes			
Kind of brake			
16. Number of cars equipped with train brakes			
Kind of brake			
17. Number of passenger cars with Miller Platform and Buffer			

## MILEAGE, TRAFFIC, &amp;c.

From returns of 1875				
	1. Miles run by passenger trains	-	-	-
	2. Rate of speed of express passenger trains, including stops	-	-	-
	3. " " accommodation " " " "	-	-	-
	4. Miles run by freight trains	-	-	-
	5. Rate of speed of express freight trains, including stops	-	-	-
	6. " " accommodation " " " "	-	-	-
	7. Miles run by other trains, and for what purpose	-	-	-
	8. Total miles run	-	-	-
	9. Total number of passengers carried	-	-	-
	10. Total passenger mileage, or passengers carried one mile	-	-	-
	11. Passenger mileage to and from other roads	-	-	-
	12. Number of tons carried, not including gravel	-	-	-
	13. Total freight mileage, or tons carried one mile	-	-	-
	14. Freight mileage to and from other roads	-	-	-
	15. Highest rate of fare per mile, any distance (exceeding one mile)	-	-	-
	16. Lowest " " " (single fare)	-	-	-
	17. Average rate of fare per mile, not including season tickets, received from passengers on roads operated by this company	-	-	-
	18. *Average rate of fare per mile received from passengers to and from other roads	-	-	-
	19. †Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket	-	-	-
	20. Average rate of fare per mile for all passengers	-	-	-

\* After deducting all allowances for tolls, or use of cars, &c.

† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

MILEAGE, TRAFFIC, &c — *Conclud.*

From returns of 1875.	21. Highest rate of freight per ton mile, for any distance	-		
	22. Lowest " " " "	-		
	23. Average rate of freight per ton mile on roads operated by this company	-		
	24. * Average rate of freight per ton mile to and from other roads	-		
	25. Average number of cars in passenger trains, including baggage cars	-		
	26. Average number of cars in freight trains, basis of 8 wheels	-		
	27. Average weight of passenger trains, including locomotives and tender in working order, exclusive of passengers	-		
	28. Average weight of freight trains, including locomotive and tender in working order, exclusive of freight	-		
	29. Number of persons regularly employed by company, including officials	-		
	RELATING TO PASSENGERS.			
	1. Total season-ticket passengers, round trip	-	-	
	2. { Passengers to Boston (including season)	-	-	
	3 † { " from " " " "	-	-	
	4. } Season-ticket pas'gers to & from Boston (1 round trip daily)	-	-	

LIST OF ACCIDENTS IN MAINE.

	From causes beyond their own control.		From their own misconduct or carelessness.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....						
Employees .....						
Others .....						

STATEMENT OF EACH ACCIDENT.

*Directors.*  
*Treasurer.*  
*Superintendent.*

STATE OF MAINE.

ss. 1876. Then personally appeared  
and severally made oath to the truth of the foregoing statement by them subscribed,  
*Justice of the Peace.*

Name and residence of officers.

Proper address of the Company.

\* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to the roads terminating in Boston.