

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

1887³

VOLUME II.

AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE.

1889.

REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE.

1887.



AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE.

1888.

REPORT.

To the Governor of the State of Maine:

The Board of Railroad Commissioners respectfully submits this their twenty-ninth annual report.

It is with a feeling of gratitude and pleasure that we can note the fact, that, while a series of appalling accidents have occurred on many railroads in other States during the past year, the railroads in Maine have been comparatively free from accidents of any kind. This result, we believe, is very largely due to the wisdom, care and efficiency of those entrusted with the management of the several railroads in the State, in the selection of subordinates and employes, and in looking carefully to the physical condition of their roads, and in the adoption of and adhesion to modern systems of running trains thereon.

The reports of the several railroad companies in the State show a most gratifying and, as appears, permanent increase in business both in passenger and freight earnings, notwithstanding the fact that in the early part of the season many railroads on the seaboard were seriously effected by some of the provisions of the "Interstate Commerce Law," which provisions, in effect, tended to divert freight traffic from railroads to steam and other vessels, at all competing points.

Examination of Railroads.

The Board of Commissioners, during the past year, have made two careful examinations of the tracks, rolling stock, bridges, viaducts and culverts of the several railroads in the

State, as required by law, and we are pleased to say that, with very few exceptions, we have found them much improved, all of which appear by the statement, in detail, of the condition of each road published further on in this report.

New Railroads.

York Harbor and Beach Railroad.

During the past year the York Harbor and Beach Railroad has been wholly constructed and was opened to public travel on the 8th day of August last. This railroad extends from the Boston & Maine Railroad Depot in Kittery to York Beach, a distance of about 11 2-10 miles.

Penobscot & Lake Megantic Railroad.

This railroad, now known as the International Railroad, is being constructed from the west line of the State easterly by the southern side of Moosehead Lake to a connection with the European and North American Railroad at Mattawamkeag.

A large portion of this has been graded during the past year.

The company hope and expect to have said road completed and ready for trains on or before January 1st, 1889.

Somerset Railroad Extension.

The Somerset Railroad Company contemplates the extension of their railroad from the present terminus at North Anson, northerly and easterly through said village and the town of Embden to the village of Bingham, a distance of about sixteen miles, and has, during the past season, graded a large portion of same. The company hope to have said extension completed in the early part of the coming summer.

Organization of Railroad Corporations.

Notwithstanding the multiplicity of railroad charters granted by the Legislature during the last session, three railroad corporations have been organized under the general law, viz :

Harmony & Wellington Railroad Company.

This company contemplated the construction of a railroad to extend from the terminus of the Seabcook & Moosehead Railroad in Hartland, through the town of Harmony, to the north line of the town of Wellington, in the county of Somerset, a distance of about 15 miles. A survey of the route has been made, and the location approved by this board, March 2d, 1887. No part of said road has yet been constructed.

Rumford Falls, Andover & Rangeley Lake Railroad Company.

The articles of association of the above-named company were approved by this board January 29th, 1887. Their contemplated railroad is to extend from Bryant's Pond, on the line of the Grand Trunk Railroad, in the town of Woodstock, through Woodstock, Bethel, Milton Plantation and Rumford to Rumford Falls. We do not learn that any survey of said road has yet been made.

Boston & Quebec Air Line Railroad Company.

This company was organized under the provisions of the general railroad law for the alleged purpose of constructing a railroad from the village of Skowhegan up the Kennebec River valley, through the towns of Madison, Solon, Bingham, Moscow, Carratunk Plantation, The Forks and other plantations, to Jackmantown Plantation, and to the location of the International Railroad's main line in said Plantation.

A survey of a portion of said contemplated railroad was made from Skowhegan through Madison to Carratunk Falls in Solon, and a plan of said location was submitted to this board for approval June 28th, 1887, which, after a public hearing, was not approved. (See appendix.)

Safety Switches and Lights.

The statute, enacted at the last session of the Legislature, requiring railroad companies running express trains, to place

safety switches of an approved sort at every siding connecting with the main track, and switch lights to be maintained throughout that portion of every railroad where trains are run after dark, has been very generally complied with, though some roads and portions of others are not yet supplied.

Heating and Lighting Passenger Cars.

What the best process is to safely warm and light passenger cars has not yet been fully determined, though the subject is receiving the careful consideration of railroad officers and managers throughout the country, and the usefulness of many devices and appliances is being tested. During the last session of our Legislature, an order was passed instructing this board to make an investigation of the subject and report, a copy of which will be found in the appendix.

Laws Relating to Railroads.

Though there is to be no session of the Legislature during the coming winter, we deem it proper, thus early, to make some suggestions as to future legislation in respect to railroads. Chapter 51 of the Revised Statutes is a codification of laws relating to railroads, enacted from time to time for many years back, as necessity for each particular act seemed to arise, so that in attempting to preserve, so far as possible, the original text, many incongruous and contradictory sections and parts of sections have been retained, very many of which have become unnecessary and not applicable to that which may be termed modern railroading. We therefore would respectfully suggest for the consideration of our future law makers, whether it would not be well at the next session of the Legislature, by committee, to review, revise and compile all the statute laws relating to railroads and railroad companies under one chapter, so that the same can be readily found, and, if required, could be easily published in pamphlet form.

Compensation of Railroad Commissioners.

In connection with what we have above said in relation to amendments, we would respectfully call attention to section 113 of chapter 51, Revised Statutes, relating to the manner in which the Board of Railroad Commissioners is paid for services rendered by them. Said section provides as follows: "Their compensation shall be five dollars a day while actually employed in their official duties, to be paid by the railroads on which their services are rendered." The Board of Railroad Commissioners, as now constituted, was first created by act of the Legislature, approved March 26th, 1858, entitled "An Act to secure the safety and convenience of travelers on railroads." The duties, as prescribed by said act, were exceedingly limited and unimportant. No definite compensation for services of the board was fixed by said act.

In 1860, an act, additional, was passed and approved, defining the qualifications of persons thereafter appointed members of the board, and defining more particularly their powers and duties, which consisted of making it the duty of one member of the board to make an annual examination of the tracks, rolling stock, bridges, viaducts and culverts of all railroads situate within the State, and to give a certificate of condition of the roads to such railroad corporations; said board to make report of their doings as is now provided by law. In said act, it was provided that the compensation of the Commissioners "should be four dollars a day while actually employed in the duties of their office," to be paid by the corporations for which the services were performed. The following year, 1861, the Legislature increased the compensation of the Commissioners to five dollars per day, to be paid as before. This amount and mode of compensating the board for their services were continued till the year 1876, when the act to authorize the formation of railroad corporations, known as the general railroad law, was enacted, in which provision was made that the board should be paid by the State, though the amount of compensation was left the same.

This provision remained till 1878, when a salary of ten hundred dollars each was established for the board, to be paid by the State in quarterly payments.

In the general havoc made on salaries by the Legislature of 1879, the compensation was again fixed at five dollars a day, to be paid (not by the railroad corporations,) but, as in the language of the statute, "By the railroads on which their services are rendered."

It will be observed, by an examination of these several acts above mentioned, that when the compensation was fixed at a *per diem* to be paid by the railroad corporations, the duties of the board were wholly confined to existing railroads, and mainly to an annual examination of same. The judicial powers and duties conferred upon the board by the general railroad law and by subsequent enactments, did not then exist; nor was any excise tax then levied upon railroads in this State, while to-day the State is receiving from railroad taxation more than \$100,000 yearly. The object, as stated in the title of the act creating the Board of Railroad Commissioners, was "To secure the safety and convenience of travelers on railroads."

The creation of the board has been, by subsequent acts of the Legislature, used to promote still other objects, viz: the creation of railroad corporations (without special acts of the Legislature); location of depots; crossings of highways over railroads, and railroads over highways; extension of railroads; change of gauge, etc., with many other acts conferring special powers and duties upon the board.

Such services, in many instances, the board can neither charge to railroads nor railroad corporations, but to the petitioners, whether corporations or individuals.

This system of collecting compensation for services rendered by the board we believe to be entirely wrong in principle, and unjust to all who may be, by law, compelled to call upon the board of commissioners to secure individual or corporate rights. It seems to us to be reasonable that, under all the circumstances, the State should assume the burden of

paying the board of commissioners for discharging the duties which, by law, are required of them, and it should be such a salary as would enable the board to devote their whole time to it. The compensation now fixed by statute is entirely inadequate.

By reason of the additional duties required and jurisdiction conferred by statute upon the board, the time of the commissioners is so taken that they can attend to little, if any other business.

In Massachusetts, where, by statute, the duties to be performed are no greater, the salary paid to the commissioners is as follows: To the chairman of the board, \$4,000; to the other two, \$3,500 each, with a clerk at a salary of \$2,000. They are also furnished good office rooms and a sum of money, not exceeding five hundred dollars yearly, for books, stationery and other incidental expenses. True, all these salaries and expenses are assessed upon the several railroads of the State, according to their gross earnings, by the tax commissioner, and we believe if such a system was adopted in Maine, it would be much better than the one now fixed by statute.

And, if the Legislature should be convinced that the railroads in this State are not now sufficiently taxed to enable the State to assume this additional burden of paying its own officers, the percentage of taxation should be increased.

By Section 6 of Chapter 51 of R. S., it is provided that railroad corporations, created under the provisions of that chapter, shall file with the Board of Railroad Commissioners plans of the location of their railroads.

By reason of having no office or place in which to keep or deposit such plans, the board has been compelled to allow such railroad corporations to retain the same. Also, by having no office in which to keep and deposit such plans, record books, copies and other official papers, the board has been put to much inconvenience in the discharge of their official duties.

Railroads in Maine.

	Miles in Maine.	Whole length main line op- erated.
Aroostook River Railway (New Brunswick)	30.	30.
Atlantic and St. Lawrence (Grand Trunk).....	82.5	149.5
Androscoggin (Maine Central) viz: Bath Branch,	8.75	} 75.9
and Brunswick to Farmington, including branch to Lewiston...	67.15	
Bangor and Piscataquis.....	77.	77.
Bangor and Katahdin Iron Works Railway (Bangor and Piscataquis)	19.	19.
Belfast and Moosehead Lake (Maine Central).....	33.1	33.1
Boston and Maine	44.	115.5
Bridgton and Saco River.....	15.5	15.5
Dexter and Newport (Maine Central).....	14.	14.
Eastern Maine, formerly Bucksport and Bangor (Maine Central)..	18.1	18.1
European and North American (Maine Central)	114.2	114.2
Franklin and Megantic	15.	15.
Green Mountain Railway.....	1.13	1.13
Grand Trunk Railway.....	-	4560.
Houlton Branch (New Brunswick).....	3.	8.
Knox and Lincoln.....	49.5	49.5
Kennebunk and Kennebunkport (Boston and Maine)	4.5	4.5
Lewiston and Auburn (Grand Trunk).....	5.5	5.5
Lewiston and Auburn Horse Railroad.....	7.7	7.7
Maine Central (to Bangor via Augusta, including Portland and Kennebec, 63 miles).....	136.6	136.6
Maine Central (Cumberland, via Lewiston, to Waterville).....	72.93	72.93
Maine Shore Line, including Steam Ferry (Maine Central)	49.5	49.5
Monson.....	6.	6.
New Brunswick Railway.....	-	438.3
Norway Branch (Grand Trunk).....	1.5	1.5
Orchard Beach.....	3.	3.
Ocean Street Horse Railroad (Portland Horse Railroad).....	1.5	
Portland and Kennebec (Maine Central).....	-	63.
Portland and Ogdensburg.....	51.	110.
Portland and Rochester.....	49.5	52.
Portland, Saco and Portsmouth (Boston and Maine)	50.75	51.
Portland Horse Railroad.....	8.5	8.5
Portsmouth, Great Falls and Conway (Boston and Maine)	2.92	7.2
Rockport.....	2.5	2.5
Rumford Falls and Buckfield.....	27.5	27.5
Sandy River.....	18.	18.
Sebasticook and Moosehead.....	8.	8.
Somerset.....	25.	25.
Somerset and Kennebec (Waterville to Skowhegan, Maine Central)	18.19	18.19
St. Croix and Penobscot.....	18.	22.
St. Croix (New Brunswick Railway).....	.5	7.
Stillwater Branch.....	3.	3.
Whitneyville and Machias.....	7.5	7.5
York Harbor and Beach.....	11.2	11.2
Total miles in Maine.....	1182.22	-

CONDITION OF RAILROADS.

AROOSTOOK RIVER RAILROAD.

From State line to Presque Isle in Aroostook County, 30 miles.

The Commissioners are happy to report the continued improvement of this railroad, and it now compares very favorably with some of the best railroads in our State. This road extends from Aroostook Junction, near the line between this State and the Province of New Brunswick, to Presque Isle in the county of Aroostook, passing through, in its course, the flourishing towns of Fort Fairfield and Caribou. During the past season about 400 tons of steel rails have been laid in the track (making the entire line in Maine steel) and 15,000 ties. The road-bed has been thoroughly ballasted and ditched, and all defective culverts re-built. New steel has been placed in the yard at Presque Isle, and in the line between Presque Isle and Fort Fairfield. New safety switches, with stands and targets complete, are now being placed along the entire line. The location or right of way is mostly cleared of bushes and fenced. At all points where washouts occurred at the time of the spring freshets, the track has been raised and protected with wharfing and rip-rap. The bridges along the line are in very good condition. At Caribou a new passenger station and a new freight house have been built in more convenient locations than were the old station buildings. The yard has been enlarged and re-graded and the side tracks re-located and extended.

At Presque Isle the old passenger station and freight shed have been torn down, the yard greatly enlarged and re-graded. A new passenger station, freight house, and round house with four stalls, and convenient platforms at passenger and freight stations have been built. The old side tracks have been re-arranged and lengthened and three additional tracks laid;

and the entire arrangement of the station buildings, yards and tracks, both at Presque Isle and Caribou, has been modernized and greatly improved.

The Aroostook Railroad is leased to and operated by the New Brunswick Railway Company, and as all the passengers and freight to and from that portion of Aroostook County tributary to the Aroostook River Railroad, also the passengers and freight to and from Calais and other points in the eastern portion of our State necessarily pass over a large portion of the New Brunswick Railway, we think it proper to make some statements in this report, showing the present condition of the last named railway, and the great improvements made during the last three years. Those who had occasion to pass over that portion of the road between Woodstock and St. Stephens and St. Andrews, known as the New Brunswick and Canada Railway before it passed by lease under the control of the New Brunswick Railway Company, will doubtless remember its rough, dilapidated and unsafe condition and can now fully appreciate the vast improvement made within the last three years. The road-bed has been raised and widened in many places and well ballasted for over 320 miles. With the exception of a portion of the St. Andrews Branch, the track is all laid with steel rails.

Eleven and five one-hundredths miles of new sidings have been laid and 600,000 yards of ballast put upon the road-bed; 110,000 yards of earth have been moved for filling trestles and wharves; 330,000 new ties and 182 new steel frogs have been laid in the track, and 225 new switches with stands and ties complete; 250 culverts and cattle guards have been re-built and 300 repaired. About 130,000 rods of surface and track ditching have been done; 38 bridges (6 of steel) have been built, in all about 10,000 feet in length, and 40 bridges have received needed repairs; 120 miles of new fence have been built. The yards at McAdam Junction, Aroostook Junction and many other points along the line have been enlarged and improved, the station buildings, platforms, etc.,

over the entire line generally re-built or repaired. Sema-phores have been erected at junction points. The old equip-ment of the road has been repaired and large additions have been made, as follows: Fourteen locomotives, 14 passenger cars, 6 baggage cars, 5 combination (passenger and baggage) cars, 10 freight saloon cars, 227, 8-wheel box freight cars, 401, 8-wheel, 40, 4-wheel, flat, and 60, 8-wheel stock cars, 4 snow plows and 120 hand and push cars. Many of the engines, passenger and baggage cars are equipped with the Westinghouse brake, and the Sewall steam heating apparatus is being put into all passenger equipment in through trains. It will be seen by the foregoing statements that a vast amount of labor and material has been required in raising this line of railway from its former dilapidated and unsafe condition, up to its present position as one of the safe and well managed roads of the country. The work of im-proving the road-bed and track, re-building and repairing the bridges and stations, improving the yards, &c., has been under the constant and intelligent supervision of Moses Burpee, Esq., the chief engineer of the railway, and it is but justice to him to say, that it has been accomplished in a most satisfactory manner and highly creditable to his skill and good judgment as a civil engineer.

E. R. Burpee, Bangor, President, Aroostook River R. R. Co.
 C. F. Woodard, " Clerk, " " " "
 F. W. Cram, " Gen. Manager, " " " "

NEW BRUNSWICK RAILWAY COMPANY.

President—Samuel Thorne, New York City.

Vice President—J. Kennedy Todd, New York City.

General Manager—F. W. Cram, Bangor, Maine.

Superintendents—John Stuart, Northern Division; H. D. McLeod, Southern Division.

General Freight Agent—F. W. Cram.

General Passenger Agent—J. F. Leavitt, St. John, N. B.

Treasurer and Clerk of Corporation—Alfred Seely, St. John, N. B.

Chief Engineer—Moses Burpee, St. John, N. B.

Proper address of Company, New Brunswick Railway Company, St. John, New Brunswick.

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY.

From Portland, Me., to Island Pond, Vermont, 149½ miles—82½ miles in Maine.

Directors—Joseph Hickson, Montreal, Canada.

Sir A. P. Galt,	“	“
Philip H. Brown,	Portland,	Maine.
Charles E. Barrett,	“	“
H. J. Libby,	“	“
F. R. Barrett,	“	“
F. R. Swan,	“	“
Geo. P. Wescott,	“	“

The Atlantic & St. Lawrence Railroad is leased to and operated by the Grand Trunk Railway of Canada, and it is but fair to say that the road-bed, track, bridges and water-ways are maintained in a condition second to no other railroad in the State. Great care and watchfulness is exercised to insure the safety of trains, and all approved modern appliances and safeguards are adopted and in use to secure that result. The road-bed throughout the entire line, within the limits of this State, is in excellent condition, and presents a very neat and finished appearance in every respect. The track is laid with heavy steel rails, and is in very good surface and alignment. Twelve and one-half miles of new steel rails and about 48,000 new ties have been laid in the main line and branches the past season. The station buildings along the line are (with one or two exceptions) comfortable and convenient. Arrangements are being made to change the location and erect new station buildings at South Paris. Among the improvements made during the past season may be

mentioned the re-building with creosoted piles one of the ocean steamers' wharves and sheds at Portland, at a cost of \$50,000. A new overhead bridge with stone abutments and iron girders has been built at a road crossing between Oxford and South Paris, and a new abutment at a stream between West Paris and Bryant's Pond. Many new timbers have been put upon the small water-ways and open culverts. The wooden pile bridge across Back Bay, at Portland, is a very safe and substantial structure. All the other bridges on the line are constructed of iron. The rolling stock is in good condition.

President—Joseph Hickson, Montreal, P. Q.

Vice President—Philip H. Brown, Portland, Maine.

Treasurer—Charles E. Barrett, “ “

Clerk of Corporation—F. R. Barrett, “ “

E. P. Hannaford, Chief Engineer, Montreal, P. Q.

John Lloyd, Asst. Engineer in charge of Maine Division, Richmond, P. Q.

J. S. Stephenson, Superintendent, Montreal, P. Q.

Proper address of Company, Atlantic & St. Lawrence Railroad Company, Portland, Maine.

ANDROSCOGGIN RAILROAD.

From Brunswick to Farmington including branch from Crowley's to Lewiston, 67 1/2-100 miles.

This road is leased to and operated by the Maine Central Railroad Company. The road-bed and track from Brunswick to Lewiston are in very good condition and compare favorably with the main line. The bridges and water-ways are all good, substantial structures, a number of the most important ones being iron truss, or girders. From Crowley's Junction to Leeds Junction the road-bed, track and bridges are in fair condition and have been greatly improved within the last two or three years.

From Leeds Junction to Farmington the road-bed and track are in good condition and well ballasted. The bridges

along the line are in very good order. The station buildings are comfortable, convenient and kept clean.

BATH BRANCH OF THE MAINE CENTRAL RAILROAD.

From Brunswick to Bath, $8\frac{3}{4}$ miles.

This branch is in very good condition, the tracks laid with steel rails for the entire distance, and the ties are good. The road-bed is well ditched and drained, and the track well ballasted. The station buildings at Bath are in very good order. This is an important branch of the Maine Central Railroad system, connecting at Bath with the Knox & Lincoln Railroad. Through trains are run between Bath, Lewiston and Farmington, connecting at Brunswick with the trains on the main line.

No accident has occurred during the past year.

BANGOR & PISCATAQUIS RAILROAD.

From Oldtown to Moosehead Lake, 77 miles.

Directors—E. B. Neally, Bangor, Maine.

A. G. Wakefield, Bangor, Maine.

C. L. Marston, “ “

John Cassidy, “ “

L. J. Morse, “ “

Isaac Strickland, “ “

Charles P. Stetson, “ “

F. O. Beal, “ “

B. B. Thatcher, “ “

The road-bed of the Bangor & Piscataquis Railroad is in very good order. The ditching and draining of the road has been done in a thorough manner. Many new steel rails and a large number of new ties have been laid in the track, and a large amount of ballast put under it. The entire road-bed and track present a greatly improved appearance. All necessary repairs have been made upon the culverts and open waterways. Both the masonry and superstructure of the bridges are, for the most part, in good condition. The trestle bridges

between Guilford and Blanchard have received necessary repairs. The stations along the line are kept in good repair, neat and comfortable. The rolling stock is in good order and such additions have been made to it as the increasing traffic required. This road is improving in value and importance each succeeding year; and when the International Railway is completed, and the connection made at West Cove, Moosehead Lake, we have no doubt that a very marked increase of traffic and values will follow.

No accident has occurred to trains.

President—E. B. Neally, Bangor, Maine.

Superintendent and General Passenger Agent—Arthur Brown, Bangor, Maine.

Treasurer and Clerk of Corporation—H. W. Blood, Bangor, Maine.

Proper address of Company, Bangor and Piscataquis Railroad Company, Bangor, Maine.

BANGOR & KATAHDIN IRON WORKS RAILWAY.

From the station of the Bangor & Piscataquis Railroad at Milo, to the Katahdin Iron Works, 19 miles.

Directors—Charles V. Lord, Bangor, Maine.

Henry McLaughlin, “ “

F. W. Carr, “ “

Charles Hamlin, “ “

Charles A. Gibson, “ “

Since the date of our last report this road has passed, by lease, under the control of the Bangor & Piscataquis Railroad Company. The road-bed is, generally, in good condition and the track fair, but some new rails should be laid the coming season.

The bridges are in fair condition and safe for the present. The station buildings are comfortable and convenient. The International Railway crosses this road about three miles north of Brownville, and arrangements will undoubtedly be

made for the interchange of passengers and freight at that point. This, together with the pleasure travel in summer and the freight to and from Katahdin Iron Works and the slate quarries at Brownville, will furnish a fair business for the road.

President—Charles V. Lord, Bangor, Me.

Gen. Manager, Freight and Passenger Agent and Treasurer—F. W. Cram, Bangor, Me.

Clerk of Corporation—A. B. Taylor, Bangor, Me.

Proper address of Company, Bangor & Katahdin Iron Works Railway, Bangor, Me.

BELFAST & MOOSEHEAD LAKE RAILROAD.

From Belfast to Burnham, 33 1-10 miles.

This road is leased to and operated by the Maine Central Railroad Company.

Directors—Charles B. Hazeltine, Belfast, Maine.

Geo. B. Ferguson,	“	“
John G. Brooks,	“	“
Edward Johnson,	“	“
Josiah Mitchell,	“	“
William E. Marshall,	“	“
William M. Rust,	“	“
Edward Sibley,	“	“
William M. Woods,	“	“

The road-bed and track are in fair condition and we think somewhat improved since our last report. The bridges, both masonry and superstructure, are good; the culverts and waterways in good order; station buildings comfortable and convenient and kept clean. During the past season the abutments at Livermore brook, just east of Waldo Station, have been rebuilt.

The location of the passenger station at Belfast has been changed, and the building extensively repaired. A new awning has been built and the platform rebuilt and enlarged,

adding greatly to the comfort and convenience of the patrons of the road.

President—Charles B. Hazeltine, Belfast, Me.

Treasurer and Clerk of Corporation—John H. Quimby.

Proper address of Company, Belfast and Moosehead Lake Railroad Company, Belfast, Maine.

BOSTON & MAINE RAILROAD.

From Portland, Maine, to Boston, Mass., 115 50-100 miles
—44 miles in Maine.

Directors—Geo. C. Lord, Newton, Mass.

Amos Paul, So. Newmarket, N. H.

Nathaniel J. Bradlee, Boston, Mass.

William S. Stevens, Dover, N. H.

James R. Nichols, Haverhill, Mass.

Joseph S. Ricker, Deering, Maine.

Samuel C. Lawrence, Medford, Mass.

Richard Olney, Boston, Mass,

Frank Jones, Portsmouth, N. H.

This important line of railroad is maintained in the same very good condition as described in our report of last year. All the bridges within the limits of this State, with the exception of the pile bridges at Portland and Scarborough, and the lattice bridge at Salmon Falls, are constructed of iron, and are of the most approved patterns. The superstructure and masonry of all the iron bridges are in excellent condition, and the pile bridges, at the points before named, rank the same. The wooden lattice bridge at Salmon Falls is to be removed and an iron bridge built in its place, and the masonry for new piers is now being laid. Additional iron girders have been placed on the bridge over Middle street, Saco; also on the water power company's bridge at Biddeford. The station building at Biddeford has been remodeled and greatly improved. New iron girders have been put upon the sea road bridge at Kennebunk, and a new station building erected at the Elms, in Wells; 5 miles of new steel rails (72 pounds to

the yard) and 20,000 new ties have been laid in the track. The station buildings along the entire line are comfortable and convenient, and kept, in all the apartments, in a very cleanly condition. The entire location between the fences is cleared of trees, bushes and rubbish, presenting a neat appearance. The road-bed is thoroughly ditched and drained, and the track, for the most part, well ballasted.

The rolling stock is in very good condition and constant additions are being made to it to meet the demands of the rapidly increasing business. No effort is spared on the part of the management to secure the safety of trains and the comfort and convenience of passengers, and the road has been operated the past year with entire freedom from accidents to trains.

President—Geo. C. Lord, Newton, Mass.

General Manager—James T. Furber, Lawrence, Mass.

Treasurer—Amos Blanchard, Lowell, Mass.

Auditor—W. J. Hobbs, Malden, Mass.

General Passenger and Ticket Agent—Dana J. Flanders, Malden, Mass.

General Freight Agent—W. J. C. Kenney, Malden, Mass.

Assistant Freight Agent—Wm. F. Berry, “ “

Superintendent—William Merritt, Malden, Mass.

Purchasing Agent—Geo. F. Hurd, “ “

Superintendent of Motive Power—William Smith, Malden, Mass.

Master Maintenance of Way—John Bailey, Lawrence, Mass.

Master Car Builder—D. C. Richardson, Lawrence, Mass.

Pay Master—C. H. Nowell, Boston, Mass.

Proper address of the Company, Boston & Maine Railroad, Boston, Mass.

BRIDGTON & SACO RIVER RAILROAD.

From Bridgton to a junction with Portland & Ogdensburg Railroad at Hiram, 15 5-10 miles.

Directors—William F. Perry, Bridgton, Maine.

William A. Stevens, “ “

A. H. Burnham, “ “

John W. Fowler, “ “

Darwin Ingalls, “ “

Samuel S. Fuller, “ “

Edwin Ingalls, “ “

I. S. Webb, Portland, Maine.

W. H. Milliken, “ “

A. Jones, Hiram, “ “

At an examination of the road, made during the past season, we found the road-bed, track and bridges in very good condition. The track is well surfaced and aligned, and the trains run as smoothly and steadily on it as on most of the standard gauge roads. Good material for ballast is abundant along the line, and it has been used to good advantage. The track is well ballasted. There are several trestle and pile bridges which might be removed and stone culverts and earth embankments substituted, and this will undoubtedly be done when it becomes necessary to rebuild them. The station buildings at Bridgton and Hiram are in good condition and kept clean in every respect. The rolling stock is in good order; the passenger cars neat and comfortable. The road is well managed, and no accidents to trains have occurred.

President—William F. Perry, Bridgton, Maine.

Vice President—W. A. Stevens, “ “

Superintendent, Gen. Pass. and Freight Agent—J. A. Bennett, Bridgton, Maine.

Treasurer—P. P. Burnham, Bridgton, Maine.

Proper address of the Company, Bridgton & Saco River Railroad Company, Bridgton, Maine.

DEXTER & NEWPORT RAILROAD.

From Dexter to Newport, 14 miles.

Directors—Charles Shaw, Dexter, Maine.

George Hamilton, “ “

A. F. Bradbury, “ “

Nathaniel Dustin, “ “

George A. Abbott, “ “

W. H. Baxter, Portland, “

F. W. Hill, Exeter, “

This road is leased to and operated by the Maine Central Railroad Company. Some improvements have been made upon the road during the past season. The road-bed is in good condition and the track fair, but some new rails and ties will be needed the coming season. A new bridge has been erected at Nason stream. The station buildings at Corinna and Dexter are in all respects good. Efforts are now being made to extend this road from Dexter to Dover and Foxcroft or Guilford, connecting at one of these points (not yet decided) with the Bangor & Piscataquis Railroad. If this scheme is accomplished, the traffic over this important branch will be greatly increased, and the distance to Moosehead Lake (as compared with the present route) will be greatly reduced.

President—Charles Shaw, Dexter, Maine.

Treasurer—George Hamilton, Dexter, Maine.

Clerk of Corporation—Josiah Crosby, Dexter, Maine.

Proper address of the Company, Dexter and Newport Railroad Company, Dexter, Maine.

EASTERN MAINE RAILROAD.

From Bangor to Bucksport, 18 1-10 miles.

This road is leased to the Maine Central Railroad Company and is operated by them.

Directors—Eugene Hale, Ellsworth, Maine.

L. A. Emery,	“	“
J. R. Bodwell,	Hallowell,	“
S. D. Bailey,	Bath,	“
M. Sumner,	Rockland,	“
Davis Tillson,	“	“
G. W. Kimball,	“	“

This road remains in about the same general condition as stated in our report of last year. The bridges are in good order, but the track needs some new iron, ties and ballast. The road-bed is fair. The station buildings at Brewer and Bucksport are good and convenient, and others along the line of the road are in fair condition. Trains over this road arrive at and depart from the Maine Central station at Bangor.

No accidents have occurred to trains during the past year.

President—Eugene Hale, Ellsworth, Maine.

Vice President and Treasurer—G. W. Kimball, Rockland, Maine.

Clerk of Corporation—L. A. Emery, Ellsworth, Maine.

Proper address of Company, Eastern Maine Railroad Company, Rockland, Maine.

EUROPEAN & NORTH AMERICAN RAILWAY.

From Bangor to the State line at Vanceboro, 114 2-10 miles.

Directors—Noah Woods, Bangor, Maine.

Sprague Adams,	“	“
Charles T. Bragg,	“	“
Nathan C. Ayer,	“	“
Franklin A. Wilson,	“	“
Isaac Strickland,	“	“
Thomas J. Stewart,	“	“
Charles P. Stetson,	“	“
Edmund H. Blake,	“	“

This road is an important link in the great through line from Portland, in this State, to St. John in the Province of New Brunswick. The road is leased to and operated by the Maine Central Railroad Company, and has shared largely in the many important changes and improvements made by that company upon the main line of their road, since the date of our last report. The road-bed is well drained and ditched, and the track well ballasted. The bridge masonry, culverts and water-ways are in very good order, and the superstructure of the bridges is generally very good. The track is in good condition and rides well. The station buildings are in good condition and kept clean and comfortable. A new iron bridge has been built across the St. Croix river at Vanceboro, in place of the wooden Howe truss, which was considered too light for the heavy loads to which it was subjected. Several of the wooden truss bridges at various points on the line between Vanceboro and Oldtown have been repaired and strengthened. At Oldtown, a new abutment and pier has been built and a wooden span replaced with iron. At Orono new abutments and piers have been built, and a substantial iron bridge has taken the place of the old wooden truss. A new freight house has been built at Kingman, and the station buildings at Winn and Milford have been moved and repaired. The old passenger station at Orono has been taken down, and a new station and platforms have been built on the opposite side of the track. We learn that the company intends to replace several more of the wooden bridges with iron structures the coming summer.

President—Noah Woods, Bangor, Maine.

Treasurer, Albert T. Thompson, Bangor, Maine.

Clerk of Corporation, Charles P. Stetson, Bangor, Maine.

Proper address of Company, European & North American Railway Company, Bangor, Maine.

FRANKLIN & MEGANTIC RAILROAD.

From Strong to Kingfield, 15 miles. Gauge 2 feet.

Directors—Samuel W. Sargent, Boston, Mass.

V. B. Mead, “ “

N. B. Bryant, “ “

Phillip H. Stubbs, Strong, Maine.

Jeremy W. Porter, “ “

John Winter, Kingfield, “

W. S. Heath, Salem, “

This road diverges from the Sandy River Railroad at Strong, and passes through the towns of Freeman and Salem to Kingfield. The road was opened for travel in the winter of 1885, and has been in successful operation since that time.

The road was built for the purpose of reaching the large tracts of timber lands in the northern part of Franklin County, and furnishing transportation to market for the lumber of that region, which could not be made available in any other way. The road-bed and track are in good condition and have been improved during the past season. The bridge and culvert masonry is good. The trestle bridges are in fair condition and safe for the present. The station buildings are good and convenient.

The business of the road is steadily increasing, as new industries are established along the line. The town of Kingfield, at the terminus of the road, is becoming an important centre, and many new buildings have been erected there.

No accidents have occurred to the trains by which persons or property have been injured.

President—Samuel W. Sargent, Boston, Mass.

General Manager and Treasurer—Phillip H. Stubbs, Strong, Maine.

Cashier and Clerk of Corporation—W. Fred P. Fogg, Strong, Maine.

Purchasing Agent—V. B. Mead, Boston, Mass.

Proper address of Company, Franklin & Megantic Railroad Company, Strong, Maine.

No return has been received from this Company for the year 1887.

GREEN MOUNTAIN RAILWAY.

From Eagle Lake, Mount Desert, to the summit of Green Mountain, six thousand feet in length.

Directors—Thomas J. Stewart, Bangor, Maine.

Charles V. Lord,	“	“
Frank W. Cram,	“	“
Eugene M. Hersey,	“	“
Francis H. Clergue,	“	“

This road commences on the shore of Eagle Lake, at the foot of Green Mountain, and following up the slope of the mountain, attains an altitude of about sixteen hundred feet at the terminus on the summit. The road is maintained in a very safe condition, and no accident has ever occurred, as every precaution is taken to guard against it. The road is operated only during the summer months. The railroad company has erected a large and convenient hotel on the summit of the mountain, for the accommodation of their patrons. The view from the summit is one of the most extensive and beautiful to be found on the whole extent of the coast of Maine; and summer visitors to this point are constantly increasing in numbers.

President—Thomas J. Stewart, Bangor, Maine.

Gen. Manager and Treasurer—F. H. Clergue, Bangor, Maine.

Superintendent and Gen. Pass. Agent—Harry D. Stewart, Bangor, Maine.

Proper address of Company, Green Mountain Railway Company, Bangor, Me.

No return has been received from this Corporation by the board.

HOULTON BRANCH OF THE NEW BRUNSWICK RAILROAD.

From Debec Junction, New Brunswick, to Houlton, Maine,
8 miles—3 miles in Maine.

This road is leased to and operated by the New Brunswick Railway Company.

The road is in excellent condition in all its parts. The track is laid with steel rails and well ballasted. The ties are new and all the cattle guards and culverts were re-built last year, the frogs and switches renewed and location fenced. The station buildings at Houlton are old and inconvenient, and should be re-built in a manner to better accommodate the large and constantly increasing traffic at this point.

General Manager—F. W. Cram, Bangor, Me. (Office, St. John, N. B.)

Superintendent—John Stuart, Woodstock, N. B.

Treasurer—Alfred Seely, St. John, N. B.

Gen. Pass. and Ticket Agent—J. F. Leavitt, St. John, N. B.

KNOX & LINCOLN RAILROAD.

From Bath to Rockland, 49½ miles.

<i>Directors</i> —John T. Berry,	Rockland, Maine.
Francis Cobb,	“ “
Geo. W. Kimball,	“ “
E. K. O'Brien, Thomaston,	“
Edwin O. Clark, Waldoboro',	“
D. W. Chapman, Damariscotta,	“
Ebenezer Haggatt, Newcastle,	“
Henry Ingalls, Wiscasset,	“
John G. Richardson, Bath,	“
John P. Kelley,	“ “
James W. Wakefield,	“ “

Since the date of our last report the Knox & Lincoln Railroad has been extended from the old station at Rockland to a point nearer the business centre of the city, and the

increase of traffic and receipts, since this improvement has been made, proves conclusively the necessity that existed for the change, and the wisdom of the directors in making it. The road is thoroughly built, and the new station buildings convenient and comfortable. The station yard is well graded and easy of access for teams &c. The sidings are well arranged for the convenient making up of trains. Very marked improvements have been made during the past year, upon the entire line of road. The road-bed has been thoroughly ditched and drained, and a large amount of ballast put upon it. Three and five-tenths miles of new steel rails and 8000 ties have been laid in the track, making a total of 26 5-10 miles of steel track. One thousand or more tons of new steel rails will be needed the coming season. A construction and gravel train has been run the entire season and a large amount of ballast has been placed under the track. Fourteen hundred feet of new sidings have been laid, several culverts been re-built or received necessary repairs; 175 feet in length of the Muscongus bay pile bridge has been filled, and the remainder will be completed next season. At Sidensparker's a first-class stone culvert has been built and the pile bridge, 100 feet in length, has been filled with earth. The bridges along the line have received all needed repairs and are in good condition. The station buildings are in good order, convenient and comfortable. The track rides well, and no accident has occurred. The ferry boat at Bath has been extensively repaired. The rolling stock is in good condition. We are very glad to be able to report the continued improvement of this road, and think the directors, superintendent and road-master are entitled to great credit for the manner in which it has been accomplished.

President—John T. Berry, Rockland, Maine.

Clerk—J. G. Richardson, Bath, “

Treasurer—F. H. Low, “ “

Superintendent—W. L. White, Bath, “

Road-Master—Wm. B. Ludwig, Waldoboro', Maine.

Master Mechanic—Wm. A. Field, Bath, Maine.

Master Car Builder—Charles L. Turner, Bath, “

Proper address of Company, Knox & Lincoln Railroad Company, Bath, Maine.

KENNEBUNK & KENNEBUNKPORT RAILROAD.

From junction with Boston & Maine Railroad at Kennebunk, to Kennebunkport, 4 5-10 miles.

Directors—Edward P. Burnham, Roxbury, Mass.

Moses C. Maling, Kennebunk, Maine.

Harrison J. Libby, Portland, “

James G. Cousens, Kennebunk, “

Hartly Lord, “ “

Joseph A. Titcomb, Kennebunkport, Maine.

Charles E. Perkins, “ “

This is a comparatively new road, and no important changes or improvements have been needed or made during the past season.

The road was built to accommodate the largely increasing summer travel to Kennebunkport, which is one of the popular sea-side resorts on our coast. The road is in good condition in every respect. The rolling-stock is in good order. No accident has occurred.

Leased to and operated by Boston & Maine Railroad.

President—Edward P. Burnham, Roxbury, Mass.

Treasurer—Moses C. Maling, Kennebunk, Maine.

Clerk of Corporation—Edward E. Bourne, Kennebunk, Maine.

Proper address of Company, Kennebunk & Kennebunkport Railroad Company, Kennebunk, Maine.

LEWISTON & AUBURN BRANCH RAILROAD.

From Lewiston to a junction with Grand Trunk Railway, 5 5-10 miles.

Directors—D. G. McGillicuddy, Lewiston, Maine.
 F. W. Parker, “ “
 R. C. Pennell, “ “
 A. D. Barker, “ “
 A. K. P. Knowlton, “ “
 G. W. Furbush, “ “
 L. W. Haskell, Auburn, “
 A. M. Penley “ “
 B. F. Sturgess, “ “

This road is leased to and operated by the Grand Trunk Railway of Canada. The road-bed and masonry are in excellent condition, and compare favorably with the main line of the Grand Trunk Railway.

The bridges are safe and substantial structures. The track is in good surface and alignment, and the culverts and waterways in very good condition.

The road is managed in a very satisfactory manner.

President—B. F. Sturgess, Lewiston, Maine.
Treasurer—F. W. Parker, “ “
Clerk of Corporation—R. C. Pennell, “ “

Proper address of Company, Lewiston & Auburn Branch Railroad Company, Lewiston, Maine.

LEWISTON & AUBURN HORSE RAILROAD.

Through the streets of Lewiston and Auburn, and to Lake Auburn, 7 7-10 miles in all.

Directors—Frank W. Dana, Lewiston, Maine.
 J. L. H. Cobb, “ “
 H. C. Little, “ “
 J. N. Wood, “ “
 M. M. Neal, Auburn, Maine.
 George C. Wing, “ “
 Frank R. Conant, “ “

At our examination of this road we found it in good condition, and some improvements have been made since our

inspection of last year. The old stable about one mile from the city, on the line to Lake Auburn, has been abandoned and a well arranged, comfortable stable built in a more convenient location in the city of Lewiston. The cars are kept in good order and the horses receive kind attention and are well fed. The business of the road is rapidly increasing and promises well for the future.

President and Gen'l Manager—Frank W. Dana, Lewiston, Maine.

Superintendent—J. E. Fairbanks, Lewiston, Maine.

Treasurer and Clerk of Corporation—R. E. Atwood, Auburn, Maine.

Proper address of the Company, Lewiston & Auburn Horse Railroad Company, Lewiston, Maine.

CONSOLIDATED MAINE CENTRAL RAILROAD AND ITS BRANCHES AND LEASED LINES.

Total number of miles operated, including the Steam Ferry from Hancock Point to Mt. Desert, 535 miles.

Directors—Arthur Sewall, Bath, Maine.

Thomas W. Hyde, Bath, Maine.

William G. Davis, Portland, Maine.

H. N. Jose, “ “

J. S. Ricker, Deering, “

John Ware, Waterville, “

Darius Alden, Augusta, “

Francis W. Hill, Exeter, “

Frank Jones, Portsmouth, N. H.

Amos Paul, South Newmarket, “

George C. Lord, Newton, Mass.

Nathaniel J. Bradlee, Boston, “

Samuel C. Lawrence, Medford, “

Among the many important improvements made on the main line of the Maine Central Railroad, is the extension of the double track from Westbrook Junction to Cumberland Junction; the building of the new iron bridge at the eastern

end of Maranacook bridge in Readfield, and the filling of the remaining five spans with earth, to take the place of the old wooden lattice bridge which has been in use since the year 1847; the new iron plate girder put in at Belgrade stream, and the new iron span, about 94 feet in length, taking the place of the wooden span at Crummett stream near Waterville; also the track tank at Mine Meadow between Lewiston and Greene, for supplying the limited express trains with water.

On the line from Portland *via* Augusta to Waterville, a new iron lattice deck bridge for a double track has been erected at Presumpscot river in the town of Falmouth. At the Piscataquis stream near Falmouth station, the old stone arch, which had become unsafe, has been taken down and new first-class abutments built to receive a new double track iron girder bridge. The abutments at the stream near Cumberland Junction have been re-built and extended sufficiently to give room for four tracks. A new iron plate girder deck bridge has replaced the wooden Howe truss over the Cobbosseecontee stream near Gardiner station. Between Waterville and Bangor new iron bridges have been erected at Benton street, Benton, over the west branch of the Sebasticook river; at Pittsfield, and the east branch at Newport; also at Damascus stream, Etna; Sowadabscook in Carmel; Hermon pond in Hermon; and Hampden road, Bangor—a total of 19 spans of iron bridges built upon the main lines during the past season. Many culverts and water-ways have been repaired or re-built. The station building at Falmouth has been moved westerly about 1,000 feet, to make room for the double track. At Lewiston, lower station, a portion of the Jones block has been fitted up for a passenger station, the approaches to which graded and paved, and other improvements made.

At Augusta the old car and paint shops have been taken down, giving more room for tracks, etc.

At Riverside, a new station has been built on the east side of the track, on a much better location than the old one. At

Waterville the extensive locomotive and car shops have been completed and are now in operation. We are indebted to the report of the General Manager for the dimensions of the buildings.

Machine shop three hundred feet long and one hundred feet wide. Car shops three hundred and eighty-five feet in length, eighty feet wide, with projection in the center sixty by seventy feet. A paint shop two hundred and ninety feet long and eighty feet wide, and a blacksmith and boiler shop two hundred and seventy-five feet long and fifty-two feet wide. These different buildings are connected by a transfer table which runs in a pit seven hundred and ninety-eight feet in length. Extensive changes have been made in tracks to accommodate the new shops, and a great deal of new track has been laid. The old shops have been torn down and the yard at Waterville station has been greatly improved. A new engine house, tank house, coal shed and iron turn-table have been built on the south side of the river at Skowhegan; and a new, convenient freight house on the north side; and all the old buildings, with the exception of the passenger depot, have been removed. Track tanks have been put into track at Dresden and Burnham. At Augusta a new awning 125 feet in length has been built, with baggage-room at the east end, and is quite an improvement. New coal sheds have been built at Augusta, Waterville and Etna, and new freight houses at Freeport, East Newport and Bangor.

A new passenger station has been built at Newport, and the tracks in the yard re-arranged in such a manner that the Dexter branch can be operated independently of the main line, thus avoiding all danger of collisions, etc. The road-bed of the main lines of the Maine Central, and of some of the branches, are in excellent condition, and well ditched and drained. The track is in very good surface and alignment and rides remarkably well. A portion of the track between Waterville and Skowhegan has been re-laid with steel rails and is much improved.

About seven miles of new side tracks have been laid at different points along the line. Five thousand one hundred and eighty-five tons of steel and about 314 tons of iron rails and 190,723 cross ties have been laid in the track. Thirty and one-half miles of track have been ballasted. Thirteen thousand five hundred rods of fence have been built. Ten locomotives, six passenger cars, four baggage cars, one combination car and two snow plows have been added to the rolling stock during the past year, and the entire equipment of the road is in very good condition. The road has been safely operated and the public has received the benefit of a largely increased train service, which has given entire satisfaction to the people of all sections of the State traversed by this road. The station buildings along the line are in very good condition and kept neat and comfortable; and the grounds about the stations are made attractive by the cultivation of shrubs and flowers.

President—Arthur Sewall, Bath, Maine.

Vice President and General Manager—Payson Tucker, Portland, Maine.

Clerk—Josiah H. Drummond, Portland, Maine.

Treasurer—J. A. Linscott, “ “

Auditor—George York, “ “

Gen. Pass. and Ticket Agent—Fred E. Boothby, Portland, Maine.

Gen. Freight Agent—W. S. Eaton, Portland, Maine.

Chief Engineer—W. A. Allen, “ “

Master Mechanic—Amos Pillsbury, Waterville, Maine.

Proper address of Company, Maine Central Railroad Company, Portland, Maine.

MAINE SHORE LINE.

From Bangor to Mt. Desert Ferry, 41½ miles, including ferry to Bar Harbor, 49½ miles. This road is leased to and operated by the Maine Central Railroad Company.

Directors—Joseph N. Greene, Bangor, Maine.

Lucilius A. Emery, Ellsworth, “

Samuel D. Leavitt, Eastport, “

James R. Talbot, East Machias, “

Samuel N. Campbell, Cherryfield, “

This is a comparatively new road, and the bridges, road-bed and track are in good condition throughout. The rails are good but rather light, and will undoubtedly be replaced with heavier rails at an early day. The business of the road is increasing from year to year, and even now exceeds the anticipation of its projectors. The station buildings along the line are good structures, and kept neat and comfortable. No accidents have occurred to trains during the past year.

President—Joseph N. Greene, Bangor, Maine.

Treasurer—Hannibal E. Hamlin, Ellsworth, Maine.

Clerk of Corporation—Lucilius A. Emery, Ellsworth, Maine.

Proper address of the Company, Maine Shore Railroad Company, Ellsworth, Hancock County, Maine.

(No return from this corporation for 1887.)

MONSON RAILROAD.

From the station of the Bangor & Piscataquis Railroad at Abbot to Monson, 6 miles; gauge, 2 feet.

This road is in good condition, the track well ballasted, surfaced and aligned, the road-bed well ditched and drained. The transportation of slate from the quarries at Monson to the junction with the Piscataquis Railroad at Abbot contributes largely to the traffic of this road, and the summer travel to the attractive village of Monson is increasing from year to year. Efforts are being made to extend this road north to Greenville, at the foot of Moosehead lake, also from Abbot to some point on the Maine Central Railroad.

President—H. A. Whitney.

Gen. Manager, Superintendent, General Passenger and Freight Agent—G. A. Mathews, Monson, Maine.

Treasurer—John F. Kimball, Lowell, Mass.

Clerk of Corporation—John F. Sprague, Monson, Maine.

Proper address of the Company, Monson Railroad Company, Monson, Maine.

Directors—H. A. Whitney, Wilton, N. H.

G. S. Cushing, Lowell, Mass.

T. F. Kimball, “ “

G. A. Mathews, Monson, Maine.

G. F. Jackson, “ “

A. W. Chapin, “ “

J. F. Sprague, “ “

NORWAY BRANCH RAILROAD.

From station of Grand Trunk Railway at South Paris to village of Norway, 1 5-10 miles.

Directors—George L. Beal, Norway, Maine.

Cyrus S. Tucker, “ “

Benjamin Tucker, “ “

This road has been greatly improved during the past season. The track has been re-laid with steel rails and many new ties, the road-bed widened and fully ballasted, ditched and drained. The station buildings at Norway are well arranged, neat and comfortable. The road is leased to and operated by the Grand Trunk Railway Company of Canada, and its general condition compares very favorably with the main line of that railway.

President—George L. Beal, Norway, Maine.

Treasurer—Howard D. Smith, “ “

Clerk of Corporation—Freeland Howe, Norway, Maine.

Proper address of the Company, Norway Branch Railroad Company, Norway, Maine.

ORCHARD BEACH RAILROAD.

From station of the Western Division of the Boston & Maine Railroad at Old Orchard, along the beach to the mouth of the Saco river, 3 miles.

Directors—George C. Lord, Newton, Mass.
 Nathaniel J. Bradlee, Boston, “
 James R. Nichols, Haverhill, “
 Samuel C. Lawrence, Medford, “
 Amos Paul, South Newmarket, N. H.
 William S. Stevens, Dover. “
 Joseph S. Ricker, Deering, Maine.

This road is built along the beach and is only open for travel during the summer months. Many cottages have been built along the line, as the road furnishes a very pleasant and expeditious line of communication with the village of Old Orchard and the Boston & Maine Railroad. Open observation cars are run, and the passengers enjoy an unobstructed view of the ocean and out-lying islands. The road and rolling stock are in good condition, and well managed.

President—George C. Lord, Newton, Mass.
General Manager—James T. Furber, Lawrence, Mass.
General Passenger Agent—D. J. Flanders, Malden, “
Treasurer—Amos Blanchard, Lowell, “
Clerk of Corporation—George F. Calef, Saco, Maine.

Proper address of Company, Orchard Beach Railroad Company, Boston, Mass.

OCEAN STREET HORSE RAILROAD.

From junction with Portland Horse Railroad at Woodford's, along Ocean street, 1 5-10 miles.

Since this road has been leased to and managed by the Portland Horse Railroad Company, some improvement has been made, both in the condition of the road and the train service. The track has been aligned and surfaced, but there is still need of further improvement.

PORTLAND HORSE RAILROAD.

The Portland Horse Railroad is located along the principal streets of Portland, and to Stevens' Plains in the town of Westbrook, about 8 5-10 miles.

Directors—H. J. Libbey, Portland, Maine.

H. M. Hart, “ “

W. R. Wood, “ “

Charles Forbes, “ “

H. L. Wheeler, Deering, “

Among the many improvements made by this company during the past season is the extension of the track from Spring street to Vaughn, and along Vaughn to a connection with the Congress Street line, a distance of 3,960 feet. Four thousand nine hundred feet of double track have been laid along Congress and Middle streets, and thirty tons of new rails have been laid in the track between Portland and Westbrook. The new tracks have been laid in a very substantial manner, and the entire road is in very good condition, and shows marked improvement. Four new cars of superior build and workmanship have been added to the rolling stock. One hundred and ninety-six horses are employed on the road, and we judge from their appearance, and from a careful inspection of stables, that they are well fed and kindly treated. The business of the road is increasing from year to year, the total number of passengers for the past year being 1,723,602, an increase over last year of 164,969. The road is well managed in every respect.

President—H. J. Libbey, Portland, Maine.

General Manager, Treasurer and Clerk—E. A. Newman, Portland, Maine.

Proper address of the Company, Portland Railroad Company, 484 Congress Street, Portland, Maine.

PORTLAND & OGDENSBURG RAILROAD.

From Portland, Maine, to Lunenburg, New Hampshire,
110 miles—51 miles in Maine.

Directors—Samuel J. Anderson, Portland, Maine.

W. F. Milliken,	“	“
F. N. Dow,	“	“
Sidney W. Thaxter,	“	“
H. N. Jose,	“	“
Francis Fessenden,	“	“
S. R. Small,	“	“
Charles J. Chapman,	“	“
W. F. Woodbury,	“	“
C. H. Amsden,		Penacook, N. H.

The Commissioners are happy to report the continued and successful effort on the part of the officers of this company to improve their road. During the past season the work of reducing the grade summits, raising and widening the embankments, has been extensively carried on, and the road-bed is in very good condition. The track is well ballasted and is in very good surface and line. The pile bridge at the Basin, near Portland, was re-built last year. The long pile bridge over the Presumpscot river, and the girder bridge at Malison Falls have been re-built. Gambo pile and trestle bridge has been reduced 150 feet in length and re-built. New iron girders have been put on at Sticky river and Quaker brook. One span of the bridge over Little Saco river has been filled with stone and earth, and an iron plate girder placed upon the remaining span. The track is laid with steel rails and the ties have been renewed wherever it was necessary. The station buildings are in good order, convenient and comfortable, and necessary additions have been made to the side-tracks for the better accommodation of business. The road is carefully and economically managed, and no accidents have occurred to the trains. The rolling stock is in very good condition.

Receiver and President—Samuel J. Anderson, Portland, Maine.

Superintendent—Jonas Hamilton, Portland, Maine.

Treasurer—John W. Dana, “ “

General Passenger Agent—Charles H. Foye, Portland, Maine.

General Freight Agent—Walter Tolman, Portland, Maine.

Chief Engineer—John F. Anderson, “ “

Proper address of the Company, Portland & Ogdensburg Railroad Company, Portland, Maine.

PORTLAND AND ROCHESTER RAILROAD.

From Portland, Maine, to Rochester, New Hampshire, 52 miles—49 5-10 miles in Maine.

Directors—George P. Wescott, Portland, Maine.

Nathan Webb, “ “

William L. Putnam, “ “

Charles McCarthy, Jr., “ “

Richard Olney, Boston, Mass.

George C. Lord, Newton, “

Stephen J. Young, Brunswick, Maine.

Joseph S. Ricker, Deering, “

Arthur Sewall, Bath, “

The Portland and Rochester Railroad now ranks as one of the best roads in the State. The work of improving the road-bed, track, bridges and stations has been carried on the past season, and but little remains to be done the coming year, beyond the ordinary repairs and additions. During the past season, ten miles of track have been ballasted and eight thousand and five hundred cedar ties laid. The work of re-laying the track with steel rails was completed last year. A little over one mile of side tracks has been laid the past season at different points along the line. Iron I-beams have been substituted in the place of wood at Hamilton Meadow and Goodwin Brook bridges. Saco River iron bridge has been painted and the trusses of the new wooden bridges built last

year have been sheathed and painted to protect them from the weather. The long pile bridge at Shaker pond, Alfred, is being replaced by a new iron bridge of two spans. The abutments are built of first-class masonry, laid on pile and timber foundations. The over-head bridge at Pitt street, Deering, has been completed, and a set of safety gates put up at Green St. crossing, Portland.

The old passenger station at Gorham has been removed, and a very tasty and convenient building erected in its place. At Buxton and Springvale, the station buildings have been moved back from the track, and new platforms built. At Saccarappa the station grounds have been graded, a new freight house built, and other improvements made. Five miles of new fence have been built. A new pile bridge has been built on the line of the Marginal Way at Portland and other necessary repairs are being made. The rolling stock is in very good order, and two passenger cars, one combination passenger and baggage car, six box hay and ten flat cars, have been added to it this year. The road is in every respect well managed, and no accidents have occurred to passengers or trains.

George P. Wescott, President, Portland, Maine.

William H. Conant, Treasurer and Clerk, Portland, Maine.

Joseph W. Peters, Superintendent, " "

Proper address of the Company, Portland and Rochester Railroad Company, Portland, Maine.

PORTLAND, SACO & PORTSMOUTH RAILROAD.

From Portland, Maine, to Portsmouth, New Hampshire, 51 miles—50 76—100 miles in Maine.

Directors—Arthur Sewall, Bath, Maine.

Thomas W. Hyde, Bath, Maine.

F. R. Barrett, Portland, " "

Frank Jones, Portsmouth, N. H.

Samuel C. Lawrence, Medford, Mass.

Walter Farnsworth, Boston, Mass.

James R. Nichols, Haverhill, " "

This road is leased to the Eastern Railroad, and is now included in the Boston & Maine Railroad system, and forms a portion of the Eastern Division of the last-named railroad. The road is maintained in very good condition in all its parts. The road-bed is excellent, wide and thoroughly ditched and drained. The track is laid with heavy steel rails, is very well ballasted, surfaced and aligned, and rides remarkably well. The long pile bridge at Portland is being re-built in a very substantial manner and the iron truss bridge over the Saco river at Saco has been strengthened and a new floor system laid the entire length of bridge. The wooden track stringers at Duck brook, Kennebunk, have been replaced by iron I-beams. A large stone culvert has been built near the old South Berwick Junction, in place of the wooden truss. The pile bridge across the Piscataqua river at Kittery receives constant and careful attention, and is in very good order. Most of the old short span wooden bridges over water-ways and roads along the whole line have been removed and either iron plate girders or I-beams put in their places. The station buildings along the line are convenient and kept neat and comfortable. The rolling-stock is furnished by the Boston and Maine and is first class in every respect.

President—Walter Farnsworth, Boston, Mass.

Treasurer—N. G. Chapin, Brookline, “

Clerk of Corporation—F. R. Barrett, Portland, Maine.

General Manager—James T. Furber, Lawrence, Mass.

Superintendent—D. W. Sanborn, Boston, Mass.

Master of Maintenance of Way—H. Bissell, Salem, Mass.

Proper address of the Company, Portland, Saco & Portsmouth Railroad Company, Causeway Street, Boston, Mass.

PORTSMOUTH, GREAT FALLS & CONWAY RAILROAD.

From junction with Portland, Saco & Portsmouth Railroad at South Berwick, Maine, to North Conway, New Hampshire, 72 86-100 miles—2 92-100 miles in Maine.

Directors—Walter Farnsworth, Boston, Mass.
 Samuel C. Lawrence, Medford, “
 Ebenezer Wallace, Rochester, N. H.
 John W. Sanborn, Wakefield, “
 Charles H. Sawyer, Dover, “

This road was leased to the Eastern Railroad Company, but has now passed under the control of the Boston & Maine Railroad Company, and is operated by the last named company, forming the northern division of their road. There is only a small portion of the road within the limits of this State, a little less than three miles in all. The road is in good condition. The track is generally good, but needs more ballast and some new ties. The bridges at Great Works river, Salmon Falls and Milton are in very good condition. The station buildings at Conway Junction, South Berwick and Salmon Falls are well arranged and kept neat and comfortable.

President—Walter Farnsworth, Boston, Mass.

Treasurer—N. G. Chapin, Brookline, “

Clerk of Corporation—Wallace Hackett, Portsmouth, N.H.

Superintendent—John W. Sanborn, Wakefield, N. H.

Master of Maintenance of Way—H. Bissell, Salem, Mass.

Proper address of the Company, Portsmouth, Great Falls & Conway Railway Company, Causeway Street, Boston, Mass.

ROCKPORT RAILROAD.

Two and five-tenths miles in length. This road was built last year for the purpose of transporting limerock from the quarries to the kilns at Rockport Village. As we have not received any returns for 1887, we are unable to give the names and address of the officers.

RUMFORD FALLS & BUCKFIELD RAILROAD.

From junction with Grand Trunk Railway at Mechanic Falls, to Canton, 27 5-10 miles.

Directors—William L. Putnam, Portland, Maine.

S. C. Andrews,	“	“
Charles R. Milliken,	“	“
William H. Moulton,	“	“
George C. Wing, Auburn,	“	“
Otis Hayford, Canton,	“	“
George D. Bisbee, Buckfield,	“	“

The work of renewing and repairing this road has been in progress for several seasons past, and the line, with slight exceptions, is now in very good condition. The road-bed has been widened, surfaced and ditched for a large portion of the distance, but more remains to be done between Sumner and Canton. One hundred and thirty-six tons of steel rails and 5,760 ties have been laid in the track the past season. The bridges at Canton brook, Thompson brook, and Bungeremuck stream and Bog brook, have been rebuilt in a very substantial manner, and with the exception of the truss bridge at Buckfield, all the bridges on the line have been rebuilt within the last four years. There are still nine miles of iron rails in the track, in fair condition, but these will undoubtedly be replaced with steel at an early day. The station buildings at Buckfield have been rebuilt and greatly improved, and all the station buildings on the line are maintained in very good condition. Two miles of new fence have been built, and five miles of old fence repaired. The rolling stock is in good condition. No accident has occurred to trains or passengers. Much credit is due the officers and managers of this road for their well-directed and successful efforts in rebuilding this road, and raising it from a very dilapidated and unsafe condition to its present state of efficiency.

President—William L. Putnam, Portland, Maine.

Vice President—Otis Hayford, Canton, “

Superintendent—L. L. Lincoln, “ “

Treasurer, Gen. Pass. Agent and Clerk of Corporation—
B. C. Bradford, Portland, Maine.

Proper address of the Company, Rumford Falls & Buckfield Railroad Company, Portland, Maine.

SOMERSET RAILROAD.

From Oakland to Anson, 25 miles.

Directors—R. B. Dunn, Waterville, Maine.

John Ayer, Oakland,	“
Edwin Rowe, Norridgewock, Maine.	
F. W. Hill, Exeter,	“
W. H. Brown, North Anson,	“
Nathan Weston, Madison,	“
A. J. Libby, Embden,	“
R. H. Dunn, Waterville,	“
Thomas Flint, San Francisco, Cal.	

This road remains in the same general good condition as stated in our report of last year. Among the improvements made during the past season are the building of a new and convenient machine shop at Oakland, and the rebuilding of the high trestle bridge at Jones' brook, near Madison Bridge Village. Fifty tons of new steel rails and six thousand ties have been laid in the track. The long lattice bridges over the Kennebec river at Norridgewock and Madison are in good order. The track is well ballasted, aligned and surfaced throughout the entire length of the line, and rides very smoothly. The station buildings are convenient and kept in good order. The rolling stock is in good condition. The road is carefully and economically managed and has been operated with entire freedom from accident.

The long talked of extension of this road from Anson to Solon is now in process of construction, and will undoubtedly be open for travel next summer.

President—John Ayer, Oakland, Me.

Superintendent—W. M. Ayer, Oakland, Me.

Treasurer—A. R. Small, “ “

Clerk of Corporation—A. R. Small, Oakland, Me.

Proper address of the Company, Somerset Railroad Company, Oakland, Me.

ST. CROIX & PENOBSCOT RAILROAD.

From Calais to Princeton, 22 miles—17 miles in the State, 5 miles in the Province of New Brunswick.

Directors—George M. Porter, St. Stephens, N. B.
 Henry F. Eaton, Milltown, N. B.
 E. A. Barnard, Calais, Maine.
 E. C. Gates, “ “
 L. G. Downes, “ “

At our examination of this road, we found the road-bed in fair condition, but needed widening and raising in many places. The track has been somewhat improved but needs some new rails and many new ties and ballast, and should be surfaced and aligned. This has been done to some extent between Sprague's Falls and Princeton, and it rides much better than last year; 5 5–10 miles of steel rails have been laid between Calais and Baring. As has been stated in former reports, the road is used mostly for the transportation of lumber and other freight, but mixed passenger and freight trains are run over it at a low rate of speed. The road is very carefully managed and no accidents have occurred.

The stations and rolling stock are in fair condition.

President—George M. Porter, St. Stephens, New Brunswick.

Superintendent—Wallace Haycock, Calais, Maine.

General Passenger Agent—H. A. Black, Calais, Maine.

Treasurer and Clerk of Corporation—Samuel Black, Calais, Maine.

Proper address of the Company, St. Croix and Penobscot Railroad Company, Calais, Maine.

SANDY RIVER RAILROAD.

From Farmington to Phillips, 18 miles; gauge, 2 feet.

Directors—N. B. Beal, Phillips, Maine.

Daniel M. Bonney, Farmington, Maine.

James H. Bonney, “ “

Joel Wilbur, Avon, “

George W. Willis, Bath, “

This was the first two feet gauge railroad built in this State, and both the location and construction were defective. It has been the aim of the present managers to remedy these defects, and the work has progressed from year to year as rapidly as the resources of the company would permit. The excavations and embankments have been widened, grade summits reduced, the track re-aligned and well ballasted. A large number of trestle bridges have been replaced with good stone culverts and earth embankments. The truss bridge at Fairbanks' stream has been rebuilt, and the Sandy river bridge at Phillips strengthened. The long, high trestle and truss bridge at Strong has been repaired and strengthened for the present, but we would suggest that some plan should be adopted and preparation made for rebuilding this bridge at an early day. Generally, this road presents a greatly improved appearance. The track is in good condition and rides well, but the rails are light, and many of them will need renewal very soon. Many new ties have been laid in the track. The station buildings are in fair condition. The rolling stock is in very good order. The business of the road is constantly increasing, and will undoubtedly necessitate widening the gauge at an early day.

President and Superintendent—N. B. Beal, Phillips, Maine.

Treasurer, General Passenger and Freight Agent—J. E. Thompson, Phillips, Maine.

Clerk of Corporation—Daniel M. Bonney, Farmington, Maine.

Proper address of the Company, Sandy River Railroad Company, Phillips, Maine.

ST. CROIX RAILWAY.

From Vanceboro, Maine, to McAdam Junction, N. B., 7 5-10 miles— $\frac{1}{2}$ mile in Maine.

This road has been abandoned with the exception of the small portion in Maine, which is only used as a side track to a mill.

SEBASTICOOK & MOOSEHEAD RAILROAD.

From junction with Maine Central Railroad at Pittsfield, to Hartland, 8 miles.

Directors—Thomas Temple, Fredericton, New Brunswick.

Wesley Vanwart, “ “

James Mitchell, Hartland, Maine.

G. J. Shaw, “ “

J. O. Bradbury, “ “

This road was not fully completed at the date of our last report but trains were run over it at a limited rate of speed. The work of widening, ballasting, ditching, &c., has been carried on the past year, and the road is now in fair condition. The station buildings and rolling stock are fair. We understand the business of the road has exceeded the anticipations of its projectors.

President—Thomas Temple, Fredericton, N. B.

Treasurer—J. O. Bradbury, Hartland, Maine.

Superintendent—Fred McIntosh, “ “

(No returns received from this corporation for 1887.)

WHITNEYVILLE & MACHIASPORT RAILROAD.

From Machiasport to Whitneyville, 7 5-10 miles. This road is used only for the transportation of lumber, and is not inspected by the Commissioners.

Cornelius Sullivan, Treasurer and Manager.

YORK HARBOR AND BEACH RAILROAD.

From a junction with Portland, Saco & Portsmouth Railroad at Kittery, to York Harbor and Beach, 11 2-100 miles.

Directors—Frank Jones, Portsmouth, N. H.

Charles H. Sawyer, Dover, “

John E. Staples, York, Maine.

Edward S. Marshall, York, Maine.

Henry E. Evans, “ “

Wilson M. Walker, “ “

Charles Williams, Manchester, N. H.

This road was built to accommodate the large and constantly increasing summer travel to the attractive and popular seaside resorts at York Harbor and Beach. The road is thoroughly constructed. The pile bridges are built with hard pine caps and stringers, and oak piles. The excavations have been mostly through ledge, and the material from same has been put in the embankments, making them solid and permanent.

The track is laid with steel rails. The station buildings are temporary structures, to be replaced by more durable buildings. The rolling stock is furnished by the Boston & Maine Railroad, and is very good.

Vice President—H. E. Evans, York, Maine.

Auditor—William J. Hobbs, Malden, Mass.

Superintendent—D. W. Sanborn, Portland, Maine.

General Passenger Agent—D. J. Flanders, Malden, Mass.

General Freight Agent—W. J. C. Kenny, Danvers, “

Treasurer—J. P. Simpson, York, Maine.

Clerk of Corporation—S. W. Junkins, York, Maine.

Proper address of the Company, York Harbor and Beach Railroad Company, York, Maine.

STATEMENT OF EACH ACCIDENT IN MAINE
DURING THE YEAR ENDING SEPT. 30, 1887.

Atlantic & St. Lawrence.

July 5, 1886. G. H. Inman, a passenger, fell off train at Yarmouth and had his head injured.

August 12. C. F. Hayden, a brakeman, falling between cars at South Paris, was killed.

September 3. H. E. Eastman, a brakeman, while coupling cars at South Paris had his hip injured.

October 8. T. Moreau, a passenger, jumped off train at Lewiston Junction and broke his leg.

October 28. J. Lock, a laborer, while crossing on track at Yarmouth had his arm bruised.

November 2. C. Gardiner, a passenger, had his elbow bruised in a collision at Lewiston Junction.

November 2. Unknown, a passenger, was injured in a collision at Lewiston Junction.

November 22. G. B. Bearse, a passenger, had his head injured at South Paris, broken journal.

November 22. J. A. Hooper, conductor, had hip injured at South Paris, broken journal.

D. A. Wiley, a brakeman, had hip and face injured at South Paris, broken journal.

December 11. C. B. Partridge, a brakeman, had fingers injured at South Paris while coupling.

March 26, 1887. Scott Bryant, a brakeman, was struck by overhead bridge at Falmouth and killed.

May 25. M. Buckley, a shop hand, was caught between cars at Portland and killed.

June 22. D. Goodnow, a laborer, jumped off train at Gilead and was killed.

Boston & Maine.

October 13, 1886. Charles H. Coffin, a brakeman, walking on the tracks near the car house in Portland, was struck by a shifting engine and killed.

November 26. Daniel O. S. Hooper and William R. Benjamin, driving in a team, attempting to cross the tracks in Biddeford in front of an approaching train, were struck, receiving injuries from which they both soon afterward died.

January 8, 1887. George L. Welch, a brakeman, caught his foot in a guard rail at Portland, was run over and killed.

January 15. Rob't B. Williams, a passenger, jumped or fell from a train approaching Wells before it had come to a stop, receiving injuries from which he soon afterward died.

March 8. Coleman Flaherty, an employe, walking on the tracks in the freight yard in Portland, was struck by cars that were being shifted, thrown down, run over and killed.

July 7. Thomas Moore, a trespasser, sitting on the track near Kittery, was struck by a passing train and killed.

September 1. Michael McHugh, a trespasser, lying on the track near Scarboro Crossing station, was struck by a passing train and killed.

Maine Central.

October 2, 1886. William Mahoney, 12 years of age, playing on a flat car while cars were being shifted at Lewiston, fell off, was run over and killed.

March 29, 1887. Honoire Bergeron (?), a boy about 6 years of age, while attempting to cross the track near Lewiston lower station, in front of engine, was run over and killed.

April 1. True Carr, 52 years of age, was found dead on track about one mile west of Hampden Road, having probably been struck by train 37.

April 7. Chester Stearns, a deaf and dumb man 60 years of age, while walking on track, was struck and killed by train 37.

May 1. John O. Laughlin of Bangor was struck in back by hand car near Mt. Hope bridge, and died from his injuries.

June 5. Walter Cobb was found dead by side of track at New Gloucester station, probably killed while trying to get on night freight train.

June 9. Geo. B. Robertson, a brakeman on special coal train, fell between cars while approaching Brunswick station and was instantly killed.

July 20. An unknown man 18 or 20 years of age was found dead on track one and one-half miles west of Cumberland Junction, having been run over by train 21.

August 17. Jerry True, 84 years of age, drove onto the crossing near Richmond station in front of train 102 and was so badly injured that he died Sunday, September 4th.

September 7. M. L. Davis, brakeman, stepped off rear of engine while it was backing onto a train, and was run over and killed.

September 26. Mrs. Samuel Brown, 60 years of age, attempting to cross the track near Richmond station in front of train 64, was struck and killed.

Portland & Ogdensburg.

October 3, 1886. Chas. J. Staples, freight brakeman, stepped into manhole of tender at West Baldwin, receiving internal injuries.

October 6. Geo. A. Richardson, freight brakeman, was killed by overhead bridge at Stroudwater.

November 24. J. F. Manning, yard brakeman, caught his foot in a guard rail and was run over and killed at Portland yard.

December 20. Jas. E. Mair, freight brakeman, had his hand badly jammed coupling cars at Sebago Lake.

March 10, 1887. Chas. F. Emery, freight brakeman, fell from his train at Brownfield and was killed.

Portland & Rochester.

December 27, 1886. L. D. Cummings, employe, had his hand injured while coupling cars at Westbrook.

August 9, 1887. Train No. 2 struck a team on Highway Crossing near Hollis Center, containing William Waterhouse and wife and killed Mr. Waterhouse and injured Mrs. Waterhouse.

Total Accidents.

	Killed.	Injured.
Passengers,	1	8
Employes,	12	23
Others,	14	5

Respectfully submitted.

A. W. WILDES, } *Railroad Commissioners*
D. N. MORTLAND, } *of Maine.*

December 1, 1887.

APPENDIX.

**Report and Decision of Board of Railroad Commissioners
on Petition of the Boston & Quebec Air Line Railroad for
Approval of Location.**

The Boston & Quebec Air Line Railroad, a corporation organized under the laws of the State, presented to the Board, on the eighth day of June, A. D. 1887, a petition for approval of location of a portion of the proposed route of said railroad, which, as appears by its articles of association, petition and charter, is to be constructed from the depot of the Maine Central Railroad in Skowhegan, through the towns of Skowhegan, Madison, Solon, Bingham, Moscow, Carratunk Plantation, The Forks Plantation, Township No. 1, Range 5; Township No. 2, Range 6; Township No. 3, Range 7, and Jackmantown Plantation, and the location of the "International Railway Company of Maine," in said Jackmantown Plantation, all in the county of Somerset, and setting forth in said petition that said corporation had not yet commenced the construction of said road; "that it had made an actual survey by a skillful engineer, of the location of a portion of said route, viz., of the part thereof lying between Skowhegan and Solon aforesaid," and at the same time filed with the Board of Commissioners a map of the same on an appropriate scale, and a profile of the line on the relative scales of profile paper in common use, together with a report and estimate prepared by said engineer. And in said petition prayed, that after due notice, to all parties interested, of the time and place of hearing thereon, the Board to approve of the portion of said proposed railroad made as aforesaid, viz., between Skowhegan and said Solon.'

On the reception of the above mentioned petition the Board of Commissioners appointed a hearing thereon, to be held at the Court House in Skowhegan, on Tuesday, the twenty-eighth day of June, A. D. 1887, at nine o'clock in the forenoon, and ordered notice thereof by publication of said petition and order of notice in the Somerset Reporter, a newspaper published at Skowhegan, and in the Union Advocate, a newspaper published at Anson, all in said county of

Somerset, two weeks successively, the first publication in each paper to be at least ten days before the day of hearing; and on said day a majority of the Board of Commissioners met at the time and place appointed, and finding that notice of said hearing had been published as ordered, a hearing was then and there given to the petitioners, and all other persons and parties interested, who appeared for that purpose.

At said hearing the petitioners were represented by Hon. E. F. Webb of Waterville, as their attorney, and persons and corporations opposed to the approval of said location were represented as follows: Somerset Railway by Hon. W. L. Putnam of Portland, and Hon. G. T. Stevens of Oakland; the town of Norridgewock by A. C. Harrington, Esq.; the town of Anson by J. J. Parlin, Esq.; and the town of Embden by Benj. S. Collins, Esq. The Somerset Railway Company, by their attorneys, at the commencement of the hearing, presented to the Board the following motion in writing:

Before the Railroad Commissioners of the State of Maine.

SKOWHEGAN, June 28, A. D. 1887.

In the matter of the Boston & Quebec Air Line Railroad.

And now at the opening of this hearing and before proceeding to the same, comes the Somerset Railway and moves that this petition be dismissed; because it appears from the petition that it relates to only a part of the line embraced in the articles of association, and because it shows that petitioners have made and caused to be made an actual survey of only a portion of said line or route, and a plan, profile and estimate of only such portion,

(Signed) SOMERSET RAILWAY.

By W. L. PUTNAM, *its Attorney.*

which motion was overruled and the following testimony admitted *de bene*, with the understanding that the force of the objection would be considered by the Board in the final determination of the matter of approval of location, which testimony at request of counsel is made part of this our report, as follows:

Before the Board of Railroad Commissioners.

SKOWHEGAN, June 28, A. D. 1887.

Matter of Petition of the Boston & Quebec Air Line Railroad for
Approval of Location.

The petitioners called Mr. Stewart, Civil Engineer, and after testifying to the part of the line from Skowhegan to Bingham, was questioned and answered as follows :

Q. How long will it take you with your present force of fourteen, to make the working survey from Bingham to the Canadian Pacific, same as made from here to Bingham?

A. Say four months.

Q. What would be the approximate expense of making your survey from here to the Canadian Pacific?

A. Say about \$8,000.

Q. From the time you commenced down to the present time, what has been the actual expense of the survey in all its branches?

A. It has been about two thousand dollars.

Q. How much does it cost for your force a month?

A. It costs between \$800 and \$1,000 a month to keep the thing going.

Q. State to the Board, if you please, your opinion as to whether this is a feasible line or not. (Question objected to by Mr. Putnam).

Q. I will put it in another way. Answer the same question, and apply it to that part of the line from Skowhegan to Solon.

A. I consider it a feasible line.

Q. I will ask the same question as applying to the balance of the line. (Question objected to by Mr. Putnam, who said: Respondents object to all testimony bearing on the character of the proposed line, except the part embraced in the petition, and to all evidence except the evidence which the statute requires, and for that reason object to the question proposed. The Commissioners admit the question, and the respondents request that they will note the exception and make the whole a matter of record).

Q. I will ask the question, Mr. Stewart, whether you think the proposed line from Solon up to the Canadian Pacific a feasible line for building a railroad?

A. I do. I think it quite practicable. We are having a regular instrument survey with chain and level for nearly the entire distance over the doubtful parts of it.

Q. What would be the expense per mile of building between Solon and the Canadian Pacific?

A. About \$25,000 a mile. On an average it would not much exceed that.

MR. ANDERSON—You mean it would not much exceed the line as you have located it?

A. I mean that the average cost per mile would not exceed that sum of \$25,000.

Q. Do you include in that estimate land damages and the grading of the road?

A. I include everything.

Q. With exception of equipment?

A. Yes, sir.

Q. How about the bridges between Solon and the Canadian Pacific?

A. One large bridge across the Kennebec at the Portage.

Q. What would be the length of that bridge?

A. I cannot say, as there is some doubt about which crossing may be taken. I expect it would be between 150 and 300 feet long.

Q. Are there any other bridges of considerable importance?

A. There is nothing else so heavy.

Q. How about the cuts and the fills on that portion?

A. We expect to have one pretty large trestle.

Q. Where would that be?

A. A mile and a quarter north of The Forks.

Q. In relation to the ledge between Solon and the Canadian Pacific, is there very much?

A. Not very much. There is some; not a very large quantity.

Q. How do the curves compare with the curves between here and Solon, which you have already described?

A. It would be necessary to use sharper curves than the average; but I do not expect to use any sharper than eight degrees.

Petitioners also put in a large amount of other evidence bearing on the proposed line from Carratunk Falls in Solon to the junction with the Canadian Pacific Railroad, as to the nature of the country, its capacity for development, the advantages which the proposed

line would be to the country through which it ran, and the amount of business which the proposed line might expect to receive, all of which was objected to by Mr. Putnam, for the reasons stated in his objection to the testimony of Mr. Stewart; all of which was admitted and received by the Commissioners, subject to such objections; and according to the request made to the Commissioners by Mr. Putnam, all the foregoing, relative thereto, is made a part of the record of the case.

In reference to all the foregoing, Mr. Putnam appeared as attorney for the Somerset Railway Company, and was admitted by the Commissioners to appear for that corporation in answer to the pending petition.

SKOWHEGAN, June A. D. 1887.

JOHN F. ANDERSON, } *Railroad*
D. N. MORTLAND, } *Commissioners.*

By the foregoing and other evidence adduced by the petitioners, it appeared that an actual survey of a route had been made from the depot to the Maine Central Railroad in Skowhegan, in substantially a direct course through the town of Madison to Carratunk Falls in the town of Solon; a distance of a little over seventeen miles, together with a map of the same, on an appropriate scale, with profile, report and estimate as required by law; and that a preliminary survey had been made over the whole line named in the articles of association. It also appeared by testimony of petitioners and others that by the construction of the whole line of railroad contemplated by the petitioners, many valuable water powers on the Kennebec river could and would be utilized in various manufactories; that the lumber on the line of the contemplated road was mostly owned and manufactured by parties on the Kennebec, below Skowhegan; that much of said lumber, especially the hard wood in that region, which is now valueless, could be made available by means of a railroad; that, Skowhegan being the shire town of the county, the inhabitants of the towns of Solon, Bingham, Moscow and other towns and plantations on the east of the Kennebec in said county would thereby be greatly inconvenienced in reaching said shire town, and that it would afford a substantially direct route from Boston to Quebec, and a connection with the International

railroad before mentioned. These facts, and many other considerations were urged by the petitioners, as reasons why their prayer should be granted.

On the other hand, the remonstrants, or parties opposed to the approval of said road (supported by more or less evidence) claimed that to permit a railroad to be constructed from Skowhegan to the point named in the petition would be a violation of the chartered and equitable rights of the Somerset Railroad Company, whose road is now constructed and operated along the eastern bank of the Kennebec river from Norridgewock to Madison Bridge, and thence near the western banks to and into the village of North Anson; that their original charter granted in 1860 gave them a right to extend their road to Carratunk Falls, in Solon, the point to which the petitioners now desire a location to be approved; that the right to extend their road as aforesaid, has from time to time been renewed and kept in force, together with the additional right to construct to Bingham and thence to the Canadian line over substantially the same route the petitioners now contemplate building a road; that such right to extend the Somerset in connection with other corporations has been kept in life by several special acts of the Legislature to the present time; and that in pursuance of said chartered rights, said Somerset Railroad Company now intends to construct its road to Bingham; that by reason of the unfortunate location of a portion of its road, and want of business, the road has been lost to the stockholders—said stock being held mostly by the towns of Norridgewock, Anson and Embden—and has by foreclosure passed into the hands of the bondholders, who are now operating said road, and, as they allege, hoping to increase its business by extending to Bingham as aforesaid; that quite a large portion of the bonds of said company were held by the towns of Norridgewock and Anson, and that they, together with Embden, have been greatly impoverished by reason of such stock subscription; that now, if another road should be built as the petitioners ask, much of the business of the Somerset would be diverted from said road and that they by reason of this would be compelled to run a less number of trains; and the opponents further claimed that the public convenience would not be subserved by the petitioners' road as located; that it passed through no villages, or even near to any, and that if built at all it should be required to follow up the Kennebec to Norridgewock, and there connect with

the Somerset Railroad. The foregoing, with many other reasons, were urged by the opponents, why the location prayed for by the petitioners should be denied.

DECISION.

Section 6 of chapter 51 of the Revised Statutes provides as follows: "Every corporation organized under the foregoing provisions, before commencing the construction of its road, shall present to the Board of Railroad Commissioners a petition for approval of location, accompanied with a map of the proposed route on an appropriate scale, and with a profile of the line on the relative scales of profile paper in common use, and with a report and estimate prepared by a skillful engineer, from actual survey. The Board of Railroad Commissioners shall on presentation of such petition appoint a day for a hearing thereon, and the petitioners shall give such notice thereof as said Board deem reasonable and proper, in order that all persons interested may have an opportunity to appear and object thereto. If the Board of Railroad Commissioners, after hearing the petition, approves the proposed location, and finds that public convenience requires the construction of such road, the corporation may proceed with the construction thereof."

The duty imposed by the foregoing provisions of the statute, upon the Board of Railroad Commissioners, we feel to be of no slight importance, and especially so, in the matter now before us. If, as the petitioners under oath say, they intend in good faith to construct, maintain and operate a railroad for public use through a large and important section of our State, some very strong and convincing reasons ought to be shown why they should not be permitted to do so, or why the Board of Railroad Commissioners should refuse to grant their request, provided all the requirements of the statute have been complied with. So far as appears, the requisite amount of stock has been subscribed by responsible parties, and five per cent thereof paid in cash to the Directors as required by law. There can be no doubt that if this projected enterprise should be carried on to completion, it would tend in a great degree to exert a material and beneficial influence on the welfare and prosperity of the State. Certainly if we follow the example set us by the Legislature during the last two sessions, which, so far as appears, has granted charters to all who have asked for them, seemingly without limitations or restrictions, we might treat all such matters in merely a formal manner; but the law

imposes a duty upon us, as a board, to find as a matter of fact, that public convenience requires the construction of this and all roads to be constructed under the provisions of the above quoted statute, and also to see that they are properly located. It seems that in the multiplicity of railroad charters granted by the Legislature, above mentioned, the Somerset Railroad Company, who is now the principal opponent of the petitioner's scheme, has obtained its proportion of charters, and amendments thereto. Said company obtained its first charter in 1860. No less than seven separate acts have been obtained since that time looking to its extension in some northerly direction, yet for more than eleven years nothing, except to procure legislation, has been done to extend it beyond its present terminus at North Anson. True, we are now informed by said company that they intend to extend said road to Bingham, and have made arrangements to do so, and if so extended, as they say, they will be in more direct competition with the petitioners' contemplated road; but we have learned that it is not safe to rely entirely upon representations, though made under oath, in relation to railroad building. It is at least an open question whether or not the Somerset Railroad Company has *now* a right to locate and construct a railroad from their present terminus at North Anson to Bingham. If that right still exists, it is by implication from acts relating to other portions of their contemplated road, rather than from any direct legislation giving them such authority; the original right having expired by failure to locate and build within the time limited.

It has been only four years since we, as a Board, were told by parties owning a controlling interest in the Somerset road, when asking for an approval of a location of a railroad from North Anson to North New Portland, that they had abandoned the idea of extending the Somerset railroad up the Kennebec to Solon and Bingham. Even during the past winter it seems a charter was granted by the Legislature to parties, as we may presume, in the interest of the Somerset Railroad Company, to extend a road up the valley of the Carrabassett to the Canada line, or to intersect with the International Railway in that vicinity. In view of these facts, we are not prepared to say that these several charter privileges should be permitted to stand as a perpetual hindrance to the development of Somerset County north of the present terminus of said railroad, or as a means of preventing other corporations or parties from building a railroad up the valley of one or the other of the two above-

mentioned rivers. Still the Somerset Railroad Company has an existing road in that locality, and has rights which we, as a Board of Railroad Commissioners, must and ought to consider in connection with the enterprise of the petitioners.

The petitioners base their request upon alleged facts submitted to show that the whole line when completed to a connection with the Canadian Pacific, in Jackmantown Plantation, would become the most important part of a great international thoroughfare, of incalculable advantage to the State. The existing fact of another railroad charter, covering a large portion of the identical route which these petitioners must enter upon at Carratunk Falls, is utterly ignored by them. They also set aside, apparently with entire indifference, the fact that there are, within five miles of the petitioners' proposed line from Skowhegan to Solon, constructed and in daily operation, ten miles or more of the Somerset Railroad, following mostly along the eastern bank of the Kennebec river, through and into large and thriving villages, the importance and accommodation of which the petitioners set aside, as they say, for the sole purpose of saving but about six miles of distance, and propose to cut across a triangular bend made by the river and locate their railroad away from the river, through a section of country nowhere susceptible of any but agricultural progress.

Such an invasion of the chartered rights and prior claims of the Somerset Railroad Company we cannot justify, except upon the ground that the main object of the petitioners could not be accomplished otherwise. Of this we are not entirely satisfied, neither are we fully convinced that the entire scheme of the petitioners could not be substantially accomplished by recognizing all the rights of the Somerset Railroad Company, and so modifying their scheme as to join that corporation in the best practicable development of all the river towns from Skowhegan up said river, and thus afford greater facilities for travel to citizens in northwestern Somerset County, to and from their shire town, Skowhegan. This would also assure the fullest development of the great natural resources of the several river towns, including Norridgewock, Madison and Anson, all of which might be seriously injured by the construction of the line as now located. We do not, however, from these suggestions mean to be understood that we should not approve the whole line contemplated, including the location of the portion now asked for by the petitioners, were that the matter to be determined.

We are asked by the petitioners to approve, not the whole contemplated line, but a portion only, viz., from Skowhegan to Solon, and to find, as we must, in order to so approve, that public convenience requires its construction. We are met with the objection that the petitioners have not complied with the provisions of the statute above quoted, which we think is well founded. As appears by their articles of association and charter, the petitioners' railroad is to be constructed from Skowhegan to Jackmantown Plantation, a distance of about seventy-five miles. This is the road of the corporation, no more, no less. A railroad from Skowhegan to Solon is not the road mentioned in their articles of association and charter. True, it may be a portion of it, but the statute above quoted requires the corporation "before commencing the construction of *its road*," to "present to the Board of Railroad Commissioners a petition for approval of location." The language of the statute relates to the *whole* contemplated road; not a portion. If the Board of Commissioners should approve the location asked for by the petitioners, they might then *commence* the construction of their road; just what the statute says they shall not do until they have complied with all the provisions above quoted, relating to the entire line contemplated. We think the Board might approve a portion of such line and refuse to approve other portions, but not until the whole is presented as required by law. Again, the Board of Commissioners might find, if the whole contemplated line was presented for approval, that public convenience required its construction, while they might not find that public convenience required the construction of a portion without the whole. It may be said that this interpretation will result in great hardship to the petitioners and others who desire to construct a railroad of any considerable length. This may be true; but as we understand the law, we have no discretionary power in the matter. These provisions seem to us to be imperative. The discretionary powers of the Board are confined, in the matter of approval, to the road as a whole, both as to location and public convenience. For these reasons we must refuse to approve the location as now presented.

JOHN F. ANDERSON, } *Railroad*
D. N. MORTLAND, } *Commissioners.*

Commissioner Wildes, being sick, was not present at the hearing.

Decision of the Board of Railroad Commissioners in
matter of Connection of the International Railway and
the Bangor & Piscataquis Railroad.

The International Railway Company and the Bangor & Piscataquis Railroad Company, corporations created under the laws of the State of Maine, on the twenty-seventh day of August, A. D. 1887, jointly made application to the Board of Railroad Commissioners as follows :

“*To the Honorable Railroad Commissioners of the State of Maine :*

The International Railway Company of Maine respectfully calls your attention to that part of section one of chapter two hundred and fifty-six of the Private Laws of 1887, relating to the connection to be made with the Bangor & Piscataquis Railroad in Greenville, and respectfully asks your Honorable Board to view the premises and define the terms, conditions and manner of the connection, as provided in said section.

And the Bangor & Piscataquis Railroad Company hereby consents to the making and maintaining such connection, and joins in the request to your Honorable Board to view the premises and define the terms, conditions and manner of connection.

AUGUST 27th, 1887.

INTERNATIONAL RAILWAY COMPANY OF MAINE,

By WILSON & WOODARD, *its Attorneys.*

BANGOR & PISCATAQUIS RAILROAD COMPANY,

By EDWARD B. NEALLY, *President.*”

In accordance with the foregoing application, the Board of Railroad Commissioners met at Greenville, in the county of Piscataquis, on the sixth day of September, A. D. 1887, and then and there viewed the premises mentioned in said application as the place of the proposed connection ; and then and there adjourned to meet again on the same day at the office of the Bangor & Piscataquis Railroad in Bangor, for the purpose of giving a hearing to the parties and

corporations interested; and after carefully considering the evidence adduced at said hearing and the arguments and statements of the counsel of the corporations interested, the board hereby determines and makes this our certificate of defining "the terms, conditions and manner of connection" of the above-mentioned railroads, viz., at West Cove in the town of Greenville. The mode or manner of connection of the two railroads above mentioned shall be made as shown on plan marked A, accompanying this report and certificate, subject to the following terms and conditions:

The International Railway Company shall make and maintain, upon the line of location represented by said plan, a safe and convenient connecting track and shall furnish and put in position for use, all frogs, switches, signals, and all other material needed in completing and maintaining such connection. They shall also make and maintain upon the grade of their main line and adjacent thereto, and on the west side thereof, any additional side-track or tracks that may be necessary for the safe and convenient interchange or storage of cars. Said International Railway Company shall also build and maintain, near the point of connection with its main line, a suitable passenger station and platforms, for the safe and convenient use of passengers in waiting or transfer. Said connecting track shall not be less than 1,550 feet long, nor on a grade steeper than one foot in one hundred, unless said Bangor & Piscataquis Railroad Company agree, in writing, to its being constructed on a shorter and steeper incline. Said connecting track or tracks are for the joint use and accommodation of the two connecting companies; but shall be operated, managed and controlled by the Bangor & Piscataquis Railroad Company, and the expense of operating, including motive power, wear and tear of locomotives, interest upon their cost, depreciation in value, conductors, engine drivers, train and switchmen, clearing snow and ice off of said track, etc., shall be borne equally by said railroad companies. Said Bangor & Piscataquis Railroad Company shall keep a true and just account and render to said International Railway Company, a monthly itemized statement of the same, one-half of which account, if found correct, shall be paid by the International Railway Company to the Bangor & Piscataquis Railroad Company within thirty days after such presentation.

Any car or cars placed upon the above-mentioned side-track or tracks by the agents of either company with notice given in writing

to the local agent of the other company, shall be a sufficient delivery to such company and the liability therefor shall then attach, unless said local agent of the company to which such car is sought to be delivered, shall for good cause, refuse to accept the same within a reasonable time after receiving such notice.

The Commissioners also decree and determine that the International Railway Company shall cross with its main line the grounds owned and used by the Bangor & Piscataquis Railroad Company for station purposes in Greenville as follows: Said International Railway Company may extend the embankment on the main line of their land, at station, 15+30 at toe of slope or 50 feet in advance of the foot of the slope as it stood September 6th, 1887. From said point, said company shall build a trestle bridge across said yard or grounds owned and used by said Bangor & Piscataquis Railroad Company for station purposes, said bridge to be of sufficient height to give at least 20 feet in the clear between the top of the rails of the track of the Bangor & Piscataquis Railroad and the track timbers of said bridge.

The trestle bents or bands are to be placed in such a position as will admit of the laying of tracks in said yard, said bents to be fourteen feet in the clear, with the exception of the span over the double track, extending to the wharf, which shall be thirty-four feet in the clear, so that each shall have sufficient space for the passage of cars. The width for the location of said bridge trestles across said yard or station grounds shall not exceed 50 feet. Said International Railway Company shall take no more of the land of the Bangor & Piscataquis Railroad Company, on the north and east of their main line between Shadow lake and said bridge, than shall be necessary for the construction of their main line with slopes and an embankment requisite to form and sustain the same.

The right of location of the International Railway Company over and across the yard and station grounds of the Bangor & Piscataquis Railroad Company shall be limited to include only the construction and maintenance of the bridge aforesaid; but they shall have the right at all times, when necessary, to occupy so much of said yard of the Bangor & Piscataquis Railroad Company, as may be necessary for the construction, renewal and repair of the bridge aforesaid.

After said connection shall have been made as above provided, said railroads shall be deemed connecting roads, and subject to all the requirements of law relating to same.

In witness whereof, we have hereunto set our hands this tenth day of October, A. D. 1887.

JOHN F. ANDERSON,	}	<i>Railroad Commissioners of Maine.</i>
A. W. WILDES,		
D. N. MORTLAND,		

Car Heating Report.

To the Honorable Chairmen and Members of the Legislative Joint Committee on Railroads:

The following order was received February 14th, 1887:

“STATE OF MAINE.

HOUSE OF REPRESENTATIVES,	}
February 10, 1887.	

Ordered, That the Railroad Commissioners of the State of Maine are hereby instructed to make an immediate investigation of the methods of heating passenger cars in this State, with a view to the better protection of the lives of passengers, and for that purpose are directed to visit any State or city where improved safety appliances are in use, or are proposed to be introduced, and the result of such investigation shall be rendered to the Committee on Railroads, before the final adjournment of the Legislature.”

In compliance with the foregoing order the State Railroad Commissioners have made an investigation of the existing methods of heating passenger cars in this State and find in use the ordinary wood and coal stoves, also the Baker and Johnson heaters for generating steam, hot water and hot air within the passenger cars, to be radiated from pipes placed along the sides and under the seats.

The Board also found, in quite successful operation, upon one train of the Maine Central Railroad the Sewall system of steam heating, by which live steam is carried from the locomotive boiler by pipes throughout the cars, which radiate a most agreeable heat, that is under complete control.

While great improvements have been made in passenger cars in other respects, no material change has been made in the mode of heating them. The wood and coal stoves of a quarter of a century or more ago are still to be found on trains in this State, though some of the wealthier corporations use the Baker and Johnson

heaters. The use of them is intended to contribute more to the comfort than the safety of passengers.

This Board visited other States, and in Massachusetts examined the "Martin Anti-Fire Car Heater" as applied to passenger cars upon the Boston & Albany Railroad, where this system is in use, as also it is upon the Cleveland, Columbus, Cincinnati & Indianapolis, the Chicago, Milwaukee & St. Paul, the Long Island and the Lake Shore & Michigan Southern Railroads, and on the Dunkirk, Alleghany Valley & Pittsburg Railroad, where it has been in operation for about four years.

At Springfield the Board examined "the Emerson System of Car Heating," which has been for nearly five years in use upon the Connecticut River Railroad and with such success that twenty trains each way daily are so heated, including all the trains to Greenfield, a distance of thirty-six miles.

The Board also examined "the Gold System of Heating and Ventilating Cars" as applied to trains of the Manhattan Railroad in New York, by which steam from the locomotive boiler carries heat into reservoirs of salt water, where it is stored for use. It was evident to the Board that, when steam was admitted, the heating of the cars and of the reservoirs would commence simultaneously and be continued until the steam was shut off, that then the heat radiating from the reservoirs must for a considerable time maintain a comfortable temperature in the apartment.

For heating horse cars by this system it is claimed that a small stationary boiler at one end of the trip (when that does not exceed two and a half hours duration) is all that is required; the cylinder reservoirs are placed under the seats, thus saving the space occupied by a stove, and diffusing the heat more equally through the car.

The Gold system of car heating has been adopted by the elevated railroads in New York, by the Staten Island Rapid Transit Road, Suburban Rapid Transit Railway, connecting Harlem with Jerome Park and other parts of Westchester County, and is now on trial in the cars of the North Hudson County Horse Railroad Company, Hoboken, New Jersey. Besides the above-named systems that have been examined by the Board, the attention of its members has been called to several others, as for example, one by Messrs. Barrows and Company, No. 64 and 66 Broadway, New York, which is to use hot air from the locomotive; another by Mr. Joseph Shackelton, 41 Courtlandt Street, New York, for combined steam and hot air,

the latter claiming to have "an automatic communication between the cars." Mr. Shackelton also proposes a plan for heating and lighting cars by electricity, using one of the axles of each car while in motion to drive a dynamo. The electricity thus generated is conducted into what is known as a storage battery, from which wires are taken to develop heat, applied to the heating of a small boiler fed from a tank above and circulated through the car in pipes similar to the arrangement now in use. The same reservoir also charges the wires for lighting. The action of the dynamos, while the train is in motion, keeps the storage battery in each car filled with a supply which will continue the heating and lighting for several hours, when the car is not in motion. Being fully charged when a train, for instance, has reached its destination, the battery holds a supply which is retained until the car is to be heated ready for use again.

By invitation of the Massachusetts Railroad Commissioners this Board witnessed several experimental tests of the "Smith & Owen Hot Water Heater" in the presence of many representative New England railroad men. This heater, made of riveted boiler iron, contained, besides the coal furnace, a steam coil so constructed as, in case of considerable concussion, to give way and deluge the fire. It was placed upright on a flat car and enveloped in shavings saturated with kerosene oil, then by the collision of another flat car driven by a locomotive, it was thrown violently off, the test being made in the yard of the Fitchburg Railroad Company in Boston. The fire therein was extinguished, and although the heater took on a rather comical expression from the indentations made in it by the banging about that it received, it proved strong enough to withstand very abusive treatment and emitted no fire to ignite the shavings.

From the careful examinations made as above mentioned, from proved statements of interested parties having experimental knowledge of these various devices, and from the testimony of all who have given the subject consideration, the members of the Maine Board of Railroad Commissioners feel constrained to say, with the utmost confidence, that the use of inside stoves or furnaces should be universally discarded for heating railroad cars while in motion, although they may be properly retained a while longer for temporary use in cases of accidental delay or obstruction to the operation of whatever may be selected to replace them. In all probability some one of these several good and practically efficient systems for pro-

curing heat from without the passenger cars to warm them comfortably will very soon stand out so prominently from the others, in the manifest possession of all desirable as well as indispensable qualities, that no order or even suggestion respecting its adoption by anybody in authority will be required to secure it to the public use.

While from the limited time given to this examination of the several new methods of heating cars, and for acquiring knowledge as to which is, all things considered, superior, where all show such great merit and value, this Board could not determine which one to recommend or select as best. While the best minds among railroad men all over this country and Europe are earnestly striving to develop the best and safest, any premature decision might seriously prejudice the most promising efforts in a right course. It is therefore respectfully submitted as the opinion of this Board that the several railroad companies of this State should be by law required to discard the stoves and adopt some one of the new processes for providing heat from outside *within a reasonable time*.

While the Legislative order did not refer to the lighting of cars, the great danger to be apprehended from the general use of the highly inflammable coal oil is so great that the members of this Board feel constrained to utter a warning note respecting its use, and recommend the passage of an act similar to that in the general laws of Massachusetts, Sec. 172 of Chap. 112, requiring that "no passenger car on a railroad shall be lighted by naphtha, nor by an illuminating oil or fluid made in part of naphtha, or which will ignite at a temperature of less than three hundred degrees Fahrenheit."

During the progress of their examination, the Maine Railroad Commissioners received great aid and very courteous treatment from the officials of the several railroads visited, who manifested great interest in not only conveying a complete knowledge of the device specially favored by their company, but in directing attention to others in use elsewhere.

Very respectfully submitted.

JOHN F. ANDERSON,	}	<i>Maine State Railroad Commissioners.</i>
A. W. WILDES,		
D. N. MORTLAND,		

INDEX.

	PAGE.
Accidents	50
Boston & Quebec Air Line	57
Commissioners, compensation of Board	7
Condition of railroads.....	11
Examination of railroads	3
Harmony & Wellington.....	5
Heating and lighting passenger cars.....	6
Laws relating to railroads.....	6
Miles of railroad.....	10
New railroads	4
Organization of railroad corporations	4
Penobscot & Lake Megantic.....	4
Quebec, Boston &.....	5
RAILROADS :	
Aroostook River	11
Atlantic & St. Lawrence	14
Androscoggin	15
Bangor & Katahdin Iron Works	17
Bath Branch, Maine Central.....	16
Bangor & Piscataquis	16
Belfast & Moosehead Lake	18
Boston & Maine	19
Bridgton & Saco River.....	20
Dexter & Newport.....	22
Eastern Maine.....	22
European & North American.....	23
Franklin & Megantic.....	25
Green Mountain.....	26
Grand Trunk.....	14
Houlton Branch.....	27
Knox & Lincoln.....	27
Kennebunk & Kennebunkport.....	29
Lewiston & Auburn.....	29
Lewiston & Auburn (Horse)	30
Maine Central.....	31

RAILROADS:	PAGE.
Maine Shore Line.....	34
Monson	35
New Brunswick (Aroostook River).....	13
Norway Branch.....	36
Orchard Beach.....	37
Ocean Street (Horse)	37
Portland & Kennebec.....	10
Portland Horse	38
Portland & Ogdensburg.....	39
Portland & Rochester.....	40
Portland, Saco & Portsmouth.....	41
Portsmouth, Great Falls & Conway.....	42
Rockport	43
Rumford Falls & Buckfield.....	43
Sebasticook & Moosehead.....	48
Somerset	45
St. Croix	48
St. Croix & Penobscot	46
Sandy River.....	47
Whitneyville & Machias.....	48
York Harbor & Beach.....	4, 49
Rumford Falls, Andover & Rangeley Lake.....	5
Safety switches and lights.....	5
Somerset (extension)	4

 INDEX TO APPENDIX.

Boston & Quebec Air Line.....	57
Bangor & Piscataquis (connection).....	67
Car heating (report)	70
International Railway (connection).....	67
Tabulation.....	76

	STOCK.				DEBT.			Balance Profit and Loss Account. Surplus, S; Deficit, D	PERMANENT INVESTMENTS.					REVENUE FOR YEAR ENDING SEPT. 30, 1887.						EXPENDITURES.								
	Capital Stock.	Number of Stockholders.	Number of Stockholders in Maine.	Amount of Stock held in Maine.	Amount of Funded Debt.	Amount of Unfunded Debt.	Total Liabilities September 30, 1887.		Cost of Construction.	Cost of Equipment.	Other Investments.	Cash and Cash Assets.	Total Property and Assets.	From Passengers.	Express and Extra Baggage.	Mails.	Total Earnings Passenger Department.	Total Earnings Freight Department.	Total Transportation Earnings.	Total Income, all Sources.	Taxes.	Insurance.	General Expenses.	Traffic Expenses.	Way and Track.	Bridges.		
Aroostook River (1)	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Atlantic & St. Lawrence (2)	2	5,484,000 00	1337	92	13,700 00	2,754,000 00	Nil.	8,238,000 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bangor & Piscataquis	3	357,148 50	210	202	351,450 00	1,225,000 00	337,128 34	1,919,276 84	D.	165,703 50	1,599,471 15	110,200 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bangor & Katahdin Iron Works (6)	4	120,000 00	-	-	120,000 00	220,000 00	15,514 62	357,013 51	S.	1,498 89	335,139 07	-	15,086 52	6,787 92	357,013 51	3,908 04	36 70	600 62	4,602 36	10,459 09	15,061 45	15,212 45	77 15	130 08	1,368 89	6,362 45	3,831 28	114 30
Belfast & Moosehead Lake (3)	5	648,100 00	148	137	641,000 00	150,900 00	-	798,100 00	-	-	-	-	194 64	-	-	-	-	-	-	-	-	-	-	-	-	-		
Boston & Maine	6	7,000,000 00	3940	283	440,900 00	5,000,000 00	2,499,647 36	16,298,648 50	S.	1,799,001 14	9,620,937 63	1,308,180 00	1,127,943 83	4,241,587 04	16,298,648 50	4,374,580 47	209,767 88	101,221 49	4,685,570 84	3,207,061 70	7,892,632 54	8,192,382 80	397,080 88	22,031 38	368,033 68	2,551,509 53	665,810 48	196,141 02
Bridgton & Saco River	7	89,554 00	83	76	79,200 00	106,200 00	4,462 90	201,132 37	S.	915 47	169,395 46	26,473 62	-	3,663 46	201,132 37	8,529 78	1,046 09	724 68	10,400 55	10,770 05	21,170 60	21,170 60	108 47	91 10	4,297 74	7,813 44	4,598 71	62 12
Dexter & Newport (3)	8	122,000 00	108	100	95,900 00	175,600 00	-	-	S.	362 90	297,000 00	-	-	362 90	297,362 90	-	-	-	-	-	-	18,000 00	78 00	-	18 00	-	-	-
Eastern Maine (3)	9	200,000 00	21	20	194,600 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,500 00	-	-	-	-	-	-
European & North American (3)	10	2,487,300 00	373	330	217,000 00	1,000,000 00	-	3,817,603 54	S.	252,178 10	3,255,570 28	330,678 77	-	229,289 54	3,817,603 54	-	-	-	-	-	-	125,600 00	-	-	-	-	-	-
*Franklin & Megantic	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
*Green Mountain	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch (1)	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kennebunk & Kennebunkport (4)	14	65,000 00	47	43	59,700 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65,000 00	-	-	-	-	-	-
Knox & Lincoln	15	364,580 00	270	255	362,180 00	-	8,000 00	-	D.	32,687 09	2,579,532 54	125,300 00	-	62,747 46	2,767,580 00	85,959 25	3,667 84	6,374 60	96,939 28	57,883 63	154,822 91	154,822 91	-	-	10,541 26	35,566 83	31,034 90	4,179 67
Lewiston & Auburn Branch (2)	16	150,000 00	-	-	150,000 00	150,000 00	-	-	-	-	300,000 00	-	-	-	-	11,269 92	400 00	235 12	11,905 04	16,814 17	28,719 21	30,245 97	1,404 58	-	912 14	9,815 99	3,903 99	-
Maine Central	17	3,603,360 00	593	388	1,094,700 00	16,624,492 00	800,855 22	16,322,921 20	S.	294,273 98	10,566,614 96	1,926,357 36	2,816,790 68	1,012,758 20	16,322,921 70	1,384,226 41	54,675 67	103,817 48	1,542,719 56	1,599,687 47	3,142,407 03	3,151,277 01	61,135 46	6,386 50	131,370 01	848,099 32	381,790 38	68,131 04
*Maine Shore Line (3)	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monson	19	70,000 00	-	-	-	70,000 00	25,909 60	165,909 60	D.	87,321 88	60,886 68	17,261 93	-	439 09	165,909 60	1,120 51	448 49	-	1,569 00	6,723 85	8,292 85	8,292 85	26 88	-	510 00	6,571 42	1,035 02	-
Norway Branch (2)	20	No returns.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Orchard Beach (4)	21	50,000 00	10	3	1,200 00	-	13,249 59	63,393 37	S.	143 78	47,424 52	14,280 52	-	1,688 33	63,393 37	5,584 25	-	-	5,584 25	-	-	5,584 25	83 67	62 50	58 25	1,339 36	1,021 99	-
Portland & Ogdensburg	22	-	-	-	-	250,000 00	58,257 13	387,069 23	S.	78,812 10	-	-	271,334 96	115,734 27	387,069 23	140,228 13	4,766 08	8,271 81	154,195 99	199,370 30	353,566 29	353,566 29	6,509 66	1,238 63	15,261 63	118,540 53	49,883 31	8,999 32
Portland & Rochester	23	591,707 19	96	82	104,300 00	-	-	668,700 84	S.	76,993 65	591,707 19	-	40,191 86	36,801 79	668,700 84	74,319 86	2,978 36	6,912 96	84,211 18	112,164 51	196,375 69	197,597 00	2,436 38	638 63	12,812 47	-	29,609 65	5,494 53
Portland, Saco & Portsmouth (4)	24	1,500,000 00	1334	116	270,600 00	-	1,332 00	-	S.	3,347 97	1,382,445 00	96,555 00	20,000 00	5,679 97	1,504,679 97	-	-	-	-	-	-	90,254 39	-	-	-	-	-	-
Portsmouth, Gt. Falls & Conway (4)	25	1,150,300 00	399	16	11,900 00	1,000,000 00	1,372 50	2,152,462 15	S.	789 65	2,086,250 00	64,050 00	2,162 15	-	2,152,462 15	-	-	-	-	-	-	45,071 97	-	-	-	-	-	-
Rumford Falls & Buckfield	26	500,000 00	31	28	437,700 00	150,000 00	75,377 59	726,596 47	S.	318 88	657,489 66	64,289 56	482 50	4,334 70	726,596 47	14,180 61	1,029 35	1,520 81	16,730 77	27,459 52	44,190 29	44,577 41	94 39	269 50	4,757 17	12,564 68	11,341 58	650 06
*Rockport.	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sandy River	28	69,100 00	75	67	65,200 00	9,000 00	2,183 53	161,283 53	D.	1,311 69	112,406 95	34,012 68	3,834 00	9,718 21	161,283 53	10,384 83	803 25	780 00	10,384 83	17,409 19	29,457 29	29,478 97	102 91	165 00	2,240 41	7,859 05	9,763 84	2,401 17
*Sebasticook & Moosehead	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Somerset	30	450,000 00	-	-	-	-	18,330 33	-	S.	14,279 99	50,000 00	18,950 00	979 84	12,680 48	482,610 32	11,824 87	877 54	1,387 78	14,090 19	21,636 29	35,726 48	35,726 48	-	-	-	-	-	-
St. Croix & Penobscot	31	100,000 00	63	27	35,600 00	145,600 00	73 15	377,541 46	S.	131,868 13	311,935 48	52,064 52	-	13,541 46	379,541 46	4,118 01	-	909 72	5,027 73	30,645 80	35,673 53	36,469 45	366 37	600 00	2,209 46	7,227 30	5,062 00	586 62
*York Harbor & Beach	32	197,145 00	163	37	14,900 00	-	56,116 79	256,377 78	S.	3,115 99	245,311 01	-	-	11,066 77	256,377 78	6,978 23	78 70	-	7,056 93	279 65	7,336 58	7,336 58	-	-	212 82	2,964 35	1,042 92	-
Lewiston & Auburn (Horse)	33	100,000 00	-	-	-	25,000 00	-	138,000 00	S.	13,000 00	32,354 00	37,646 00	68,000 00	-	138,000 00	15,215 33	-	-	-	-	-	16,025 70	219 04	131 12	1,301 72	9,461 54	1,591 21	-
Ocean Street (Horse) (5)	34	No returns	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland (Horse)	35	157,600 00	91	88	149,700 00	-	125,000 78	291,661 54	S.	9,058 76	120,974 37	21,200 50	70,734 96	78,751 71	291,661 54	-	-	-	90,579 11	-	90,579 11	91,718 15	1,332 67	759 67	5,299 77	57,493 03	6,903 40	-

(1) Leased to New Brunswick Railway Company.

(2) Leased to Grand Trunk Railway.

(3) Leased to Maine Central Railroad Company.

(4) Leased to Boston & Maine Railroad Company.

EXPENDITURES.

General Expenses.	Traffic Expenses.	Way and Track.	Bridges.	Equipment.	Buildings.	Total Expenses.	No.	Net Income.	Rentals.	Interest Accrued.	Dividends.	Balance for the year. Surplus, S; Deficit, D.	Net Addition to Property Account, 1887.	Passenger Train Mileage.	Freight Train Mileage.	Total Train Mileage.	Number of Local Passengers.	Number of Through Passengers.	Total Number of Passengers Carried.	Local Passenger Mileage (carried one mile).	Through Passenger Mileage (carried one mile).	Tons of Local Freight.	Tons of Through Freight.	Total Tons of Freight Carried.	Local Freight Mileage (tons carried one mile).	Through Freight Mileage (tons carried one mile).	No. of Locomotives.	Number of Passenger Cars.	Number of Parlor and Sleeping Cars.	No. of Mail, Baggage and Express Cars.	Number of Freight Cars.	No. of Other Cars.	Total Miles of Road.	Total in Maine.	Aggregate Length of Track, Computed as Single Track, in Maine.	Average Number of Persons Employed.		
28 00	17,650 20	9,701 70	1,262 90	4,688 58	1,307 70	37,683 09	1	13,279 72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
179 69	229,737 29	185,565 25	-	361,879 07	-	819,287 87	2	257,394 86	-	486,688 40	-	D. 223,293 54	-	225,340	481,901	934,598	188,916	97,162	286,078	4,652,129	5,077,973	354,037	565,296	793,105	23,703,800	73,639,784	47	25	-	-	-	150 1/2	82 1/2	101.27	871			
57 69	33,225 29	34,485 03	2,957 78	8,897 23	2,757 55	91,693 17	3	87,012 30	2,525 00	73,750 10	-	S. 10,737 30	-	54,115	57,311	123,080	32,696	26,209	58,905	769,127	1,340,424	12,377	49,979	62,356	373,491	1,906,898	7	7	-	4	103	95.4	95.4	100.9	120			
68 89	6,362 45	3,831 28	114 30	1,818 66	10 75	13,713 56	4	1,498 89	-	6,000 00	-	D. 4,501 11	946 66	8,892	8,892	18,949	5,614	1,397	7,611	50,871	20,762	5,631	6,978	12,609	62,267	79,702	-	-	-	-	-	18.9	18.9	-	18			
-	-	-	-	-	-	627 80	5	56,558 74	-	-	-	S. 194 64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
33 68	2,551,509 53	665,810 48	196,141 02	784,285 49	306,437 69	5,291,330 10	6	2,901,052 70	1,887,075 16	312,955 58	700,000 00	S. 1,021 96	43,282 50	3,330,535	1,652,188	6,064,400	17,601,145	767,662	18,368,807	203,502,226	36,205,118	1,937,840	1,012,947	2,950,787	80,512,230	64,154,650	240	386	15	93	4303	330	124	44	87.9	5017		
297 74	7,813 44	4,598 71	62 12	1,209 71	67 02	15,248 36	7	5,922 29	-	6,426 88	-	D. 504 59	-	26,676	-	29,917	4,133	8,222	12,355	46,683	127,152	4,138	5,824	9,962	51,451	92,926	2	2	-	2	15	16	16	15	-	23		
18 00	-	-	-	-	-	500 00	8	17,904 00	-	10,500 00	7,320 00	S. 84 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14	15	-	-		
-	-	-	-	-	-	558 00	9	9,000 00	-	9,000 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18.8	-	-	-	
-	-	-	-	-	-	-	10	125,042 00	-	-	124,365 00	S. 647 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
60 00	2,418 53	1,329 16	172 87	642 80	175 08	5,159 50	13	1,900 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	14	2,925 00	-	-	2,925 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41 26	35,566 83	31,034 90	4,179 67	17,831 31	7,667 43	106,821 40	15	48,001 51	-	50,438 83	-	D. 2,437 32	-	62,195	35,581	120,410	59,431	39,291	98,722	763,393	1,488,243	10,485	36,914	47,399	246,079	924,804	6	10	-	3	103	6	50	4 1/2	5.06	-		
92 14	9,815 99	3,903 99	-	9,297 62	-	25,334 22	16	4,911 75	-	-	-	-	-	14,619	3,067	25,813	-	-	71,290	427,740	-	-	42,430	-	254,580	-	-	-	-	-	-	-	5 1/2	-	-	-	-	
70 01	848,099 32	381,790 38	68,131 04	343,726 74	107,840 19	1,948,479 64	17	1,202,797 37	189,000 00	717,068 09	215,598 10	S. 81,131 28	-	1,022,163	749,431	2,556,104	1,049,521	305,456	1,354,977	25,761,129	30,277,063	497,160	386,163	883,323	22,334,785.44	46,182,015.86	93	96	-	50	1710	146	535	535	643.92	1850		
-	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10 00	6,571 42	1,035 02	-	-	-	8,143 32	19	149 53	-	5,219 52	-	D. 5,069 99	460 91	-	-	10,352	3,619	352	3,971	21,714	2,112	-	-	6,508	-	39,048	2	1	-	16	3	8.16	8.16	9.16	12			
-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
58 25	1,339 36	1,021 99	-	361 62	129 74	3,056 33	21	2,527 92	-	750 20	-	S. 1,777 72	200 00	6,755	-	6,755	44,190	17,974	62,162	126,919	41,234	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
261 63	118,540 53	49,883 31	8,999 32	52,600 30	19,429 21	272,461 99	22	81,104 30	-	13,218 30	-	S. 67,886 00	-	143,438	122,941	334,553	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
92 47	-	29,609 65	5,494 53	34,302 98	10,650 99	153,975 15	23	43,621 85	-	-	35,494 93	S. 8,126 92	-	82,677	66,681	192,361	189,126	24,986	214,112	-	-	64,869	51,894	116,763	-	-	-	8	11	-	6	227	3	52 1/2	49	66.81	125	
-	-	-	-	-	-	-	24	90,254 39	-	-	90,000 00	S. 254 39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	25	45,071 97	-	45,000 00	-	S. 71 97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
757 17	12,564 68	11,341 58	650 06	2,081 71	1,429 23	33,188 32	26	11,389 09	-	13,806 47	-	D. 2,417 38	2,881 82	21,000	21,000	45,200	16,632	9,713	26,345	162,148	179,302	14,566	15,873	30,439	261,690	332,834	3	4	-	2	68	26.77	26.77	26.77	45			
-	-	-	-	-	-	-	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
240 41	7,859 05	9,763 84	2,401 17	2,089 19	60 00	24,681 57	28	4,797 40	-	4,500 00	-	S. 297 40	-	11,786	11,968	29,154	12,680	3,548	16,228	165,919	58,644	2,154	10,772	12,926	32,421	162,109	3	4	-	1	27	2	18	18	18.35	26		
-	-	-	-	-	-	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
209 46	7,227 30	5,062 00	586 62	3,871 77	1,485 77	21,409 29	31	15,060 16	-	8,861 50	-	S. 6,198 66	-	21,142	4,946	29,230	-	-	16,245	156,244	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
212 82	2,964 35	1,042 92	-	-	50	4,220 59	32	3,115 99	-	-	-	S. 3,115 99	245,311 01	5,711	-	5,711	14,855	2,118	16,973	122,903	18,702	188	37	225	1,126	179	-	5	4	-	2	197	5	21	16 1/2	24.34	31	
801 72	9,461 54	1,591 21	-	500 00	-	13,204 63	33	2,821 07	-	1,205 43	-	S. 2,821 07	2,650 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.27	11.9	-
-	-	-	-	-	-	-	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299 77	57,493 03	6,903 40	-	11,191 26	2,526 63	85,517 43	35	6,200 72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(4) Leased to Boston & Maine Railroad Company.

(5) Leased to Portland (Horse) Railroad Company.

(6) Leased to Bangor & Piscataquis Railroad Company.

*No returns received.