

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE:

1902

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

DEPARTMENTS AND INSTITUTIONS

For the Year 1901.

VOLUME III.

AUGUSTA

KENNEBEC JOURNAL PRINT

1902

FORTY-THIRD ANNUAL REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE

WITH STATISTICAL TABLES COMPILED FROM THE ANNUAL
RETURNS OF THE RAILROAD COMPANIES OPERATING
RAILROADS IN THE STATE FOR THE YEAR
ENDING JUNE 30, 1901, INCLUDING
PETITIONS.

DECISIONS AND RULES OF THE BOARD.

MADE DURING THE YEAR ENDING NOVEMBER 30,

1901.

AUGUSTA
KENNEBEC JOURNAL PRINT
1901

BOARD OF RAILROAD COMMISSIONERS.

JOSEPH B. PEAKS, *Chairman*, DOVER.

BENJ. F. CHADBOURNE, BIDDEFORD.

PARKER SPOFFORD, BUCKSPORT.

E. C. FARRINGTON, *Clerk*, AUGUSTA.

FRANCIS C. PEAKS, *Assistant Clerk*, DOVER.

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RULES OF THE BOARD OF COMMISSIONERS.

1. Regular sessions of the Board will be held at their office on the first Wednesday of each month, at ten o'clock in the forenoon, and when practicable, all hearings on applications to the Board will be held at such regular sessions.
2. All applications to the Board must be in writing and signed by the person making such application, or if a corporation, by its agent or attorney, or otherwise, as the statutes require.
3. Applications for approval of articles of association, in organizing railroad corporations under the laws of the State, shall be by petition to the Board, setting forth briefly the formation of such association, its name and gauge and route of the proposed railroad, and such applications shall be signed by one or more of the directors named in the articles of association.
4. When railroads are hereafter constructed across highways or other public ways, application shall be made to the Board, and the manner and conditions of such crossings determined, before corporations shall enter upon the construction of such railroads.
5. Applications or petitions may be presented to the Chairman, or addressed to, or delivered to the Clerk of the Board, at Augusta, Maine.
6. The Clerk of the Board shall keep a Journal of its proceedings and a full and correct record of all petitions and applications filed, and of all orders and decisions of the Board. Said record shall be open for inspection to all persons interested, and certified copies thereof, on application therefor, shall be furnished by said Clerk for a reasonable compensation.
7. In all hearings the Board will be governed, so far as applicable, by the rules of the Supreme Judicial Court of Maine, and the petitioner or applicant will in all cases be entitled to open and close.

STATE OF MAINE.

To the Honorable John Fremont Hill, Governor of Maine:

The Board of Railroad Commissioners, in accordance with the provisions of statute, respectfully submits its forty-third annual report.

Twenty-one railroad corporations, located wholly or in part in Maine, whose roads are operated by steam, and twenty-one street railways whose roads are operated, with one exception, by electricity, have made their annual returns for the year ending June 30, 1901.

Fourteen of the roads operated by steam are standard gauge and seven are narrow or two feet gauge roads.

As shown by the report of the Railroad Commissioners for the year ending June 30, 1900, there were 1,905 miles of steam railroads in Maine.

During the year ending June 30, 1901, there were constructed and put in operation the following additional mileage.

| | | |
|--|-------|-------|
| Bangor & Aroostook Railroad, increase..... | 1.17 | miles |
| Franklin & Megantic Railroad (K. & D. R. R. extension) | 6.00 | " |
| Sebasticook & Moosehead Railroad extension..... | 7.00 | " |
| | <hr/> | |
| | 14.17 | " |
| Less remeasurement, Patten & Sherman Railroad. | .19 | " |
| | <hr/> | |
| Total increase | 13.98 | " |

This increase in mileage constructed during the year makes the total mileage of steam railroads in Maine, on June 30, 1901, 1,918.98 miles.

Of this mileage, 1,758.81 is standard gauge, and 160.17 narrow gauge. The only mileage not in operation is that of the Rockport Railroad, three miles in length.

GROSS EARNINGS FROM OPERATION IN MAINE.

In order to get at the gross earnings from operation in the State of Maine, deductions have to be made from the gross earnings of those roads which are operated in part only in Maine. These reductions have been conservatively estimated, and the result shows a gain over those of 1900, of \$921,500.36.

The gross earnings in Maine for the year ending June 30, 1901, were \$10,930,002.86, against \$10,008,502.50 in 1900, which gives an increase of \$921,500.36 in Maine.

The number of passengers carried in Maine for the year ending June 30, 1901, was 6,171,014 against 5,417,759 in 1900, a gain of 753,255 passengers carried.

The number of tons of freight hauled in Maine for the corresponding year, 1901, was 8,387,688, against 7,681,808 in 1900, a gain of 705,880 in tons hauled.

The total passenger train mileage for the year ending June 30, 1901, was 3,669,643, against 3,350,608 miles in 1900, a gain of 319,035 in passenger mileage.

The total freight train mileage for the corresponding year of 1901, was 3,367,032, against 3,345,232 miles in 1900, an increase of 21,800 in freight train mileage.

The number of passengers carried one mile for the year 1901, was 151,267,811 against 144,345,804 in 1900, a gain of 6,922,007 in passengers carried one mile.

The number of tons of freight carried one mile for the corresponding year 1901, was 600,993,666, against 551,954,059 in 1900, a gain of 49,039,607 tons carried one mile.

The total revenue train mileage in Maine including mixed trains, for the year ending June 30, 1901, was 7,186,697, against 6,941,256 in 1900, a gain of 245,441 in revenue train mileage.

The total mileage of non-revenue trains was 1,451,970 in 1901, against 1,194,201 in 1900, an increase of 257,769 of non-revenue

train mileage. The grand total mileage of revenue and non-revenue trains was 8,806,756 miles.

The continued prosperity and increased earnings of railroads are clearly shown in the following table, giving the expenditures for "maintenance of structures, equipment, transportation and general expenses," over that of 1900. The exhibit shows that \$6,285,469.52 were expended in 1901 in excess of the amount expended in 1900. It will be remembered that the Boston & Maine Railroad increased its mileage 477.65 miles and taking that into account the actual increase of expenditures for the four classes mentioned in 1901 was not far from \$4,539,646.26 over that of 1900.

The Following Table Shows the Amounts Expended for "Maintenance of Way and Structures," "Equipment," "Conducting Transportation," "General Expenses," for Years 1900 and 1901; Increase or Decrease for the Years Ending June 30, 1900, and 1901, upon Steam Railroads Doing Business in Maine. 8

| Railroads. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | Increase or decrease* over 1900. |
|--|--|--|--|--|------------------------------------|------------------------------------|----------------------|----------------------|----------------------------------|
| | Mainte- nance of ways and structures. | Mainte- nance of ways and structures. | Mainte- nance of equip- ment. | Mainte- nance of Equip- ment. | Conducting transpor- tation. | Conducting transpor- tation. | General expenses. | General expenses. | |
| Bangor & Aroostook R. R. | \$221,642 10 | \$285,372 38 | \$88,442 84 | \$98,529 67 | \$382,705 59 | \$455,872 78 | \$49,547 59 | \$68,640 54 | \$166,077 25 |
| Boston & Maine R. R. | 3,070,935 79 | 3,515,642 13 | 2,574,859 56 | 3,560,530 60 | 9,384,207 54 | 13,644,332 20 | 539,623 80 | 801,382 45 | 5,952,260 69 |
| Bridgton & Saco River R. R. . | 7,208 22 | 7,362 26 | 3,279 51 | 2,978 23 | 14,477 60 | 17,047 43 | 1,311 13 | 1,365 24 | 2,476 70 |
| Canadian Pacific Ry. | 94,852 33 | 123,988 71 | 69,145 71 | 66,844 62 | 272,582 53 | 269,602 86 | 52,695 82 | 50,537 13 | 21,696 93 |
| Franklin & Megantic Ry. | 9,612 29 | 9,758 51 | 1,778 02 | 2,829 41 | 10,686 26 | 17,376 79 | 3,362 05 | 3,174 08 | 7,780 15 |
| Georges Valley R. R. | 2,055 83 | 3,657 69 | 589 62 | 460 79 | 4,790 25 | 4,609 28 | 1,428 03 | 1,390 46 | 1,254 09 |
| Grand Trunk Ry. | 217,068 48 | 207,331 48 | 158,184 41 | 192,961 70 | 697,217 16 | 525,735 76 | 37,963 48 | 136,788 54 | *147,616 05 |
| Kennebec Central R. R. | 2,701 67 | 2,209 80 | 1,416 23 | 879 90 | 6,248 33 | 6,581 15 | 820 00 | 710 36 | *805 02 |
| Lime Rock R. R. | 5,965 21 | 12,563 87 | 3,857 42 | 6,457 96 | 12,407 35 | 17,047 18 | 5,008 57 | 4,895 23 | 13,725 69 |
| Maine Central R. R. | 786,165 32 | 1,206,895 23 | 849,769 44 | 559,346 22 | 1,989,577 64 | 2,031,221 91 | 128,459 13 | 164,875 54 | 208,367 37 |
| Monson R. R. | 2,309 66 | 2,201 31 | 174 70 | 360 01 | 2,977 12 | 3,160 79 | 554 57 | 566 12 | 272 18 |
| Patten & Sherman R. R. | 1,363 40 | 680 12 | 1,296 23 | 74 07 | 4,062 84 | 2,185 17 | ..... | 250 00 | *3,523 11 |
| Phillips & Rangeley R. R. | 7,828 18 | 7,297 59 | 2,697 04 | 2,867 81 | 14,280 02 | 14,062 62 | 1,588 38 | 1,198 13 | *967 47 |
| Portland & Rochester R. R. . | †35,638 96 | ..... | †12,930 39 | ..... | 157,604 38 | ..... | †10,735 94 | ..... | ..... |
| Portland & Rumford Falls Ry. | 69,985 33 | 108,697 68 | 51,128 34 | 37,429 49 | 108,111 85 | 119,715 27 | 18,222 41 | 20,454 64 | 38,849 15 |
| Rumford Falls & Rangeley Lakes R. R. | 24,864 82 | 26,448 07 | 9,807 13 | 7,786 79 | 27,625 58 | 26,379 37 | 3,581 16 | 3,576 75 | *1,687 71 |
| Sandy River R. R. | 6,404 67 | 6,787 12 | 3,390 51 | 4,010 16 | 12,129 66 | 14,949 04 | 3,231 79 | 3,524 31 | 4,114 00 |
| Sebastcook & Moosehead R.R. | 1,782 74 | 3,015 47 | 182 10 | 2,312 53 | 5,657 51 | 5,500 62 | 723 76 | 896 05 | 3,478 56 |
| Somerset Railway. | 23,046 64 | 26,238 02 | 7,267 29 | 10,506 50 | 28,680 82 | 33,151 74 | 7,873 82 | 7,652 78 | 5,680 47 |
| Washington County R. R. | 48,552 80 | 51,645 56 | 23,508 73 | 24,233 58 | 104,993 59 | 111,418 54 | 20,706 86 | 14,675 56 | 3,611 26 |
| Wiscasset & Quebec R. R. . | 8,325 62 | 10,228 32 | 323 28 | 175 85 | 11,063 37 | 13,110 40 | 2,024 33 | 2,519 89 | 4,297 86 |
| York Harbor & Beach R. R. . | 4,484 71 | 10,911 93 | ..... | ..... | 12,236 04 | 11,742 42 | 332 08 | 524 59 | 6,126 11 |
| Totals | \$4,657,794 77 | \$5,628,343 25 | \$3,864,028 50 | \$4,581,575 89 | \$13,164,143 03 | \$17,344,803 32 | \$889,794 70 | \$1,189,598 39 | \$6,285,469 52 |

* Decrease.

† Six months operation.

‡ Estimated for comparison.

§ Includes St. Croix and Penobscot Railroad.

RAILROAD COMMISSIONERS' REPORT.

Mileage of Steam Railroads for the Year Ending June 30, 1901.

| Railroads. | Miles in Maine. | Length of line operated. | Miles of second track. | Miles of yard track and sidings operated. | Miles of branch track operated. |
|--|--------------------|--------------------------------|------------------------------|--|--|
| Bangor & Aroostook Railroad: | | | | | |
| Brownville to Caribou | 154.14 | 370.87 | 370.87 | 62.08 | 1201.23 |
| Old Town to Greenville | 76.00 | | | | |
| Fort Fairfield Jc. to Fort Fairfield ... | 13.30 | | | | |
| Ashland Jc. to Ashland | 42.64 | | | | |
| Caribou to Van Buren | 33.11 | | | | |
| Spurs | 10.52 | | | | |
| Caribou to Limestone | 15.91 | | | | |
| Milo Jc. to Katahdin Iron Works | 19.02 | | | | |
| Patten & Sherman Railroad | 5.65 | | | | |
| Spurs | .58 | | | | |
| Boston & Maine Railroad: | | | | | |
| Western Division | 44.00 | 157.43 | 2,264.69 | 501.51 | 1,187.03 |
| Eastern Division | 50.78 | | | | |
| Northern Division | 2.92 | | | | |
| Worcester, Nashua & Portland Div. (Portland & Rochester Railroad) ... | 51.98 | | | | |
| Kennebunk & Kennebunkport | 4.50 | | | | |
| Old Orchard Beach | 3.27 | | | | |
| Bridgton & Saco River Railroad* | 21.25 | | | | |
| Canadian Pacific Railway | 144.50 | | | | |
| Aroostook River Branch | 29.20 | | | | |
| Houlton Branch | 3.00 | | | | |
| Franklin & Megantic Railroad*: | | | | | |
| Strong to Kingfield | 15.00 | 32.70 | 31.00 | .50 | |
| Mt. Abram Branch | 1.70 | | | | |
| Kingfield & Dead River Railroad*: | | | | | |
| Kingfield to Bigelow | 16.00 | 89.37 | 3,557.61 | 456.00 | 901.00 |
| Georges Valley Railroad | 8.50 | | | | |
| Grand Trunk Railway: | | | | | |
| Portland to Boundary Line | 82.60 | 89.37 | 3,557.61 | 456.00 | 901.00 |
| Lewiston Branch | 5.41 | | | | |
| Norway Branch | 1.36 | | | | |
| Kennebec Central Railroad*: | | | | | |
| Lime Rock Railroad | 11.30 | 5.00 | 5.00 | | |
| Maine Central Railroad: | | | | | |
| Portland to Bangor | 136.60 | 649.67 | 2,578.83 | 40.80 | 257.77 |
| Brunswick to Bath | 8.90 | | | | |
| Cumberland Jc. to Skowhegan | 91.20 | | | | |
| Brunswick to Farmington | 62.60 | | | | |
| Crowley's Jc. to Lewiston | 4.80 | | | | |
| Brewer Jc. to Mt. Desert Ferry | 41.13 | | | | |
| Gardiner Jc. to Copsecook Mill | 1.15 | | | | |
| Knox & Lincoln Railway: | | | | | |
| Woolwich to Rockland | 47.03 | | | | |
| Rockland to Wharf | 1.36 | | | | |
| Burnham Jc. to Belfast | 33.13 | | | | |
| Newport to Dexter | 14.23 | | | | |
| Dexter Jc. to Foxcroft | 16.54 | | | | |
| Bangor to Vanceboro | 114.30 | | | | |
| Orono to Stillwater | 3.01 | | | | |
| Enfield to Montague | 3.03 | | | | |
| Bangor Jc. to Bucksport | 18.50 | | | | |
| Portland to Lunenburg | 109.10 | | | | |
| Union Station to Thompson's Point ... | .74 | | | | |
| Quebec Jc. to Beecher's Falls | 55.33 | | | | |
| Beecher's Falls to Lime Ridge | 52.85 | | | | |
| Monson Railroad*: | | | | | |
| Phillips & Rangeley Railroad* | 28.60 | 8.16 | 8.16 | 1.00 | |
| Portland & Rumford Falls Railway: | | | | | |
| Rumford Falls Jc. to Rumford Falls .. | 53.58 | 63.85 | 568.05 | 21.10 | |
| Canton to Otis Falls | 10.27 | | | | |
| Rockport Railroad | 3.00 | | | | |
| Rumford Falls & Rangeley Lakes Railroad ... | 31.31 | 32.73 | | 5.97 | |
| Sandy River Railroad* | 18.00 | 18.00 | | | |
| Sebasticook & Moosehead Railroad | 15.00 | 15.00 | | .25 | |
| Somerset Railway | 42.06 | 42.06 | | 4.45 | 1.00 |
| Washington County Railroad: | | | | | |
| Calais to Washington Jc. | 102.28 | 131.58 | 136.33 | 11.87 | |
| Eastport Jc. to Eastport | 16.72 | | | | |
| St. Croix Jc. to Princeton | 17.33 | | | | |
| Wiscasset & Quebec Railroad*: | | | | | |
| York Harbor & Beach Railroad | 43.46 | 43.46 | | | |
| | 11.17 | 11.17 | | 1.11 | |
| | 1,918.98 | | | | |

† 56 miles from Mattawamkeag to Vanceboro, operated on M. C. R. R. line.

‡ 1.27 miles, M. C. R. R. trackage rights. § 4.20 miles, M. C. R. R. trackage rights.

†† Narrow (2 foot gauge). ††† Included in line operated.

|| 1.42 trackage rights Portland and Rumford Falls Railway.

GROSS EARNINGS.

Table Showing the Gross Earnings from Operation of the Railroads doing Business in Maine for the years Ending June 30, 1895, 1896, 1897, 1898, 1899, 1900 and 1901.

| Railroads. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Bangor and Aroostook Railroad | \$582,832 12 | \$699,661 50 | \$754,780 66 | \$779,206 76 | \$929,253 56 | \$1,227,916 16 | \$1,449,454 48 |
| Boston and Maine Railroad | 16,937,967 93 | 20,499,768 27 | 19,640,846 30 | 19,850,984 06 | 20,027,248 11 | 22,301,764 04 | \$30,800,914 84 |
| Bridgton and Saco River Railroad † | 29,861 41 | 29,514 62 | 28,065 44 | 28,453 26 | 35,790 40 | 40,082 82 | 39,341 70 |
| Canadian Pacific Railway | 258,357 75 | 361,070 85 | 419,664 32 | 462,063 67 | 485,350 48 | 516,300 46 | 476,614 26 |
| Franklin and Megantic Railway † | 15,582 48 | 12,678 85 | 13,866 68 | 15,843 02 | 22,285 45 | 21,508 38 | 31,347 97 |
| Georges Valley Railroad | 10,893 12 | 11,537 73 | 10,642 87 | 11,014 55 | 11,553 20 | 12,778 36 | 14,030 36 |
| Grand Trunk Railway | 975,004 87 | 1,027,235 35 | 1,163,233 20 | 1,274,505 67 | 1,201,343 24 | 1,306,900 42 | \|\|\| 1,325,500 00 |
| Kennebec Central Railroad † | 14,417 89 | 13,250 54 | 15,253 65 | 16,275 39 | 15,561 92 | 17,129 94 | 16,119 16 |
| Lime Rock Railroad | 64,723 68 | 71,947 76 | 71,386 50 | 59,805 64 | 72,410 45 | 77,006 59 | 80,346 17 |
| Maine Central Railroad | 4,839,761 38 | 5,010,618 55 | 4,923,335 91 | 4,784,101 23 | 5,049,689 16 | 5,640,723 68 | 5,896,346 61 |
| Monson Railroad † | 6,446 26 | 7,257 88 | 6,807 72 | 5,433 63 | 5,540 04 | 5,415 35 | 6,579 65 |
| Patten and Sherman Railroad | - | - | 4,225 34 | 4,806 42 | 5,030 61 | 7,090 09 | †† 4,397 83 |
| Phillips and Rangeley Railroad † | 34,301 42 | 32,500 51 | 29,933 80 | 35,166 83 | 34,928 86 | 32,949 33 | 30,076 90 |
| Portland and Rochester Railroad | 256,449 34 | 263,297 37 | 242,419 18 | 253,373 45 | 266,041 20 | \|\| 159,954 19 | †† |
| Portland and Rumford Falls Railway | 173,349 89 | 208,182 29 | 252,825 35 | 289,936 49 | 300,808 29 | 356,479 61 | 440,107 85 |
| Rockport Railroad † | 6,919 52 | 7,310 15 | 2,266 22 | - | - | - | - |
| Rumford Falls and Rangeley Lakes Railroad | - | 48,000 74 | 96,449 84 | 81,500 82 | 74,139 64 | 91,191 88 | 92,959 35 |
| Sandy River Railroad † | 44,667 95 | 47,653 99 | 43,996 05 | 44,306 68 | 48,196 49 | 47,421 50 | 52,042 31 |
| Sebasticook and Moosehead Railroad | 10,230 86 | 6,448 32 | 8,702 01 | 8,935 85 | 9,987 60 | 10,361 51 | 12,115 01 |
| Somerset Railway | 75,372 10 | 84,281 70 | 78,688 48 | 67,133 88 | 80,195 40 | 103,907 96 | 109,122 96 |
| St. Croix and Penobscot Railroad | 26,455 35 | 28,653 05 | 25,765 28 | 25,643 98 | 17,141 24 | - | §§ |
| Washington County Railroad | - | - | - | - | 73,730 67 | 227,757 86 | 226,540 31 |
| Wiscasset and Quebec Railroad † | 2,845 55 | 18,715 13 | 19,177 28 | 20,935 45 | 18,979 25 | 20,335 55 | 22,274 71 |
| York Harbor and Beach Railroad | 35,180 47 | 37,178 09 | 36,456 70 | 30,819 04 | 20,586 51 | 23,540 23 | 23,476 84 |
| | \$24,401,621 34 | \$28,526,763 24 | \$27,888,788 79 | \$28,150,245 77 | \$28,796,791 77 | \$32,247,515 91 | \$41,149,709 27 |
| Increase | | | | | | | 8,902,193 36 |

† Narrow gauge railroads.

‡ Not in operation.

|| Six months ending December 31, 1899.

§ Mileage increased 477.65 miles.

||| Estimated for purpose of comparison.

†† Six months ending December 31, 1900.

†† Operated by Boston and Maine Railroad.

§§ Operated by Washington County Railroad.

¶ Four months operation.

PASSENGER TRAFFIC.

Table Showing Total Number of Passengers Carried by the Steam Railroads Doing Business in Maine for Years Ending June 30, 1895, 1896, 1897, 1898, 1899, 1900 and 1901.

| Railroads. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|--|------------|------------|------------|------------|------------|------------|--------------|
| Bangor and Aroostook Railroad..... | 194,574 | 229,940 | 220,213 | 228,838 | 239,092 | 315,747 | 348,558 |
| Boston and Maine Railroad..... | 32,380,241 | 35,132,992 | 32,658,341 | 32,176,210 | 31,607,156 | 32,932,814 | † 38,416,814 |
| Bridgton and Saco River Railroad*..... | 15,221 | 15,877 | 13,745 | 13,075 | 19,717 | 19,119 | 19,809 |
| Canadian Pacific (International)..... | 81,490 | 70,245 | 66,356 | 76,048 | 77,518 | 79,472 | 94,436 |
| Franklin and Megantic Railway*..... | 5,915 | 6,851 | 6,890 | 7,851 | 7,590 | 11,547 | 12,684 |
| Georges Valley Railroad..... | 4,980 | 5,141 | 4,422 | 6,303 | 5,600 | 5,280 | † 5,280 |
| Grand Trunk Railway..... | 384,329 | 408,053 | 358,846 | 387,342 | 303,563 | 296,280 | \$ 321,280 |
| Kennebec Central Railroad*..... | 37,391 | 35,845 | 38,121 | 49,727 | 51,321 | 57,920 | 71,699 |
| Maine Central Railroad..... | 2,033,807 | 2,110,734 | 2,005,172 | 2,071,431 | 2,136,470 | 2,387,846 | 2,633,331 |
| Monson Railroad*..... | 4,206 | 4,190 | 3,565 | 4,486 | 3,849 | 4,436 | 4,620 |
| Patten and Sherman Railroad..... | | | 6,231 | 7,289 | 6,873 | 10,633 | 6,060 |
| Phillips and Rangeley Railroad*..... | 11,562 | 10,409 | 9,867 | 10,198 | 10,729 | 10,821 | 11,410 |
| Portland and Rochester Railroad..... | 307,786 | 287,067 | 264,100 | 268,489 | 273,516 | † 143,881 | \|\| |
| Portland and Rumford Falls Railway..... | 93,241 | 99,136 | 95,862 | 38,427 | 94,583 | 117,974 | 145,109 |
| Rumford Falls and Rangeley Lakes Railroad..... | | 7,227 | 10,798 | 11,374 | 9,012 | 11,781 | 15,702 |
| Sandy River Railroad*..... | 20,370 | 25,331 | 27,445 | 25,859 | 24,179 | 27,598 | 27,546 |
| Sebastiack and Moosehead Railroad..... | 9,461 | 6,867 | 7,561 | 8,508 | 7,711 | 10,084 | 12,501 |
| Somerset Railway..... | 27,131 | 29,861 | 25,457 | 25,263 | 24,429 | 28,474 | 30,667 |
| St. Croix and Penobscot Railroad †..... | 8,022 | 8,165 | 6,245 | 6,245 | 2,404 | | † |
| Washington County Railroad..... | | | | | 56,032 | 175,926 | 171,232 |
| Wiscasset and Quebec Railroad*..... | 2,053 | 12,037 | 13,565 | 11,255 | 9,767 | 9,632 | 10,237 |
| York Harbor and Beach Railroad..... | 84,897 | 85,623 | 89,772 | 77,922 | 87,222 | 61,300 | 58,248 |
| | 35,674,604 | 38,591,591 | 35,932,574 | 35,572,460 | 35,058,333 | 36,718,571 | 42,497,243 |
| Increase over 1900..... | | | | | | | 5,778,672 |

* Narrow gauge railroads.

† Six months ending December 31, 1899.

‡ Now a part of the Washington County Railroad.

†† Estimated.

§ Estimated for purpose of comparison.

¶ Increase in mileage over 1900—477.65 miles.

|| Operated by B. & M. R. R. Co.

RAILROAD COMMISSIONERS' REPORT.

FREIGHT TRAFFIC.

Table Showing the Total Number of Tons of Freight Carried by all Steam Railroads doing Business in Maine for the Years Ending June 30, 1895, 1896, 1897, 1898, 1899, 1900 and 1901.

| Railroads. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|--|------------|------------|------------|------------|------------|------------|------------|
| Bangor & Aroostook Railroad . | 257,609 | 295,401 | 341,725 | 323,190 | 408,858 | 638,974 | 814,797 |
| Boston & Maine Railroad | 8,381,322 | 10,247,029 | 9,892,705 | 10,271,875 | 10,644,376 | 12,426,571 | 17,516,571 |
| *Bridgton & Saco River Railroad | 15,449 | 13,898 | 14,303 | 15,552 | 20,944 | 24,619 | 23,112 |
| Canadian Pacific Railway (International) | 266,362 | 279,882 | 289,120 | 364,663 | 389,421 | 454,188 | 410,275 |
| *Franklin & Megantic Railway | 10,438 | 9,140 | 8,641 | 12,542 | 19,898 | 14,906 | 32,081 |
| Georges Valley Railroad | 12,767 | 12,803 | 15,558 | 18,886 | 37,455 | 29,732 | 29,196 |
| Grand Trunk R'y | 1,014,226 | 1,049,781 | 1,247,028 | 1,402,938 | 1,506,862 | 1,896,155 | 1,790,468 |
| *Kennebec Central Railroad . | 6,134 | 4,896 | 6,342 | 5,406 | 5,378 | 6,033 | 5,512 |
| Lime Rock Railroad | 215,809 | 238,052 | 236,122 | 197,879 | 247,485 | 267,820 | 297,731 |
| Maine Central Railroad | 2,476,337 | 2,678,203 | 2,687,603 | 2,747,021 | 3,217,809 | 3,573,915 | 3,740,709 |
| *Monson R. R . | 4,738 | 6,548 | 7,897 | 6,969 | 6,110 | 6,454 | 9,160 |
| Patten & Sherman Railroad | | | 4,267 | 3,351 | 4,469 | 5,782 | 14,263 |
| *Phillips and Rangeley R. R. | 21,973 | 12,464 | 19,359 | 19,006 | 19,543 | 14,600 | 12,227 |
| Portland & Rochester Railroad. | 256,061 | 256,069 | 239,187 | 272,437 | 307,470 | 198,963 | †† |
| Portland & Rumford Falls R'y. | 113,358 | 168,438 | 233,379 | 278,881 | 367,735 | 409,048 | 479,939 |
| Rockport Railroad† | 11,750 | 12,183 | 3,777 | | | | |
| Rumford Falls and Rangeley Lakes R. R. | | 77,078 | 142,142 | 131,435 | 91,189 | 100,252 | 118,226 |
| *Sandy River R. R | 31,038 | 34,192 | 29,607 | 29,008 | 42,055 | 34,729 | 52,093 |
| Sebasticook and Moosehead R. R | 5,897 | 3,760 | 6,638 | 7,316 | 15,049 | 10,513 | 12,495 |
| Somerset Railway | 63,744 | 77,925 | 77,002 | 59,543 | 100,245 | 131,596 | 133,528 |
| St. Croix and Penobscot Railroad\|\| . . . . . | 54,739 | 60,815 | 53,399 | 62,586 | 15,924 | | |
| Washington Co. Railroad | | | | | 31,690 | 130,727 | 157,794 |
| *Wiscasset and Quebec R. R. | 1,390 | 9,671 | 8,329 | 8,155 | 7,980 | 10,689 | 12,206 |
| York Harbor & Beach Railroad | 6,797 | 9,873 | 10,992 | 8,982 | 5,793 | 7,910 | 12,441 |
| Increase | 13,227,958 | 15,548,101 | 15,575,122 | 16,246,623 | 17,513,738 | 20,394,176 | 34,664,834 |
| | | | | | 1,267,115 | 2,880,438 | 14,270,658 |

*Narrow gauge railroads.

† Not in operation.

‡ Six months ending December 31, 1899.

|| Now part of the Washington County Railroad.

†† Increase in mileage—477.65.

§ Entire Grand Trunk Railway system, 3,557.61 miles.

‡‡ Six months ending December 31, 1900.

††† Operated by Boston & Maine Railroad Company.

INCOME, EXPENSES, DIVIDENDS, ETC.

This table gives the gross income from operation, income from other sources, total income, operating expenses, interest, taxes and other charges, net divisible income, dividends paid, rate per cent, surplus or deficit, of all steam railroads during business in Maine for the year ending June 30, 1901.

| Railroads. | Gross income from operation. | Income from other sources. | Total income. | Operating expenses. | Interest, taxes and other charges. | Net divisible income. | Dividends paid. | Rate-%. | Surplus. | Deficit. |
|--|------------------------------|----------------------------|----------------|---------------------|------------------------------------|-----------------------|-----------------|---------|-------------|------------|
| Bangor and Aroostook Railroad | \$1,449,454 48 | - | \$1,449,454 48 | \$908,422 37 | \$491,423 91 | \$49,608 20 | - | - | \$49,608 20 | - |
| Boston and Maine Railroad | 30,800,914 84 | \$573,275 56 | 31,374,190 40 | 21,522,187 38 | 5,161,589 73 | 1,690,413 29 | \$1,645,000 39 | ++ | 45,412 90 | - |
| Bridgton and Saco River Railroad † | 39,341 70 | 319 21 | 39,660 91 | 28,753 16 | 6,444 79 | 4,462 98 | 4,090 00 | 4 | 372 98 | - |
| Canadian Pacific Railway | 476,614 26 | - | 476,614 26 | 516,973 12 | 78,163 21 | - | - | - | - | 112,522 07 |
| Franklin and Megantic Railway † | 31,347 97 | 44 16 | 31,392 13 | 33,138 79 | 2,242 56 | - | - | - | - | 3,989 82 |
| Georges Valley Railroad | 14,030 36 | - | 14,030 36 | 10,118 22 | 3,252 15 | 659 99 | - | - | 659 99 | - |
| Grand Trunk Railway | 22,907,466 81 | 904,468 83 | 23,811,935 64 | 15,232,876 12 | 6,163,557 69 | 2,415,501 83 | 2,382,980 68 | \|\| | 32,521 15 | - |
| Kennebec Central Railroad † | 16,119 16 | - | 16,119 16 | 10,311 21 | 1,814 52 | 3,923 43 | 2,400 00 | 6 | 1,523 43 | - |
| Lime Rock Railroad | 80,346 17 | 1,592 95 | 81,939 12 | 40,964 24 | 22,479 16 | 18,495 72 | 18,000 00 | 4 | 495 72 | - |
| Maine Central Railroad | 5,896,346 61 | 64,590 42 | 5,960,937 03 | 3,962,338 90 | 1,423,928 58 | 574,669 55 | 298,554 00 | 6 | 276,115 55 | - |
| Monson Railroad † | 6,579 65 | 16 21 | 6,595 86 | 6,288 23 | 5,141 94 | - | - | - | - | 4,834 31 |
| Patten and Sherman Railroad | 84,397 83 | - | 84,397 83 | 3,199 36 | 77 10 | 1,121 37 | - | - | 1,121 37 | - |
| Phillips and Rangeley Railroad † | 30,076 90 | - | 30,076 90 | 25,376 15 | 13,702 43 | - | - | - | - | 9,001 68 |
| Portland and Rumford Falls Railway | 440,107 85 | 21,384 96 | 461,492 81 | 286,297 08 | 76,146 67 | 99,049 06 | 65,000 00 | - | 34,049 06 | - |
| Rumford Falls and Rangeley Lakes R. R. | 92,959 35 | - | 92,959 35 | 64,190 82 | 21,776 90 | 6,991 57 | - | - | 6,991 57 | - |
| Sandy River Railroad † | 52,042 31 | 2,507 00 | 54,549 31 | 29,320 63 | 16,091 52 | 9,137 16 | 6,000 00 | 6 | 3,137 16 | - |
| Sebasticook and Moosehead Railroad... | 12,115 01 | - | 12,115 01 | 11,724 67 | 211 29 | 179 05 | - | - | 179 05 | - |
| Somerset Railway | 109,122 96 | - | 109,122 96 | 77,549 04 | 88,002 84 | - | - | - | - | 56,478 92 |
| Washington County Railroad | 226,540 31 | - | 226,540 31 | 201,375 94 | 108,594 07 | - | - | - | - | 83,429 70 |
| Wiscasset and Quebec Railroad † | 22,274 71 | 22 98 | 22,297 69 | 26,037 46 | 431 55 | - | - | - | - | 4,171 42 |
| York Harbor and Beach Railroad..... | 23,476 84 | 1,223 69 | 24,700 53 | 23,178 94 | 280 54 | 1,241 05 | - | - | 1,241 05 | - |

† Narrow gauge railroads.

‡ 7% on common, 6% on preferred.

|| 1st preferred 6%, 2d preferred 3%.

§ Six months operation.

||| Entire Grand Trunk Railway system, 3,557.61 miles.

RAILROAD COMMISSIONERS' REPORT.

PASSENGER AND FREIGHT RECEIPTS.

The following table gives the number of passengers carried, average journey, average receipts per passenger mile, average receipts per passenger per train mile, number of tons of freight hauled, average haul, average receipts per ton per mile, average receipts per ton per train mile, on all steam railroads doing business in Maine for the year ending June 30, 1901.

| Railroads. | Number of passengers carried. | Average journey—miles. | Average receipts per passenger. | Average receipts per passenger per mile. | Number of tons of freight hauled. | Average haul—miles. | Average receipts per ton. | Average receipts per ton per mile. |
|---|-------------------------------|------------------------|---------------------------------|--|-----------------------------------|---------------------|---------------------------|------------------------------------|
| Bangor and Aroostook Railroad | 348,558 | 41.58 | \$1.0312 | \$0.0248 | 814,797 | 91.61 | \$1.2076 | \$0.0131 |
| Boston and Maine Railroad | 38,496,814 | 16.43 | .2895 | .0176 | 17,516,571 | 87.82 | .9955 | .0115 |
| Bridgton and Suco River Railroad † | 19,809 | 12.77 | .6246 | .0489 | 23,112 | 15.56 | .9577 | .0615 |
| Canadian Pacific Railway | 94,436 | 62.97 | .9571 | .0152 | 410,275 | 160.86 | .8091 | .0056 |
| Franklin and Megantic Railway ‡ | 12,684 | 15.68 | .5955 | .0379 | 32,081 | 23.54 | .6636 | .0242 |
| Georges Valley Railroad | | | | | | | | |
| Grand Trunk Railway | 7,094,309 | | .8585 | | 10,790,468 | 219.28 | 1.3951 | .0063 |
| Kennebec Central Railroad ‡ | 71,699 | 4.89 | .1032 | .0210 | 5,512 | 5.00 | 1.4076 | .2815 |
| Lime Rock Railroad | | | | | 297,731 | | .3286 | |
| Maine Central Railroad | 2,633,331 | 37.19 | .8015 | .0215 | 3,740,709 | 79.96 | .9162 | .0114 |
| Monson Railroad ‡ | 4,620 | 6.16 | .2808 | .0455 | 9,160 | 6.16 | .5146 | .0873 |
| Patten and Sherman Railroad | 16,060 | 5.84 | .2953 | .0505 | 14,263 | 5.26 | .4988 | .0948 |
| Phillips and Bangsley Railroad ‡ | 11,410 | 26.53 | .9513 | .0358 | 12,227 | 19.68 | 1.0745 | .0545 |
| Portland and Rumford Falls Railway | 145,109 | 25.39 | .6517 | .0256 | 479,939 | 32.29 | .6906 | .0213 |
| Rumford Falls and Rangeley Lakes Railroad | 15,702 | 22.27 | .9438 | .0423 | 118,226 | 22.01 | .6322 | .0287 |
| Sandy River Railroad ‡ | 27,546 | 13.98 | .5418 | .0387 | 52,093 | 13.63 | .6369 | .0467 |
| Sebasticook and Moosehead Railroad | 12,501 | | .3148 | | 12,495 | 8.46 | .5657 | .0669 |
| Somerset Railway | 30,667 | 23.85 | .8202 | .0343 | 133,528 | 22.30 | .5798 | .0260 |
| Washington County Railroad | 171,232 | 28.48 | .7227 | .0233 | 157,794 | 31.70 | .5574 | .0175 |
| Wiscasset and Quebec Railroad ‡ | 10,257 | 20.62 | .4894 | .0236 | 12,206 | 25.14 | 1.0490 | .0410 |
| York Harbor and Beach Railroad | 58,248 | 9.74 | .2549 | .0261 | 12,441 | 5.99 | .6414 | .1069 |

† Six months operation.

‡ Entire system, 3,557.61 miles.

§ Narrow gauge railroads.

FARES AND FREIGHT RATES.**Passenger Fares.**

AVERAGE PASSENGER FARE PER MILE ON ALL STANDARD GAUGE
ROADS DOING BUSINESS IN MAINE FOR YEARS 1891 TO 1901.

| Year. | Rate—Cents. | Not including the Boston and Maine Railroad. | |
|-----------|-------------|---|-------------|
| | | Year. | Rate—Cents. |
| 1891..... | 1.969 | 1891..... | 2.50 |
| 1892..... | 1.922 | 1892..... | 2.38 |
| 1893..... | 1.921 | 1893..... | 2.40 |
| 1894..... | 1.879 | 1894..... | 2.37 |
| 1895..... | 1.859 | 1895..... | 2.30 |
| 1896..... | 1.887 | 1896..... | 2.32 |
| 1897..... | 1.860 | 1897..... | 2.36 |
| 1898..... | 1.830 | 1898..... | 2.25 |
| 1899..... | 1.815 | 1899..... | 2.25 |
| 1900..... | 1.828 | 1900..... | 2.24 |
| 1901..... | 1.844 | 1901..... | 2.21 |

The average passenger rates for the year 1880 were 2.728 cents per mile, and not including the Boston & Maine Railroad, 4.055 cents.

This shows a reduction of rates per passenger per mile of 0.884 cents from 1880 to 1901, and not including the Boston & Maine Railroad, a reduction of 1.845 cents per passenger per mile.

The reason for not including in part, the Boston and Maine Railroad was for the purpose of showing what rates for passengers and freight prevailed as nearly as possible in Maine, during the years mentioned.

Freight Rates.

The following tables give the average rates per ton mile for the transportation of merchandise on all standard gauge railroads doing business in Maine, the same years as given in the passenger rate tables.

AVERAGE FREIGHT RATE PER TON MILE ON ALL STANDARD GAUGE
ROADS DOING BUSINESS IN MAINE FOR YEARS 1891 TO 1901.

Not including the Boston and Maine
Railroad.

| Year. | Rate—Cents. | Year. | Rate—Cents |
|-----------|-------------|-----------|------------|
| 1891..... | 1.575 | 1891..... | 1.423 |
| 1892..... | 1.450 | 1892..... | 1.351 |
| 1893..... | 1.451 | 1893..... | 1.310 |
| 1894..... | 1.425 | 1894..... | 1.241 |
| 1895..... | 1.467 | 1895..... | 1.334 |
| 1896..... | 1.445 | 1896..... | 1.306 |
| 1897..... | 1.371 | 1897..... | 1.207 |
| 1898..... | 1.361 | 1898..... | 1.148 |
| 1899..... | 1.272 | 1899..... | 1.032 |
| 1900..... | 1.271 | 1900..... | 1.020 |
| 1901..... | 1.087 | 1901..... | 0.970 |

The average freight rates for the year 1880 were 3.87 cents per ton of freight per mile, and not including the Boston & Maine Railroad 5.35 cents per ton per mile.

This makes a reduction from 1880 to 1901 of 2.783 cents per ton per mile, and not including the Boston & Maine Railroad a reduction of 4.38 cents per ton per mile.

The following tables, 1 and 2, give the average rate per ton mile, and fares per mile of the leading standard gauge roads for years 1893 to 1901.

TABLE No. 1.
Average Rate per Ton Mile on the Following Standard Gauge Roads for Years 1893 to 1901.

| Railroads. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | | |
|--|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|------|-------|
| Bangor and Aroostook Railroad..... | 1893 | 4.123 | 1894 | 2.59 | 1895 | 1.911 | 1896 | 2.729 | 1897 | 1.531 | 1898 | 1.535 | 1899 | 1.576 | 1900 | 1.422 | 1901 | 1.318 |
| Boston and Maine Railroad | 1893 | 1.538 | 1894 | 1.546 | 1895 | 1.545 | 1896 | 1.530 | 1897 | 1.450 | 1898 | 1.432 | 1899 | 1.430 | 1900 | 1.439 | 1901 | 1.134 |
| Canadian Pacific Railway..... | 1893 | 0.839 | 1894 | 0.817 | 1895 | 0.787 | 1896 | 0.654 | 1897 | 0.595 | 1898 | 0.527 | 1899 | 0.508 | 1900 | 0.467 | 1901 | 0.503 |
| Grand Trunk Railway | 1893 | 0.805 | 1894 | 0.735 | 1895 | 0.786 | 1896 | 0.931 | 1897 | 0.699 | 1898 | 0.699 | 1899 | 0.533 | 1900 | 0.567 | 1901 | 0.636 |
| Maine Central Railroad | 1893 | 1.549 | 1894 | 1.450 | 1895 | 1.412 | 1896 | 1.338 | 1897 | 1.334 | 1898 | 1.284 | 1899 | 1.101 | 1900 | 1.131 | 1901 | 1.146 |
| Portland and Rumford Falls Railway ... | 1893 | 3.175 | 1894 | 2.710 | 1895 | 2.520 | 1896 | 2.293 | 1897 | 2.113 | 1898 | 2.130 | 1899 | 2.240 | 1900 | 2.265 | 1901 | 2.139 |
| Somerset Railway | 1893 | 3.718 | 1894 | 3.112 | 1895 | 2.975 | 1896 | 3.143 | 1897 | 3.324 | 1898 | 3.249 | 1899 | 2.722 | 1900 | 2.656 | 1901 | 2.600 |
| St. Croix and Penobscot Railroad..... | 1893 | ..... | 1894 | ..... | 1895 | 7.980 | 1896 | 6.000 | 1897 | 6.389 | 1898 | 5.611 | 1899 | 2.289 | 1900 | 1.863 | 1901 | 1.758 |

TABLE No. 2.
Average Fare per Mile on the Following Standard Gauge Roads for Years 1893 to 1901.

| Railroads. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | | |
|---|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|------|-------|
| Bangor and Aroostook Railroad | 1893 | 3.115 | 1894 | 2.80 | 1895 | 2.421 | 1896 | 2.501 | 1897 | 2.443 | 1898 | 2.549 | 1899 | 2.449 | 1900 | 2.47 | 1901 | 2.480 |
| Boston and Maine Railroad | 1893 | 1.803 | 1894 | 1.764 | 1895 | 1.745 | 1896 | 1.793 | 1897 | 1.764 | 1898 | 1.742 | 1899 | 1.715 | 1900 | 1.727 | 1901 | 1.763 |
| Canadian Pacific Railway..... | 1893 | 1.908 | 1894 | 1.931 | 1895 | 2.063 | 1896 | 2.013 | 1897 | 2.012 | 1898 | 1.742 | 1899 | 1.509 | 1900 | 1.417 | 1901 | 1.520 |
| Grand Trunk Railway | 1893 | 2.944 | 1894 | 2.580 | 1895 | 2.102 | 1896 | 1.983 | 1897 | 2.189 | 1898 | 1.998 | 1899 | 2.084 | 1900 | 2.010 | 1901 | 2.010 |
| Maine Central Railroad | 1893 | 2.327 | 1894 | 2.254 | 1895 | 2.284 | 1896 | 2.304 | 1897 | 2.357 | 1898 | 2.232 | 1899 | 2.268 | 1900 | 2.228 | 1901 | 2.155 |
| Portland and Rumford Falls Railway.... | 1893 | 3.385 | 1894 | 3.012 | 1895 | 2.645 | 1896 | 2.607 | 1897 | 2.814 | 1898 | 2.753 | 1899 | 2.592 | 1900 | 2.500 | 1901 | 2.567 |
| Somerset Railway | 1893 | 3.681 | 1894 | 3.645 | 1895 | 3.681 | 1896 | 3.867 | 1897 | 3.642 | 1898 | 3.547 | 1899 | 3.588 | 1900 | 3.602 | 1901 | 3.439 |
| St. Croix and Penobscot Railroad †..... | 1893 | 2.368 | 1894 | 2.466 | 1895 | 2.716 | 1896 | 2.592 | 1897 | 2.542 | 1898 | 1.976 | ..... | 2.672 | 1900 | 2.572 | 1901 | 2.537 |

† Washington County Railroad.

The following tables, Nos. 1 and 2, give the average fare per mile, freight rate per ton mile upon the *Narrow Gauge* railroads for years 1893 to 1901.

TABLE No. 1.

Average Fare per Mile on all Narrow Gauge Railroads for Years 1893 to 1901.

| Railroads. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. |
|---------------------------------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|
| Bridgton and Saco River Railroad..... | 1893 | 4.77 | 1894 | 4.77 | 1895 | 4.80 | 1896 | 4.63 | 1897 | 4.72 | 1898 | 5.01 | 1899 | 4.68 | 1900 | 4.60 | 1901 | 4.89 |
| Franklin and Megantic Railway..... | 1893 | 3.66 | 1894 | 3.61 | 1895 | 3.14 | 1896 | 3.68 | 1897 | 3.69 | 1898 | 3.29 | 1899 | 3.75 | 1900 | 3.52 | 1901 | 3.79 |
| Kennebec Central Railroad..... | 1893 | 3.39 | 1894 | 3.04 | 1895 | 3.16 | 1896 | 3.29 | 1897 | 3.10 | 1898 | 3.05 | 1899 | 3.09 | 1900 | 2.91 | 1901 | 2.10 |
| Monson Railroad..... | 1893 | 5.88 | 1894 | 5.26 | 1895 | 5.64 | 1896 | 5.68 | 1897 | 5.48 | 1898 | 4.73 | 1899 | 4.91 | 1900 | 4.61 | 1901 | 4.55 |
| Phillips and Rangeley Railroad..... | 1893 | 5.37 | 1894 | 4.02 | 1895 | 4.15 | 1896 | 3.89 | 1897 | 3.89 | 1898 | 3.64 | 1899 | 3.54 | 1900 | 3.89 | 1901 | 3.58 |
| Sandy River Railroad..... | 1893 | 3.67 | 1894 | 4.04 | 1895 | 4.07 | 1896 | 3.98 | 1897 | 3.67 | 1898 | 3.73 | 1899 | 3.90 | 1900 | 3.88 | 1901 | 3.87 |
| Wiscasset and Quebec Railroad..... | ..... | ..... | ..... | ..... | 1895 | 2.90 | ..... | ..... | 1897 | 2.79 | 1898 | 3.09 | 1899 | 2.90 | 1900 | 2.40 | 1901 | 2.36 |

TABLE No. 2.

Average Rate per Ton Mile on all Narrow Gauge Railroads for Years 1893 to 1901.

| Railroads. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. | Year. | Rate —cts. |
|---------------------------------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|
| Bridgton and Saco River Railroad..... | 1893 | 7.43 | 1894 | 6.93 | 1895 | 7.30 | 1896 | 7.42 | 1897 | 6.88 | 1898 | 6.66 | 1899 | 5.97 | 1900 | 5.98 | 1901 | 6.15 |
| Franklin and Megantic Railway..... | 1893 | 8.00 | 1894 | 8.00 | 1895 | 7.94 | 1896 | 6.14 | 1897 | 6.56 | 1898 | 5.41 | 1899 | 3.66 | 1900 | 5.05 | 1901 | 2.82 |
| Kennebec Central Railroad..... | 1893 | 24.15 | 1894 | 24.76 | 1895 | 25.02 | 1896 | 27.62 | 1897 | 26.63 | 1898 | 29.16 | 1899 | 24.93 | 1900 | 26.15 | 1901 | 28.15 |
| Monson Railroad..... | 1893 | 19.20 | 1894 | 18.00 | 1895 | 15.75 | 1896 | 13.38 | 1897 | 10.63 | 1898 | 9.42 | 1899 | 10.52 | 1900 | 9.18 | 1901 | 8.73 |
| Phillips and Rangeley Railroad..... | 1893 | 6.44 | 1894 | 6.21 | 1895 | 5.99 | 1896 | 5.69 | 1897 | 5.53 | 1898 | 7.37 | 1899 | 4.54 | 1900 | 5.30 | 1901 | 5.45 |
| Sandy River Railroad..... | 1893 | 5.64 | 1894 | 5.57 | 1895 | 5.56 | 1896 | 5.03 | 1897 | 5.06 | 1898 | 6.11 | 1899 | 5.35 | 1900 | 5.90 | 1901 | 4.67 |
| Wiscasset and Quebec Railroad..... | ..... | ..... | ..... | ..... | 1895 | 7.41 | ..... | ..... | 1897 | 4.95 | 1898 | 4.69 | 1899 | 4.37 | 1900 | 3.79 | 1901 | 4.10 |

DENSITY OF TRAFFIC.

The density of traffic upon a railroad system, other things being equal, is regarded the measure of its earning capacity. By "density of traffic" is meant the average number of passengers or freight carried one mile per total mile of railroad operated.

Density of Traffic, Passenger and Freight, 1901.

| Railroads. | Passengers carried. | Tons of freight carried. | Total passengers and tons of freight so carried. | Passengers carried one mile per mile of road. | Tons of freight carried one mile per mile of road. | Total passengers and tons of freight so carried. |
|--|---------------------|--------------------------|--|---|--|--|
| Bangor and Aroostook Railroad..... | 348,558 | 814,797 | 1,163,335 | 39,077 | 201,272 | 240,349 |
| Boston and Maine Railroad..... | 38,496,814 | 17,516,571 | 56,013,385 | 280,233 | 681,585 | 961,818 |
| Bridgton and Saco River Railroad†..... | 19,809 | 23,112 | 42,921 | 12,047 | 17,127 | 29,174 |
| Canadian Pacific Railway | 94,436 | 410,275 | 504,711 | 25,543 | 283,489 | 309,032 |
| Franklin and Megantic Railway†..... | 12,634 | 32,081 | 44,765 | 6,415 | 24,357 | 30,772 |
| Georges Valley Railroad.. | | | | | | |
| Grand Trunk Railway.... | \$7,094,309 | 10,790,468 | 17,884,777 | ..... | 665,334 | |
| Kennebec Central Railroad†..... | 71,699 | 5,512 | 77,211 | 70,185 | 5,512 | 75,697 |
| * Lime Rock Railroad..... | † | 297,731 | 297,731 | | | |
| Maine Central Railroad... | 2,633,331 | 3,740,709 | 6,374,040 | 120,043 | 366,638 | 486,681 |
| Monson Railroad†..... | 4,620 | 9,160 | 13,780 | 3,487 | 6,914 | 10,401 |
| Patten and Sherman Railroad..... | 16,060 | 14,263 | 10,323 | 16,060 | 13,840 | 9,900 |
| Phillips and Rangeley Railroad†..... | 11,410 | 12,227 | 23,637 | 10,586 | 8,417 | 19,003 |
| Portland and Rumford Falls Railway..... | 145,109 | 479,939 | 624,848 | 54,131 | 227,733 | 281,864 |
| Rumford Falls and Rangeley Lakes Railroad..... | 15,702 | 118,226 | 133,928 | 12,306 | 79,518 | 91,824 |
| Sandy River Railroad†... | 27,546 | 52,093 | 79,639 | 21,389 | 39,451 | 60,840 |
| Sebastiack and Moosehead Railroad..... | 12,501 | 12,495 | 24,996 | ..... | 833 | 833 |
| Somerset Railway..... | 30,667 | 133,528 | 164,195 | 17,392 | 70,804 | 88,196 |
| Washington County Railroad..... | 171,232 | 157,794 | 329,026 | 35,777 | 36,695 | 72,472 |
| Wiscasset and Quebec Railroad†..... | 10,257 | 12,206 | 22,463 | 4,864 | 7,054 | 11,918 |
| York Harbor and Beach Railroad..... | 58,248 | 12,441 | 70,689 | 50,814 | 6,681 | 57,495 |

† Narrow (two feet) gauge.

† All freight.

§ Entire system, 3,557.61 miles

‡ Six months operation.

**Statements of Repairs, Wages and Fuel per Train Mile on
Leading Standard Gauge Steam Railroads Doing Business
in Maine, 1901.**

| Railroads. | COST OF REPAIRS, WAGES AND FUEL PER TOTAL TRAIN MILE. | | | | | | | |
|--|---|-------------------|--------------------|------------------------|---|-------------------------|----------|----------|
| | Repair of roadbed. | Renewal of rails. | Repair of bridges. | Repair of locomotives. | Repair of passenger, baggage and mail cars. | Repair of freight cars. | Wages. | Fuel. |
| Bangor & Aroostook Railroad | \$0.1612 | \$0.0101 | \$0.0078 | \$0.0218 | \$0.0330 | \$0.0686 | \$0.1488 | \$0.1192 |
| Boston & Maine Railroad | .0928 | .0067 | .0090 | .0515 | .0277 | .1469 | .2668 | .1241 |
| Canadian Pacific Railway | .1952 | .0076 | .0193 | .0414 | .1507 | .0588 | .1953 | .1371 |
| Grand Trunk Railway | .0774 | .0123 | .0307 | .0597 | .0475 | .0851 | .1708 | .1070 |
| Maine Central Railroad | .2147 | .0349 | .0490 | .0603 | .0561 | .0947 | .2727 | .1543 |
| Portland & Rumford Falls Railway | .2302 | .0324 | .0632 | .0681 | .0292 | .0796 | .1582 | .1264 |
| Somerset Railway | .1687 | .0584 | .0313 | .0650 | .0867 | .1449 | .1359 | |
| Washington County Railroad | .1201 | .0005 | .0050 | .0075 | .0532 | .0323 | .1266 | .0838 |

ASSETS AND LIABILITIES.

The gross assets and liabilities of the steam railroad corporations doing business in Maine to June 30, 1898, 1899, 1900 and 1901 are given in the following tables:

Gross Assets June 30, 1898, 1899, 1900 and 1901.

| Assets. | 1898. | Increase. | 1899. | Increase. | 1900. | Increase. | 1901. | Increase. |
|-------------------------------|-------------------------|-----------------------|-------------------------|-----------------------|-------------------------|-----------------------|-------------------------|-------------------------|
| Construction | \$72,197,719 02 | \$114,847 34 | \$78,392,656 70 | \$6,194,937 68 | \$81,865,757 73 | \$3,473,101 03 | \$339,446,123 00 | \$257,580,365 27 |
| Equipment | 9,504,470 31 | 1,725,616 44 | 10,070,503 20 | 566,032 89 | 11,297,938 62 | 1,227,435 42 | 75,882,659 26 | 64,584,720 64 |
| Other permanent property..... | 8,859,889 26 | 17,326,112 73 | 8,585,017 58 | 1274,871 68 | 10,699,500 51 | 2,114,482 93 | 20,072,724 33 | 9,373,223 82 |
| Cash and current assets | 6,647,511 96 | 1643,546 52 | 7,379,002 74 | 731,490 78 | 6,663,770 01 | 715,232 73 | 13,815,510 53 | 7,151,740 52 |
| Miscellaneous assets..... | 5,126,682 01 | 1,525,472 94 | 5,333,457 56 | 206,775 55 | 3,867,216 24 | 1,466,241 32 | 7,695,415 72 | 3,828,199 48 |
| Gross assets | \$102,336,272 56 | \$4,603,722 53 | \$109,760,637 78 | \$7,424,365 22 | \$114,394,183 11 | \$4,633,545 33 | \$456,912,432 84 | \$342,518,249 73 |

Gross Liabilities June 30, 1898, 1899, 1900 and 1901.

| Liabilities. | 1898. | Increase. | 1899. | Increase. | 1900. | Increase. | 1901. | Increase. |
|----------------------------|-----------------|-----------------|------------------|----------------|------------------|----------------|------------------|------------------|
| Capital stock | \$40,875,898 10 | \$658,368 76 | \$43,358,512 10 | \$2,482,614 00 | \$45,281,758 17 | \$1,923,246 07 | \$240,877,416 15 | \$195,595,657 98 |
| Funded debt | 46,687,877 16 | 564,108 79 | 51,574,051 30 | 4,886,174 14 | 51,047,406 65 | 1526,644 65 | 189,835,219 59 | 138,787,812 94 |
| Real estate mortgages..... | 771,185 94 | 173,385 94 | 594,800 00 | 1176,585 94 | 594,800 00 | ..... | 594,800 00 | ..... |
| Current liabilities..... | 6,027,545 09 | 1436,517 73 | 5,945,466 42 | 182,078 67 | 6,847,019 01 | 901,552 59 | 15,806,981 50 | 8,959,762 49 |
| Accrued liabilities..... | 4,308,074 06 | 16,135,885 47 | 4,438,116 53 | 130,042 47 | 4,779,427 06 | 341,310 53 | 6,877,319 05 | 2,097,891 99 |
| ‡ Gross liabilities | \$98,670,580 35 | \$15,176,539 71 | \$105,910,946 35 | \$7,240,366 00 | \$108,550,410 89 | \$2,639,464 54 | \$453,991,736 29 | \$345,441,325 40 |
| Surplus | 3,665,692 21 | \$572,817 18 | 3,849,691 43 | 183,999 22 | 5,843,772 22 | 1,994,080 79 | 2,920,696 55 | \$2,923,075 87 |

‡ Decrease.

‡ Sinking funds and other special funds not included.

§ Increase of liabilities over assets.

It will be seen by the foregoing tables that there was an increase in assets in 1901 over those of 1900 of \$342,518,249.73 and an increase of liabilities of \$345,441,325.40, an increase of liabilities over assets of \$2,923,075.87. This large increase in assets and liabilities is mainly due to the increased mileage of the Boston and Maine Railroad, and reckoning the whole Grand Trunk Railway system, instead of the Atlantic and St. Lawrence division to the boundary line. Grand Trunk system not included before 1901. Boston and Maine, assets increased, \$13,120,328.87; liabilities, \$13,064,915.97. Grand Trunk Railway, assets increased, \$328,761,249.02; liabilities, \$328,727,091.00.

Condensed Tables Nos. 1 and 2, Showing the Number of Engines, Passenger and Freight; Passenger and Freight Cars; Passengers and Tons of Freight Carried per Engine; Average Distance Carried; Amount Received per Passenger and Ton of Freight; Average Amount Received per Passenger and Ton of Freight Per Mile, for the Years 1900 and 1901.

TABLE No. 1—1901.

| Railroads. | Passenger engines. | Freight engines. | Passenger cars. | Freight cars. | Passengers carried per passenger locomotive. | Tons of Freight carried per freight locomotive. | Average journey of passengers —miles. | Average haul of tons of freight —miles. | Average amount received per passenger. | Average amount received per ton of freight. | Average amount per passenger per mile. | Average amount per ton per mile. |
|---|--------------------|------------------|-----------------|---------------|--|---|---------------------------------------|---|--|---|--|----------------------------------|
| Bangor and Aroostook Railroad | 15 | 24 | 31 | 3,014 | 23,236 | 33,949 | 41.58 | 91.61 | \$1.031 | \$1.207 | \$.0248 | \$.0131 |
| Boston and Maine Railroad | 389 | 377 | 1,187 | 17,140 | 98,706 | 46,463 | 16.43 | 87.82 | .2895 | .9995 | .0176 | .0113 |
| Bridgton and Saco River Railroad† | 13 | 3 | 3 | 41 | 6,603 | 7,704 | 12.17 | 15.56 | .6246 | .9577 | .0489 | .0615 |
| Canadian Pacific Railway | †† | 10 | †† | 1,000 | 9,443 | ..... | 62.97 | 160.86 | .9571 | .8091 | .0152 | .0050 |
| Franklin and Megantic Railway† | 12 | 1 | 1 | 42 | 6,342 | 16,040 | 15.68 | 23.54 | .5955 | .6636 | .0379 | .0282 |
| Georges Valley Railroad | 11 | 1 | 5 | ..... | ..... | 29,196 | ..... | ..... | ..... | ..... | ..... | ..... |
| Grand Trunk Railway§ . . . . . | ..... | ..... | 660 | 24,754 | ..... | ..... | ..... | 219.22 | .8585 | 1.395 | ..... | .0063 |
| Kennebec Central Railroad | 12 | ..... | 5 | 2 | 35,849 | 2,756 | 4.89 | 5.00 | .1032 | 1.407 | .0210 | .2815 |
| Lime Rock Railroad . . . . . | ..... | 3 | ..... | *412 | ..... | 99,243 | ..... | ..... | ..... | .3286 | ..... | ..... |
| Maine Central Railroad | 64 | 70 | 169 | 3,665 | 41,145 | 53,438 | 37.19 | 79.96 | .8015 | .9162 | .0215 | .0114 |
| Monson Railroad† | 12 | ..... | 1 | 18 | 2,310 | 4,580 | 6.16 | 6.16 | .2808 | .5146 | .0455 | .0873 |
| Patten and Sherman Railroad | 12 | ..... | 1 | ..... | 13,030 | 12,131 | 5.84 | 5.26 | .2953 | .4988 | .0505 | .0948 |
| Phillips and Rangeley Railroad† | 14 | ..... | 4 | 96 | 2,852 | 3,056 | 26.53 | 19.68 | .9813 | 1.074 | .0358 | .0545 |
| Portland and Rumford Falls Railway | 4 | 6 | 9 | 135 | 36,277 | 79,989 | 25.39 | 3,229 | .6517 | .6906 | .0256 | .0213 |
| Rumford Falls and Rangeley Lakes Railroad . . . . . | ..... | 4 | 2 | 157 | 3,925 | 29,556 | 22.27 | 22.01 | .9438 | .6322 | .0423 | .0287 |
| Sandy River Railroad† | 3 | 2 | 4 | 67 | 4,182 | 26,046 | 13.98 | 13.63 | .5418 | .6369 | .0387 | .0167 |
| Sebasticook and Moosehead Railroad | 12 | ..... | 3 | 6 | 6,250 | 6,247 | ..... | 8.46 | .3148 | .5657 | .0669 | ..... |
| Somerset Railway | 5 | 2 | 8 | 163 | 6,133 | 66,764 | 23.85 | 22.30 | .8202 | .5798 | .0343 | .0260 |
| Washington County Railroad | 5 | 5 | 19 | 250 | 34,246 | 31,558 | 28.48 | 31.70 | .7227 | .5574 | .0253 | .0175 |
| Wiscasset and Quebec Railroad† | 13 | ..... | 3 | 34 | 3,419 | 4,068 | 20.62 | 2,514 | .4894 | 1.04 | .0236 | .0410 |
| York Harbor and Beach Railroad\|\| . . . . . | ..... | ..... | ..... | ..... | ..... | ..... | 9.74 | 5.99 | .2549 | .6414 | .0261 | .1069 |

† Narrow gauge.

†† C. P. Railway.

‡ Passenger and freight.

|| Rolling stock by Boston and Maine Railroad system.

§ Grand Trunk Railway system.

* 401 dump cars.

¶ Six months operation.

Condensed Table No. 2, Showing the Number of Engines, Passenger and Freight; Passenger and Freight Cars; Passengers and Tons of Freight Carried per Engine; Average Distance Carried; Amount Received per Passenger and Ton of Freight; Average Amount Received per Passenger and Ton of Freight per Mile, for the Year 1900.

TABLE No. 2, 1900.

| Railroads. | Passenger engines. | Freight engines. | Passenger cars. | Freight cars. | Passengers carried per passenger locomotive. | Tons of freight carried per freight locomotive. | Average journey of passengers—miles. | Average haul of tons of freight —miles. | Average amount received per passenger. | Average amount received per ton of freight. | Average amount per passenger per mile. | Average amount per ton per mile. |
|---|--------------------|------------------|-----------------|---------------|--|---|--------------------------------------|---|--|---|--|----------------------------------|
| Bangor and Aroostook Railroad | 13 | 24 | 31 | 1,693 | 24,288 | 26,624 | 40.80 | 89.62 | \$1.0000 | \$1.275 | \$.0247 | \$.0142 |
| Boston and Maine Railroad | 294 | 251 | 993 | 11,970 | 131,206 | 49,309 | 15.95 | 66.99 | .2753 | .9642 | .0172 | .0143 |
| Bridgton and Saco River Railroad † | 13 | 3 | 37 | 6,373 | 8,206 | 13.95 | 15.47 | .6427 | .9271 | .0460 | .0508 | |
| Canadian Pacific Railway | 13 | 3 | 37 | 6,373 | 8,206 | 68.13 | 181.37 | .9659 | .8461 | .0141 | .0046 | |
| Franklin and Megantic Railway † | 12 | 1 | 48 | 5,773 | 7,458 | 15.16 | 17.77 | .5341 | .8968 | .0352 | .0505 | |
| Georges Valley Railroad | 11 | 1 | 6 | 5,280 | 29,732 | 8.00 | 4.70 | .3160 | .3400 | .0395 | .0700 | |
| Grand Trunk Railway § | 12 | 5 | 8 | 28,960 | 6,033 | 40.15 | 100.60 | .8316 | .5291 | .0207 | .0052 | |
| Kennebec Central Railroad † | 12 | 3 | 5 | 8 | 28,960 | 6,033 | 4.93 | 5.00 | .1435 | 1.007 | .0291 | .2615 |
| Lime Rock Railroad | 7 | 169 | 413 | 89,273 | 89,273 | 37.99 | 81.11 | .8464 | .9167 | .0222 | .0113 | |
| Maine Central Railroad | 62 | 71 | 3,428 | 38,518 | 50,736 | 6.16 | 6.16 | .2844 | .5655 | .0461 | .0918 | |
| Monson Railroad † | 12 | 1 | 16 | 2,218 | 3,271 | 5.84 | 5.37 | .3016 | .5669 | .0516 | .1056 | |
| Patten and Sherman Railroad † | 12 | 1 | 9 | 5,316 | 2,741 | 25.08 | 18.62 | .9774 | .9877 | .0389 | .0530 | |
| Phillips and Rangeley Railroad † | 14 | 4 | 82 | 5,410 | 7,300 | 12.54 | 12.54 | .2930 | .5491 | .0233 | .0138 | |
| Portland and Rochester Railroad | 8 | 5 | 12 | 178 | 17,985 | 39,792 | 23.67 | 29.22 | .5918 | .6617 | .0236 | .0226 |
| Portland and Rumford Falls Railway | 4 | 6 | 9 | 114 | 29,493 | 68,174 | 21.12 | 20.89 | 1.087 | .7500 | .0515 | .0359 |
| Rumford Falls and Rangeley Lakes Railroad | 14 | 4 | 160 | 2,945 | 25,063 | 8.00 | 8.00 | .5408 | .8355 | .0388 | .0590 | |
| Sandy River Railroad † | 3 | 2 | 4 | 67 | 9,199 | 17,364 | 13.94 | 14.16 | .3180 | .5970 | .0400 | .0740 |
| Sebasticook and Moosehead Railroad | 12 | 2 | 9 | 6 | 5,042 | 5,256 | 8.00 | 8.00 | .8425 | .5616 | .0360 | .0365 |
| Somerset Railway | 3 | 4 | 8 | 54 | 9,491 | 32,899 | 23.39 | 21.15 | .7425 | .6434 | .0257 | .0185 |
| Washington County Railroad | 5 | 5 | 19 | 250 | 35,185 | 26,145 | 28.50 | 34.54 | .7330 | .6434 | .0240 | .0379 |
| Wiscasset and Quebec Railroad † | 13 | 3 | 34 | 3,210 | 3,563 | 20.00 | 28.17 | .4990 | 1.064 | .0240 | .0379 | |
| York Harbor and Beach Railroad † | 13 | 3 | 34 | 3,210 | 3,563 | 9.24 | 8.27 | .2453 | .8601 | .0265 | .1039 | |

† Narrow gauge.

‡ Passenger and freight.

§ Rolling stock by Grand Trunk Railway system.

* 401 dump cars.

|| Rolling stock by Boston and Maine Railroad system.

The following Table Gives the Total Number of Passengers Carried, the Average Distance Carried, the Passenger Train Mileage, and the Average Number of Passengers per Train Mile, for Years Ending June 30, 1900 and 1901, by Railroads Doing Business in Maine.

| Railroads. | 1900. | | | | 1901. | | | |
|--|---------------------|--------------------------|--------------------------|-----------------------------------|---------------------|--------------------------|--------------------------|-----------------------------------|
| | Passengers carried. | Average journey — miles. | Total passenger mileage. | Average passenger per train mile. | Passengers carried. | Average journey — miles. | Total passenger mileage. | Average passenger per train mile. |
| Bangor and Aroostook Railroad..... | 315,747 | 40.80 | 12,886,390 | 30 | 348,558 | 41.58 | 14,492,762 | 30 |
| Boston and Maine Railroad..... | 32,932,814 | 15.95 | 525,145,571 | 64 | \$38,496,814 | 16.43 | 632,476,557 | 32 |
| Bridgton and Saco River Railroad..... | 19,119 | 13.95 | 266,728 | 17 | 19,809 | 12.77 | 252,991 | 17 |
| Canadian Pacific Railway..... | 79,472 | 68.18 | 5,418,576 | 36 | 94,436 | 62.97 | 5,946,534 | 40 |
| Franklin and Megantic Railway.. | 11,547 | 15.16 | 175,065 | 13 | 12,648 | 15.68 | 198,894 | 8 |
| Georges Valley Railroad..... | 5,280 | 8.00 | 42,240 | 14 | | | | |
| Grand Trunk Railway..... | 296,280 | 40.15 | 11,895,917 | 30 | 7,094,309 | | | |
| Kennebec Central Railroad..... | 57,920 | 4.93 | 275,412 | 20 | 71,699 | 4.89 | 350,927 | 21 |
| Line Rock Railroad*..... | | | | | | | | |
| Maine Central Railroad..... | 2,387,846 | 37.99 | 90,720,967 | 50 | 2,633,331 | 37.19 | 97,934,328 | 49 |
| Monson Railroad..... | 4,436 | 6.16 | 27,325 | 12 | 4,620 | 6.16 | 28,459 | 12 |
| Patten and Sherman Railroad..... | 10,633 | 8.84 | 62,097 | 8 | 6,060 | 5.84 | 35,390 | 9 |
| Phillips and Rangeley Railroad..... | 10,820 | 25.08 | 271,483 | 11 | 11,410 | 26.53 | 802,731 | 12 |
| Portland and Rochester Railroad..... | †143,881 | 12.55 | 1,805,630 | 29 | | | | |
| Portland and Rumford Falls Railway..... | 117,974 | 23.67 | 2,792,628 | 25 | 145,109 | 25.39 | 3,683,628 | 32 |
| Rumford Falls and Rangeley Lakes Railroad..... | 11,781 | 21.12 | 248,779 | 10 | 13,702 | 22.27 | 349,751 | 14 |
| Sandy River Railroad..... | 27,598 | 13.94 | 384,678 | 13 | 27,546 | 13.98 | 384,998 | 14 |
| Sebastieook and Moosehead Railroad..... | 10,084 | 8.00 | 80,672 | 8 | 12,501 | | | |
| Somerset Railway..... | 28,474 | 23.39 | 665,929 | 14 | 30,667 | 23.85 | 731,500 | 14 |
| Washington County Railroad..... | 175,926 | 28.50 | 5,013,271 | 49 | 171,282 | 28.48 | 4,872,441 | 28 |
| Wiscasset and Quebec Railroad..... | 9,632 | 20.00 | 194,172 | 97 | 10,257 | 20.62 | 211,598 | 23 |
| York Harbor and Beach Railroad..... | 61,300 | 9.24 | 566,882 | 31 | 58,248 | 9.74 | 567,589 | 31 |

* Freight only.

† Mixed trains.

‡ Mileage increased 477.65.

§ Six months operation. Operated by B. & M. R. R.

The following Table shows the Number of Tons of Freight Hauled, the Average Distance Hauled, the Freight Train Mileage and Average Number of Tons Hauled per Train Mile, for Years Ending June 30, 1900, and 1901, on Railroads doing business in Maine.

| Railroads. | 1900. | | | | 1901. | | | |
|---|-------------------------|---------------------|------------------------|------------------------------|-------------------------|---------------------|------------------------|------------------------------|
| | Tons of freight hauled. | Average haul—miles. | Total freight mileage. | Average tons per train mile. | Tons of freight hauled. | Average haul—miles. | Total freight mileage. | Average tons per train mile. |
| Bangor and Aroostook Railroad. | 638,974 | 89.62 | 57,265,060 | 116 | 814,797 | 91.61 | 74,646,024 | 136 |
| Boston and Maine Railroad | 12,426,571 | 66.99 | 832,397,963 | 159 | 17,516,571 | 87.82 | 1,538,317,388 | 202 |
| Bridgton and Saco River Railroad. | 24,614 | 15.47 | 380,926 | †10 | 23,112 | 15.56 | 359,663 | †7 |
| Canadian Pacific Railway | 454,188 | 181.37 | 82,374,838 | 169 | 410,275 | 160.86 | 65,996,102 | 182 |
| Franklin and Megantic Railway. | 14,906 | 17.77 | 264,967 | 26 | 32,081 | 23.54 | 755,070 | 27 |
| Georges Valley Railroad | 29,732 | 4.71 | 140,162 | ..... | 29,196 | ..... | ..... | ..... |
| Grand Trunk Railway | 1,896,155 | 100.60 | 190,749,465 | 237 | 10,790,468 | 219.28 | 2,366,999,365 | 216 |
| Kennebec Central Railroad | 6,033 | 5 | 30,165 | 12 | 5,510 | 5.00 | 27,560 | 11 |
| Lime Rock Railroad. | 267,820 | ..... | ..... | ..... | 297,731 | ..... | ..... | ..... |
| Maine Central Railroad. | 3,573,915 | 81.11 | 289,872,087 | 188 | 3,740,709 | 79.96 | 299,114,181 | 212 |
| Monson Railroad | 6,454 | 6.16 | 39,756 | †3 | 9,160 | 6.16 | 56,425 | †3 |
| Patten and Sherman Railroad | 5,782 | 5.37 | 31,040 | 6 | 4,263 | 5.26 | 22,425 | 12 |
| Phillips and Rangeley Railroad | 14,600 | 18.62 | 271,946 | 15 | 12,227 | 19.68 | 240,741 | 13 |
| Portland and Rochester Railroad | 198,963 | 39.55 | 7,868,817 | †122 | ..... | ..... | ..... | ..... |
| Portland and Rumford Falls Railway. | 409,048 | 29.22 | 11,962,017 | 125 | 479,939 | 32.29 | 15,497,249 | 150 |
| Rumford Falls and Rangeley Lakes Railroad | 100,282 | 20.89 | 2,094,488 | 54 | 118,226 | 22.01 | 2,602,653 | 76 |
| Sandy River Railroad. | 34,729 | 14.16 | 491,647 | 37 | 52,093 | 13.63 | 710,124 | 43 |
| Sebasticook and Moosehead Railroad. | 10,513 | 8 | 84,104 | 7 | 12,495 | 8.46 | 105,642 | 16 |
| Somerset Railway. | 131,596 | 21.15 | 2,782,750 | 82 | 133,528 | 22.30 | 2,978,014 | 83 |
| Washington County Railroad | 130,277 | 34.54 | 4,515,108 | 49 | 157,794 | 31.70 | 5,002,643 | 57 |
| Wiscasset and Quebec Railroad | 10,689 | 28.17 | 300,152 | †12 | 12,206 | 25.17 | 306,850 | 9 |
| York Harbor and Beach Railroad | 7,910 | 8.27 | 65,430 | 14 | 12,441 | 5.99 | 74,630 | 17 |

† Mixed trains.

† Six months operation.

Steam Railroads Crossing Highways at Grade "Over or Under," Steam or Electric Railroads, "Over or Under," Upon all Steam Railroads on June 30, 1901.

| Railroads. | Crossing highways at grade. | Crossing under highways. | Crossing over highways. | Crossing steam roads at grade. | Crossing over steam roads. | Crossing under steam roads. | Crossing street railways at grade. | Crossing over street railways. | Crossing under street railways. |
|--|-----------------------------|--------------------------|-------------------------|--------------------------------|----------------------------|-----------------------------|------------------------------------|--------------------------------|---------------------------------|
| Bangor and Aroostook Railroad | 179 | 2 | 2 | 1 | 1 | 1 | 1 | ... | 1 |
| Boston and Maine Railroad | 153 | 37 | 19 | 9 | ... | ... | 9 | 3 | 2 |
| Bridgton and Saco River Railroad | 22 | ... | 1 | ... | ... | ... | ... | ... | ... |
| Canadian Pacific Railway | 26 | ... | 5 | 1 | 1 | 1 | ... | ... | ... |
| Franklin and Megantic Railway | 13 | ... | 2 | ... | ... | ... | ... | ... | ... |
| Georges Valley Railroad | 4 | ... | ... | ... | ... | ... | ... | ... | ... |
| Grand Trunk Railway | 50 | 4 | 3 | 3 | 3 | 1 | 2 | ... | ... |
| Kennebec Central Railroad | 5 | ... | ... | ... | ... | ... | ... | ... | ... |
| Lime Rock Railroad | 13 | ... | ... | 1 | ... | ... | 4 | ... | ... |
| Maine Central Railroad | 626 | 36 | 23 | 8 | 1 | 1 | 28 | 3 | 6 |
| Monson Railroad | 3 | ... | ... | ... | ... | ... | ... | ... | ... |
| Patten and Sherman Railroad | 7 | 1 | ... | ... | ... | ... | ... | ... | ... |
| Phillips and Rangeley Railroad | 7 | 1 | ... | ... | ... | ... | ... | ... | ... |
| Portland and Rumford Falls Railway | 56 | 1 | 3 | 1 | 2 | ... | ... | ... | ... |
| Rumford Falls and Rangeley Lakes R. R. | 16 | ... | ... | ... | ... | ... | ... | ... | ... |
| Sandy River Railroad | 14 | 2 | ... | ... | ... | ... | ... | ... | ... |
| Sebasticook and Moosehead Railroad | 9 | ... | ... | ... | ... | ... | ... | ... | ... |
| Somerset Railway | 33 | 1 | ... | ... | ... | ... | 1 | 1 | ... |
| Washington County Railroad | 79 | 2 | 1 | ... | ... | ... | ... | ... | ... |
| Wiscasset and Quebec Railroad | 37 | 1 | ... | 1 | ... | ... | ... | ... | ... |
| York Harbor and Beach Railroad | 17 | 2 | ... | ... | ... | ... | ... | 2 | ... |
| Total | 1,352 | 89 | 59 | 25 | 8 | 4 | 45 | 9 | 9 |

Highway crossings in this State are not so deadly as they have been supposed to be, for an examination of the number of accidents and their causes, shows the remarkable fact that of those not trespassing, there were only *three* killed and *four* injured at the 1,352 grade crossings on the line of the railroads in this State. This is only one killed to every 448 grade crossings and one injured to every 338 such crossings. In 1900, the same number were killed and injured; and of those trespassing, there was only one killed; against 2 killed and 5 injured in 1900.

The following Table Shows the Number of Bridges and Construction; Number of Trestles; the Aggregate Length; the Number Over Highways, and over Railroads; Over Street Railways and Under Street Railways, on Steam Railroads in Maine, on June 30, 1901.

| Railroads. | Total number. | Stone. | Steel, iron, or iron and steel. | Wooden. | Combination. | Aggregate length. | | Trestles. | Aggregate length. | | Overhead high-way crossings. | Height of lowest above surface. | | Overhead rail-way crossings. | Over street railway. | Under street railway. |
|---|---------------|--------|---------------------------------|---------|--------------|-------------------|-----|-----------|-------------------|-----|------------------------------|---------------------------------|-----|------------------------------|----------------------|-----------------------|
| | | | | | | Ft. | In. | | Ft. | In. | | Ft. | In. | | | |
| Bangor and Aroostook Railroad | 95 | 2 | 81 | 6 | ..... | 8,341.10 | | 35 | 3,766.5 | | 2 | 15.6 | | 1 | | 1 |
| Boston and Maine Railroad | 74 | 16 | 49 | 9 | ..... | 4,532.81 | | 10 | 5,181.11 | | 45 | 14.8 | | 3 | | 2 |
| Bridgton and Saco River Railroad | 13 | ..... | 3 | 10 | ..... | 341 | | 3 | 712.5 | | | | | | | |
| Canadian Pacific Railway | 36 | 2 | 19 | 15 | ..... | 4,335 | | 36 | 2,622 | | | | | 1 | | |
| Franklin and Megantic Railway ..... | ..... | ..... | ..... | ..... | ..... | ..... |  | 6 | 823 | | 2 | 17 | | | | |
| Georges Valley Railroad | 2 | ..... | 1 | 1 | ..... | 194 | | | | | | | | | | |
| Grand Trunk Railway in Maine | 36 | 1 | 36 | ..... | ..... | 2,350.4 | | 2 | 200 | | 4 | 15.10 | | 3 | | |
| Kennebec Central Railroad ..... | ..... | ..... | ..... | ..... | ..... | ..... |  | 2 | 87 | | | | | | | |
| Lime Rock Railroad | 1 | ..... | ..... | 1 | ..... | 33.6 | | 11 | 15,142 | | | | | | | |
| Maine Central Railroad | 185 | 1 | 163 | 21 | ..... | 24,651.8 | | 35 | 10,168.3 | | 37 | 14.10 | | 1 | 3 | 6 |
| Monson Railroad | 2 | ..... | ..... | 2 | ..... | 40 | | | | | | | | | | |
| Patten and Sherman Railroad ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |  |  |  |  |  |  |
| Phillips and Rangeley Railroad | 22 | ..... | ..... | 22 | ..... | 794.3 | | 3 | 136 | | | | | | | |
| Portland and Rumford Falls Railway | 34 | 13 | 19 | 2 | ..... | 1,864.2 | | 2 | 690 | | 1 | 21 | | | | |
| Rumford Falls and Rangeley Lakes Railroad | 18 | ..... | 3 | 15 | ..... | 811.6 | | 9 | 501 | | | | | | | |
| Sandy River Railroad | 6 | ..... | 2 | 4 | ..... | 423.1 | | 2 | 186 | | 2 | 13 | | | | |
| Sebasticook and Moosehead Railroad | 2 | ..... | 2 | ..... | ..... | ..... |  |  |  |  |  |  |  |  |  |  |
| Somerset Railway | 11 | ..... | 6 | 5 | ..... | 2,067 | | 2 | 184 | | | | | 1 | | |
| Washington County Railroad | 24 | ..... | 9 | 13 | 2 | 2,028.2 |  | ..... | ..... |  | 2 | 17.6 | | 1 | 1 | |
| Wiscasset and Quebec Railroad | 16 | ..... | 1 | 15 | ..... | 3,760 | | 7 | 6,154 | | 1 | | | | | |
| York Harbor and Beach Railroad | 2 | ..... | ..... | 2 | ..... | 63 | | 7 | 4,709 | | 2 | 19.6 | | | 2 | |
| | 579 | 41 | 304 | 143 | 6 | 56,631.2 | | 172 | 51,263 | | 98 | | | 8 | 9 | 9 |

It may be a matter of interest to notice that the aggregate length of the bridges is a little more than ten miles, and the trestles a little less than ten miles, making in all, about twenty miles of bridges and trestles on the steam railroads in Maine on June 30, 1901.

The following Table shows the Number of Freight Cars Equipped with Grab Irons, the Number Not So Equipped; Freight Cars Equipped with Automatic Couplers, and the Number Not So Equipped; the Number of Engines Equipped with "Driving Wheel Brakes," the Number Not So Equipped; the Number of Engines Equipped with "Air Brakes," and the Number Not So Equipped, on Railroads Doing Business in Maine on June 30, 1901.

| Railroads. | Number of freight cars equipped with grab irons. | Number of freight cars not equipped with grab irons. | Number of freight cars equipped with automatic couplers. | Number of freight cars not equipped with automatic couplers. | Number of engines equipped with "driving wheel brakes." ⁵ | Number of engines not equipped with "driving wheel brakes." ⁵ | Number of engines equipped with "air brakes." ⁶ | Number of engines not equipped with "air brakes." ⁶ |
|--|--|--|--|--|--|--|--|--|
| Bangor and Aroostook Railroad..... | 3,014 | | 2,982 | 32 | 40 | | 40 | |
| Boston and Maine Railroad..... | 17,140 | | 15,993 | 1,147 | 937 | 18 | 895 | 40 |
| Bridgton and Saco River Railroad†..... | | 41 | | 41 | | 3 | | |
| Canadian Pacific Railway..... | 1,000 | | 1,000 | | 10 | | 10 | |
| Franklin and Megantic Railway†..... | | 48 | | 48 | | 2 | 2 | |
| Georges Valley Railroad..... | | 6 | | 6 | | 1 | 1 | |
| Grand Trunk Railway..... | 24,647 | 107 | 23,440 | 1,314 | 632 | 73 | 746 | 59 |
| Kennebec Central Railroad†..... | | 8 | | 8 | | 2 | | 2 |
| Line Rock Railroad..... | \$ | | | | 3 | | | |
| Maine Central Railroad..... | 3,665 | | 3,665 | | 167 | | 167 | |
| Monson Railroad..... | | 19 | | 19 | | 2 | | 2 |
| Phillips and Rangeley Railroad†..... | 96 | | | 96 | | 4 | | 4 |
| Portland and Rumford Falls Railway..... | 135 | | 135 | | 9 | 1 | 10 | |
| Rumford Falls and Rangeley Lakes Railroad..... | 67 | ¶137 | | ¶137 | 4 | | 1 | 3 |
| Sandy River Railroad†..... | | 67 | | 67 | | 5 | 15 | |
| Sebastcook and Moosehead Railroad..... | 6 | | 6 | | 1 | | 1 | |
| Somerset Railway..... | 163 | | 132 | 31 | | 4 | 7 | |
| Washington County Railroad..... | 250 | | 250 | | 12 | | 12 | |
| Wiscasset and Quebec Railroad†..... | 18 | 16 | | 34 | | 3 | 13 | |
| York Harbor and Beach Railroad††..... | | | | | | | | |
| | 50,201 | 469 | 47,603 | 3,000 | 1,823 | 113 | 1,907 | 106 |

† Narrow (two foot) gauge.

‡ Eames Vacuum.

§ All flat and dump cars.

¶ 106 logging cars.

†† Equipment furnished by the Boston and Maine Railroad.

The following tables, No. 1 and 2, give the gross income from operations, operating expenses, net income from operation, and per cent of operating expenses to gross income for years ending June 30, 1900 and 1901, upon all the steam railroads doing business in Maine. It will be observed that the gross income and expenses were much greater in 1901, than in 1900; this being mainly owing to the fact that it includes the operation of the entire Grand Trunk Railway system instead of the Atlantic & St. Lawrence Railroad as formerly, and additional operation of 477.65 miles by the Boston & Maine Railroad.

TABLE No. 1, 1901.

| | |
|--------------------------------------|-----------------|
| Gross income from operation | \$62,731,676 08 |
| Operating expenses | 43,014,691 89 |
| Income from operation | \$21,716,984 19 |
| Per cent of expenses to income | .68 |

TABLE No. 2, 1900.

| | |
|--------------------------------------|-----------------|
| Gross income from operation | \$32,247,317 91 |
| Operating expenses | 22,575,761 00 |
| Income from operation | \$9,671,556 91 |
| Per cent of expenses to income | .70 |

MILEAGE OF STEAM RAILROADS AND INCREASE
FROM 1836 TO JUNE 30, 1901.

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to 1901, was as follows:

| | | |
|------|----------|--------|
| 1836 | 12.00 | |
| 1842 | 19.88 | 7.88 |
| 1843 | 72.39 | 52.51 |
| 1847 | 75.89 | 3.00 |
| 1848 | 132.16 | 56.77 |
| 1849 | 211.49 | 79.33 |
| 1850 | 232.59 | 21.10 |
| 1851 | 280.61 | 48.02 |
| 1852 | 319.74 | 39.13 |
| 1853 | 330.74 | 11.00 |
| 1854 | 333.74 | 3.00 |
| 1855 | 352.84 | 19.10 |
| 1856 | 370.75 | 17.91 |
| 1857 | 390.82 | 20.07 |
| 1859 | 411.29 | 20.47 |
| 1861 | 441.99 | 30.70 |
| 1867 | 444.49 | 2.50 |
| 1868 | 516.45 | 71.96 |
| 1869 | 601.65 | 85.20 |
| 1870 | 650.20 | 48.55 |
| 1871 | 772.63 | 122.43 |
| 1873 | 814.63 | 42.00 |
| 1874 | 846.43 | 31.80 |
| 1875 | 865.71 | 19.28 |
| 1876 | 881.33 | 15.62 |
| 1879 | 911.23 | 29.90 |
| 1880 | 1,023.32 | 112.09 |
| 1881 | 1,036.15 | 12.83 |
| 1882 | 1,051.64 | 15.49 |
| 1883 | 1,063.27 | 11.63 |
| 1884 | 1,132.27 | 69.00 |
| 1885 | 1,132.27 | |
| 1888 | 1,141.43 | 9.16 |
| 1887 | 1,164.52 | 23.09 |
| 1888 | 1,164.07 | †.45 |
| 1889 | 1,322.45 | 158.38 |
| 1890 | 1,360.26 | 37.81 |
| 1891 | 1,382.92 | 22.66 |
| 1892 | 1,885.00 | 2.08 |
| 1893 | 1,399.14 | 14.14 |
| 1894 | 1,515.99 | 116.85 |
| 1895 | 1,626.75 | 110.76 |
| 1896 | 1,720.41 | 93.66 |
| 1897 | 1,722.92 | 2.51 |
| 1898 | 1,748.85 | 26.03 |
| 1899 | 1,871.85 | 122.90 |
| 1900 | 1,905.00 | 33.15 |
| 1901 | 1,918.98 | 13.98 |

† Loss.

ACCIDENTS IN MAINE UPON STEAM RAILROADS.

During the year ending June 30, 1901, there were no accidents resulting fatally to passengers and only twenty injured. For the corresponding year of 1900, there were two passengers killed and twenty-four injured. This is none killed to 6,171,014 carried, and one injured to 308,530 carried. For the corresponding year of 1900, there was one killed to every 2,708,879 carried, and one injured to every 225,739 carried.

Ratios based upon miles traveled show that none were killed to 151,267,811 passenger miles accomplished, and 7,563,390 passenger miles to one injured.

The latest summary of the Interstate Commerce Commission giving the casualties upon the railroads in the United States, for year 1900, shows that there was one passenger killed to 64,413,684 passenger miles accomplished, and one injured to 3,885,418 passenger miles. It will be observed that by the foregoing review that the transportation of passengers has been conducted with less casualties in Maine, than it has throughout the country at large.

Reference is had to the following tables giving causes of accidents, and ratios to those carried and miles traveled.

| Kind of Accident. | PASSENGERS. | |
|---|-------------|----------|
| | Killed. | Injured. |
| Collisions | | 1 |
| Derailments | | 1 |
| Parting of trains | | 1 |
| Falling from trains, locomotives or cars | | 2 |
| Jumping on or off trains, locomotives or cars | | 4 |
| Other causes | | 11 |
| Total | | 20 |

PASSENGERS KILLED AND INJURED IN MAINE IN 1899, 1900,
AND 1901.

| | 1899. | 1900. | 1901. |
|---|-------------------|------------------|-------------------|
| Total number of passengers carried in Maine | 4,908,971 | 5,417,759 | 6,171,014 |
| Total number of miles traveled..... | 130,969,634 | 144,345,804 | 151,267,811 |
| Passengers killed from causes beyond their own control | 0 | 2 | 0 |
| Ratio to passengers carried..... | 0, to 4,908,971 | 1, to 2,708,879 | 0, to 6,171,014 |
| Ratio to total miles traveled | 0, to 130,969,634 | 1, to 72,172,912 | 0, to 151,267,811 |
| Passengers injured..... | 19 | 24 | 20 |
| Ratio to total number carried..... | 1, to 258,367 | 1, to 225,739 | 1, to 308,550 |
| Ratio to total miles traveled | 1, to 6,893,133 | 1, to 6,014,408 | 1, to 7,563,390 |

TRESPASSERS AND NOT TRESPASSING.

Of those trespassing, thirteen were killed and nine injured. Those not trespassing, three killed and thirteen injured. For the corresponding year, 1900, sixteen were killed and twenty-three injured; not trespassing, five killed and eight injured.

Reference is had to the following table:

| Kind of Accident. | Trespassing. | | Not trespassing. | | Total. | |
|---|--------------|----------|------------------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Falling from trains, locomotives or cars..... | | 1 | | | | 1 |
| Jumping on or off trains, locomotives, or cars | | 1 | | | | 1 |
| At highway crossings. | 1 | | 3 | 4 | 4 | 4 |
| At stations..... | 4 | 2 | | 3 | 4 | 5 |
| At other points along tracks..... | 7 | 4 | | | 7 | 4 |
| Other causes..... | 1 | 1 | | 6 | 1 | 7 |
| Total | 13 | 9 | 3 | 13 | 16 | 22 |

EMPLOYES.

The total number of employes upon the railroads in Maine, not including general officers, were 7,072, of which 1,129 were enginemen, firemen and conductors, and including "other trainman," 1843.

The total number of employes killed, was twelve and 152 injured.

The ratio of casualties show that one out of every 584 employes were killed, and one out of every forty-six injured. Of trainmen,—including enginemen, firemen, conductors,—it is shown that one was killed to every 230 employed, and one

injured to every twenty-two. The number of trainmen killed was eight, and injured, eighty-one, against seven trainmen killed in 1900, and 84 injured. The casualties to employes not arising in the movements of trains were fifty injured. These as will be seen by the following table were injured in handling traffic, tools and machinery, supplies and getting on and off cars or locomotives at rest, etc.

While the foregoing number of casualties seem large it is considerably below the average upon all railroads in the United States.

The summaries given by the Interstate Commerce Commission for the year 1900, being the latest given, show that one employe out of every 399 were killed and one out of every twenty-six injured. In Maine it was one out of every 584 killed and one out of every forty-six injured. Of trainmen, including "other trainmen," the average in the whole country was one killed to every 157 employed and one injured to every eleven. In Maine, one killed to every 230 employed and one injured to every twenty-two. Therefore it is easily seen that the danger to life and limb, to passengers and employes in Maine, is much less than it is in the whole country.

| Kind of Accident. | EMPLOYES. | | | | | | | | | | | |
|--|-----------|----------|----------------------------------|----------|--------------|----------|-----------|----------|-----------------|----------|---------|----------|
| | Trainmen. | | Switchmen, flagman and watchmen. | | Station men. | | Trackmen. | | Other employes. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling. | 1 | 14 | 1 | 1 | | | | | | | 1 | 15 |
| Collisions | 3 | 1 | | 5 | | | | | | | 3 | 6 |
| Deraillments | 1 | 4 | | 1 | | | | | | | 1 | 5 |
| Parting of trains..... | | 5 | | | | | | | | | | 5 |
| Locomotives or cars breaking down | | 1 | | | | | | | | | | 1 |
| Falling from trains, locomotives or cars..... | 2 | 18 | 1 | 2 | | | | | 1 | 1 | 4 | 21 |
| Jumping on or off trains, locomotives or cars..... | | 7 | | 3 | | 1 | | | | 1 | | 12 |
| Struck by trains, locomotives or cars..... | | 5 | | | | 1 | | | 2 | 2 | 2 | 8 |
| Overhead obstructions | | 15 | | | | | | | | | | 15 |
| Other causes..... | 1 | 11 | | 2 | | | | 1 | | | 1 | 14 |
| Total | 8 | 81 | 1 | 14 | | 2 | | 1 | 3 | 4 | 12 | 102 |

ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS..

| Kind of Accident. | EMPLOYEES. | | | | | | | | Total Employees. | |
|---|--------------|----------|----------|----------|-----------|----------|------------------|----------|------------------|----------|
| | Station men. | | Shopmen. | | Trackmen. | | Other employees. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Handling traffic..... | ... | 9 | ... | ... | ... | ... | 2 | ... | 11 | |
| Handling tools, machinery, etc | ... | ... | 9 | ... | 5 | ... | 4 | ... | 18 | |
| Handling supplies, etc | ... | ... | 2 | ... | 5 | ... | 5 | ... | 12 | |
| Getting on or off locomotives or cars at rest | ... | 1 | ... | 1 | ... | ... | ... | ... | 2 | |
| Other causes | ... | ... | ... | ... | 3 | ... | 4 | ... | 7 | |
| Total | ... | 10 | ... | 12 | ... | 13 | ... | 15 | 50 | |

The following summary from an abstract issued by the Interstate Commerce Commission strikingly shows the loss of life and injuries to passengers and railroad employes. In thirteen years ending June 30, 1900, in accidents, 86,277 persons were killed and 469,027 were injured, as follows: Employes killed, 38,340; injured, 361,789; passengers killed, 3,485; injured, 37,729; other persons (including trespassers) killed, 54,452; injured, 69,509.

RAILROAD EMPLOYEES AND WAGES.

STEAM RAILROADS.

There were employed upon the steam railroads in Maine, as nearly as can be ascertained 7,573 persons, including general officers, an increase over 1900, in number employed, of 333. The total number of days worked was 2,261,078, against 2,068,876 in 1900,—an increase in days worked of 192,202. The amount of money paid for wages was \$4,070,617.96 against \$3,693,154.54 in 1900,—an increase in wages paid for services of \$377,463.42. The average daily wages were \$1.79,—not including general officers, \$1.69.

STREET RAILWAYS.

The returns of the street railway companies are in many instances incomplete as to number employed, wages paid, and days worked. In instances where the returns are incomplete a conservative estimate has been made, so that the information here given may be relied upon as nearly correct. The number of men employed will not vary much from the number employed in 1900, which was estimated to be 941.

The number of days worked was 280,735, and the total compensation paid for services was \$461,279.14. The average daily compensation was \$1.64.

Upon both steam and street railroads, there were 8,514 persons employed, and \$4,531,897.10 paid for their services. Dependent upon such employes, there are not less than 35,000 persons.

NARROW GAUGE RAILROADS.

Comparative Statements of the Mileage, Cost, and Operations of Narrow Gauge Roads, Years 1900 and 1901.

| Railroads. | 1900. | | | | | | | 1901. | | | | | | |
|-------------------------------|--------|--------------------------------|-----------------------------|--------------------------------|------------------------|------------------------|---|--------|--------------------------------|-----------------------------|--------------------------------|------------------------|------------------------|---|
| | Miles. | Cost of construction per mile. | Cost of equipment per mile. | Gross earnings from operation. | Expenses of operation. | Income from operation. | Percentage of operating expenses to gross income. | Miles. | Cost of construction per mile. | Cost of equipment per mile. | Gross earnings from operation. | Expenses of operation. | Income from operation. | Percentage of operating expenses to gross income. |
| Bridgton & Saco River R. R. | 21.25 | \$10,181 96 | \$1,715 95 | \$40,082 82 | \$26,276 46 | \$10,806 36 | 65 | 21.25 | \$10,215 27 | \$1,884 84 | \$39,341 70 | \$28,753 16 | \$10,588 54 | 73 |
| Franklin & Megantic Ry. §. | 26.70 | ..... | ..... | 21,508 38 | 25,358 52 | 13,850 24 | 118 | 32.70 | 6,059 57 | 340 67 | 31,347 97 | 33,138 79 | 11,790 82 | 106 |
| Kennebec Central R. R. | 5.00 | 12,303 46 | 4,012 26 | 17,129 94 | 11,186 23 | 5,943 71 | 65 | 5.00 | 12,303 46 | 4,012 26 | 16,119 16 | 10,381 21 | 5,737 95 | 64 |
| Monson Railroad..... | 8.16 | 7,461 60 | 2,115 43 | 5,415 35 | 6,016 05 | 1,600 70 | 111 | 8.16 | 7,461 60 | 2,115 43 | 6,579 65 | 6,288 23 | 291 42 | 95 |
| Phillips & Rangeley R. R. ... | 28.60 | 8,354 00 | 2,013 00 | 32,949 33 | 26,393 62 | 6,555 71 | 80 | 28.60 | 8,354 35 | 2,013 58 | 30,076 90 | 25,376 15 | 4,700 75 | 84 |
| Rockport Railroad † | 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | 3.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| Sandy River Railroad | 18.00 | 12,147 37 | 2,748 22 | 47,421 50 | 25,156 63 | 22,264 87 | 53 | 18.00 | 12,346 10 | 2,929 74 | 52,042 31 | 29,320 63 | 22,721 68 | 56 |
| Wiscasset & Quebec R. R. ... | 43.46 | ..... | ..... | 23,335 55 | 21,736 60 | 1,401 05 | 106 | 43.46 | 9,862 21 | ..... | 22,274 71 | 26,037 46 | 13,762 75 | 116 |
| | 154.17 | ..... | ..... | ..... | ..... | ..... | ..... | 160.17 | ..... | ..... | ..... | ..... | ..... | ..... |

§ Operates Kingfield and Dead River Railroad. Operated by the bondholders.

† Not operated (three foot gauge).

‡ Deficit.

The following Table gives the Gross Earnings, Expenses, Income from Operation, and Percentage of Operating Expenses to Gross Income, of the Narrow or Two Feet Gauge Railroads, for Years Ending June 30, 1899, 1900 and 1901.

| Railroads. | 1899. | | | | 1900. | | | | 1901. | | | |
|--------------------------------------|--------------------------------|------------------------|------------------------|---|--------------------------------|------------------------|------------------------|---|--------------------------------|------------------------|------------------------|---|
| | Gross earnings from operation. | Expenses of operation. | Income from operation. | Percentage of operating expenses to gross earnings. | Gross earnings from operation. | Expenses of operation. | Income from operation. | Percentage of operating expenses to gross earnings. | Gross earnings from operation. | Expenses of operation. | Income from operation. | Percentage of operating expenses to gross earnings. |
| Bridgton and Saco River Railroad ... | \$35,790 40 | \$24,235 17 | \$11,555 23 | 67 | \$40,082 82 | \$26,276 46 | \$10,806 36 | 65 | \$39,341 70 | \$28,753 16 | \$10,588 54 | 73 |
| Franklin and Megantic Railway\$... | 22,285 45 | 20,881 72 | 1,403 73 | 93 | 21,508 38 | 25,358 52 | †3,850 24 | 118 | 31,347 97 | 33,138 79 | †1,790 82 | 106 |
| Kennebec Central Railroad. | 15,561 92 | 10,527 54 | 5,034 38 | 67 | 17,129 94 | 11,186 23 | 5,943 71 | 65 | 16,119 16 | 10,381 21 | 5,737 95 | 64 |
| Monson Railroad..... | 5,540 04 | 5,065 77 | 474 27 | 91 | 5,415 35 | 6,016 05 | †600 70 | 111 | 6,579 65 | 6,288 23 | 291 42 | 95 |
| Phillips and Rangeley Railroad | 34,928 86 | 26,368 65 | 8,570 21 | 75 | 32,949 33 | 32,393 62 | 6,555 71 | 80 | 30,076 90 | 25,376 15 | 4,700 75 | 84 |
| Rockport Railroad†..... | | | | | | | | | | | | |
| Sandy River Railroad | 48,196 49 | 25,993 50 | 22,202 99 | 54 | 47,421 50 | 25,156 63 | 22,264 87 | 53 | 52,042 31 | 29,320 63 | 22,721 68 | 56 |
| Wiscasset and Quebec Railroad | 18,979 25 | 21,904 70 | †2,925 45 | 115 | 20,335 55 | 21,736 60 | 1,401 05 | 106 | 22,274 71 | 26,037 46 | †3,762 75 | 116 |

§ Operates Kingfield and Dead River Railroad, 16 miles.

† Not in operation.

‡ Deficit.

The following Tables give the Number of Passenger and Freight Engines; Passenger and Freight Cars; Passengers and Tons of Freight Carried per Engine, Average Distance Each Passenger and Ton of Freight Carried; the Average Amount Received per Passenger and per Ton of Freight and the Average Amount Received per Passenger and per Ton of Freight per ton Mile on the Narrow or Two Feet Gauge Roads in Maine for Years Ending June 30, 1900, and 1901.

| Railroads. | 1900. | | | | | | | | | | | |
|--------------------------------------|--------------------|------------------|-----------------|---------------|----------------------------|---------------------------------|------------------------------|------------------------|--|--|------------------------------------|---|
| | Passenger engines. | Freight engines. | Passenger cars. | Freight cars. | Passengers per locomotive. | Tons of freight per locomotive. | Average journey —passengers. | Average haul —freight. | Average amount received per passenger. | Average amount received per ton freight. | Average amount passenger per mile. | Average amount received per ton per mile. |
| Bridgton and Saco River Railroad... | 13 | ... | 3 | 37 | 6,336 | 8,206 | 13.95 | 15.47 | \$0.6427 | \$0.9271 | \$0.0460 | \$0.0598 |
| Franklin and Megantic Railway..... | 12 | ..... | 1 | 48 | 5,773 | 7,453 | 15.16 | 17.77 | .5341 | .8968 | .0352 | .0505 |
| Kennebec Central Railroad | 12 | ..... | 5 | 8 | 28,960 | 3,016 | 4.93 | 5.00 | .1435 | 1.3076 | .0291 | .2615 |
| Monson Railroad..... | 12 | ..... | 1 | 18 | 2,215 | 3,227 | 6.16 | 6.16 | .2844 | .5655 | .0461 | .0918 |
| Phillips and Rangeley Railroad | 14 | ..... | 4 | 82 | 5,410 | 7,300 | 25.08 | 18.62 | .9774 | .9877 | .0389 | .0530 |
| Sandy River Railroad..... | 3 | 2 | 4 | 67 | 9,199 | 17,364 | 13.94 | 14.16 | .5408 | .8355 | .0388 | .0590 |
| Wiscasset and Quebec Railroad | 3 | ..... | 3 | 34 | 9,632 | 5,344 | 20.00 | 28.17 | .4990 | 1.064 | .0240 | .0379 |
| | 1901. | | | | | | | | | | | |
| Bridgton and Saco River Railroad... | 13 | ... | 3 | 41 | 6,603 | 7,704 | 12.77 | 15.56 | \$0.6246 | \$0.9995 | \$0.0489 | \$0.0615 |
| Franklin and Megantic Railway..... | 12 | ..... | 1 | 48 | 6,342 | 16,040 | 15.68 | 23.54 | .5955 | .6636 | .0379 | .0282 |
| Kennebec Central Railroad | 12 | ..... | 5 | 8 | 35,849 | 2,756 | 4.89 | 5.00 | .1032 | 1.4070 | .0210 | .2815 |
| Monson Railroad..... | 12 | ..... | 1 | 18 | 2,810 | 4,580 | 6.16 | 6.16 | .2808 | .5746 | .0455 | .0873 |
| Phillips and Rangeley Railroad | 14 | ..... | 4 | 96 | 2,952 | 3,056 | 26.53 | 19.68 | .9813 | 1.0740 | .0358 | .0545 |
| Sandy River Railroad..... | 3 | 2 | 4 | 67 | 9,182 | 26,016 | 13.98 | 13.63 | .5418 | .6369 | .0387 | .0467 |
| Wiscasset and Quebec Railroad | 13 | ..... | 3 | 34 | 3,419 | 4,068 | 20.62 | 25.14 | .4894 | 1.0400 | .0236 | .0410 |

† Passenger and freight engines.

STREET RAILWAY MILEAGE.

The increase in street railway mileage for the year ending June 30, 1901, was 17.02 miles. The additional construction was as follows:

| | |
|--|-------|
| Atlantic Shore Line Railway | 1.57 |
| Augusta, Hallowell and Gardiner Railroad | 5.48 |
| Benton and Fairfield Railway | .71 |
| Biddeford and Saco Railroad | 1.89 |
| Penobscot Central | 5.25 |
| Portland Railroad | 2.00 |
| Sanford and Cape Porpoise Railway | .12 |
| | 17.02 |

MILEAGE OF STREET RAILWAYS.

| Name of Road. | Owned. | Operated. | Increase. |
|---|--------|-----------|-----------|
| Atlantic Shore Line Railway | 1.57 | 1.57 | |
| Augusta, Hallowell and Gardiner Railroad† | 12.48 | 12.48 | |
| Bangor, Hampden and Winterport Railway | 4.52 | \$6.13 | |
| Bangor, Orono and Old Town Railway | 16.20 | 14.95 | |
| Bangor Street Railway | 8.40 | 8.40 | |
| Benton and Fairfield Railway | 4.12 | 4.12 | |
| Biddeford and Saco Railroad | 7.61 | 7.61 | |
| Calais Street Railway | 7.00 | 7.00 | |
| Fryeburg Horse Railroad | 3.00 | 3.00 | |
| Lewiston, Brunswick and Bath Street Railway | 54.75 | 54.75 | |
| Norway and Paris Street Railway | 2.13 | 2.13 | |
| Penobscot Central Railway | 26.25 | 26.25 | |
| Portland Railroad | 29.14 | \|\|41.68 | |
| Portland and Yarmouth Electric Railway | 12.78 | 12.78 | |
| Portsmouth, Kittery and York Street Railway | 15.50 | 15.50 | |
| Rockland, Thomaston and Camden Street Railway | 16.64 | 16.64 | |
| Sanford and Cape Porpoise Railway | 20.57 | §§23.15 | |
| Skowhegan and Norridgewock Railway | 5.75 | 5.75 | |
| Somerset Traction Company | 12.00 | 12.00 | |
| Waterville and Fairfield Railway | 4.75 | 4.75 | |
| Westbrook, Windham and Naples Railway | 5.83 | 5.83 | |
| Total | 270.57 | ..... | 17.02 |

† Togus division 5.48 miles; commenced operations June 15, 1901.

§ Trackage rights over Bangor Street Railway, 1.61 miles.

|| Includes Portland and Cape Elizabeth Railway, 12.44 miles.

§§ Includes Mousam River Railway, 2.58 miles.

STREET RAILWAY MILEAGE.

The following Table shows the Mileage of Street Railways, the Year they were put in operation, and the Increase from Year to Year, from the first built in 1863 to June 30, 1901.

| Railways. | 1863. | 1864. | 1869. | 1881. | 1882. | 1883. | 1885. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|---------|
| Atlantic Shore Line Ry | | | | | | | | | | | | | | | | | | | | | | 1.57 |
| Augusta, Hallowell & Gardiner R.R. | | | | | | | | | | | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 12.48 |
| Bangor, Hampden & Winterport Ry. | | | | | | | | | | | | | | | | | | | 4.52 | 4.52 | 4.52 | 4.52 |
| Bangor, Orono & Old Town Ry | | | | | | | | | | | | | | | | | 13.40 | 14.70 | 16.20 | 16.20 | 16.20 | 16.20 |
| Bangor Street Railway | | | | | | | | | | 3.18 | 7.13 | 7.25 | 7.25 | 8.25 | 8.25 | 8.25 | 8.40 | 8.40 | 8.40 | 8.40 | 8.40 | 8.40 |
| Bath Street Railway | | | | | | | | | | | | | | | | | 4.25 | 4.25 | 4.25 | 4.25 | 4.25 | * |
| Benton & Fairfield Railway | | | | | | | | | | | | | | | | | | | | 2.41 | 3.41 | 4.12 |
| Biddeford & Saco Railroad | | | | | | | | | | 5.72 | 5.72 | 5.72 | 5.72 | 5.72 | 5.72 | 5.72 | 5.72 | 5.72 | 5.72 | 5.72 | 5.72 | 7.61 |
| Brunswick & Topsham Electric Ry. | | | | | | | | | | | | | | | | | | 3.50 | 3.50 | 3.50 | * | * |
| Calais Street Railway | | | | | | | | | | | | | | | | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 |
| Fryeburg Horse Railroad | | | | | | | | | | | | | | | | | | | | | | |
| Lewiston & Auburn Horse Railroad | | | | 5.00 | 5.00 | 7.50 | 7.50 | 7.50 | 7.70 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 |
| Brunswick & Bath St. Ry. | | | | | | | | | | 7.70 | 7.70 | 7.70 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 | * | * | 3.00 |
| Mousam River Railroad | | | | | | | | | | | | | | | | | | | | 58.28 | 50.50 | 154.75 |
| Norway & Paris Street railway | | | | | | | | | | | | | | | 2.94 | 2.94 | 2.94 | 2.94 | 2.94 | 2.94 | 2.94 | 11 |
| Penobscot Central Railway | | | | | | | | | | | | | | | | | 2.13 | 2.13 | 2.13 | 2.13 | 2.13 | 2.13 |
| Portland & Cape Elizabeth St. Ry. | | | | | | | | | | | | | | | | | | | | 21.00 | 21.00 | 26.25 |
| Portland, Kittery & York St. Ry. | | | | | | | | | | | | | | | | | | 9.75 | 11.18 | 11.52 | | |
| Portland Railroad | | | | | | | | | | | | | | | | | | | | 15.20 | 15.10 | 15.50 |
| Ocean Street Railway | 1.37 | 6.75 | 6.75 | 6.75 | 7.75 | 7.75 | 11.25 | 10.00 | 10.87 | 10.87 | 11.31 | 11.31 | 16.93 | 16.53 | 16.53 | 17.28 | 21.00 | 22.17 | 24.20 | 39.58 | 39.58 | 141.58 |
| Portland & Yarmouth Electric Ry | | | | | 1.50 | 1.50 | | | | | | | | | | | | | | | | |
| Rockland, Thomaston & Camden Street Railway | | | | | | | | | | | | | | | | | | | | | 12.78 | 12.78 |
| Sanford & Cape Porpoise Railway | | | | | | | | | | | | | | 14.34 | 14.34 | 14.34 | 15.90 | 15.90 | 16.64 | 16.64 | 16.64 | 16.64 |
| Skowhegan & Norridgewock St. Ry. | | | | | | | | | | | | | | | | | | | | | 20.45 | \$23.15 |
| Somerset Traction Company | | | | | | | | | | | | | | | | 5.75 | 5.75 | 5.75 | 5.75 | 5.75 | 5.75 | 5.75 |
| Waterville & Fairfield Street Ry. | | | | | | | | | | 3.36 | 3.36 | 3.36 | 3.36 | 4.36 | 4.36 | 4.36 | 4.36 | 4.36 | 4.36 | 4.75 | 4.75 | 4.75 |
| Westbrook, Windham & Naples Ry. | | | | | | | | | | | | | | | | | | | | | | 5.83 |
| | 1.37 | 6.75 | 6.75 | 11.75 | 14.25 | 16.75 | 16.75 | 17.00 | 27.65 | 33.83 | 45.22 | 51.64 | 58.26 | 76.14 | 80.39 | 93.89 | 130.10 | 143.00 | 168.72 | 244.45 | 268.99 | 286.01 |

† Includes Bath Street Railway, 4.25; Brunswick and Topsham Electric Railway, 3.50, and Lewiston and Auburn Horse Railway, 14 miles.

‡ Includes 12.44 miles Portland & Cape Elizabeth Street Railway.

§ Includes Ocean Street Railway, 1.50 miles.

¶ Operated by Sanford & Cape Porpoise Ry.

* Includes Mousam River Railway, 2.58 miles.

* Now in L. B. & B. St. Ry.

GROSS EARNINGS FROM OPERATION.

The following table shows the comparative earnings on the street railways for years 1896 to 1901. The increase of gross earnings of 1901 over 1900 was \$83,809 58.

Table Showing the Gross Earnings from Operations of the Street Railways in Maine for Years Ending June 30, 1896, 1897, 1898, 1899, 1900, 1901.

| Railways. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|--|---------------------|---------------------|---------------------|-----------------------|-----------------------|-----------------------|
| Atlantic Shore Line Railway..... | | | | | | \$3,685 47 |
| Augusta, Hallowell and Gardiner Railroad..... | \$41,117 26 | \$40,840 17 | \$40,620 31 | \$39,769 73 | \$38,747 88 | 41,553 34 |
| Bangor, Hampden and Winterport Railway..... | | | 9,081 03 | 22,584 02 | 26,816 68 | 24,703 03 |
| Bangor, Orono and Old Town Railway..... | 56,121 53 | 65,658 79 | 63,675 99 | 49,182 93 | 51,087 13 | 53,656 35 |
| Bangor Street Railway..... | 58,071 20 | 69,492 90 | 65,291 38 | 63,674 14 | 65,171 14 | 67,154 98 |
| Benton and Fairfield Railway..... | | | | 1,773 42 | 6,558 98 | 8,091 51 |
| Biddeford and Saco Railroad..... | 25,460 95 | 26,383 40 | 24,837 40 | 30,656 73 | 31,572 13 | 42,798 85 |
| Calais Street Railway..... | 25,706 70 | 23,982 35 | 23,251 70 | 22,291 68 | 24,360 61 | 24,376 17 |
| Fryeburg Horse Railroad..... | 717 64 | 691 86 | 501 93 | 614 15 | 668 20 | 600 70 |
| Lewiston, Brunswick and Bath Street Railway..... | | | | †214,000 29 | 222,364 14 | 213,511 82 |
| Mousam River Railroad..... | 20,707 73 | 18,900 44 | 24,586 92 | 23,407 70 | *8,910 42 | |
| Norway and Paris Street Railway..... | 8,108 93 | 7,048 48 | 7,283 95 | 5,894 06 | 6,455 31 | 5,458 59 |
| Penobscot Central Railway..... | | | | ‡459 28 | | 4,268 77 |
| Portland Railroad..... | 247,565 98 | 276,857 53 | 302,126 48 | \$335,864 68 | \$413,511 60 | 448,792 92 |
| Portland and Cape Elizabeth Railway..... | 25,145 23 | 59,015 00 | 54,782 82 | 50,165 93 | | |
| Portland and Yarmouth Electric Railway..... | | | | ‡27,477 03 | 55,095 63 | 57,757 51 |
| Portsmouth, Kittery and York Street Railway..... | | | 41,326 09 | 70,611 53 | 71,180 58 | 76,797 54 |
| Rockland, Thomaston and Camden Street Railway..... | 56,697 97 | 66,781 76 | 68,223 24 | 70,211 51 | 79,845 51 | 90,193 09 |
| Sanford and Cape Porpoise Railway..... | | | | | †47,012 83 | 64,093 43 |
| Skowhegan and Norridgewock Railway..... | 6,195 67 | 4,882 54 | 5,012 03 | 4,055 03 | 3,013 51 | 3,069 24 |
| Somerset Traction Company..... | 758 76 | 9,997 02 | 12,267 98 | 12,976 35 | 13,637 81 | 16,533 07 |
| Waterville and Fairfield Railway..... | 20,933 70 | 19,121 25 | 40,228 97 | 44,747 50 | 43,558 95 | 45,061 62 |
| Westbrook, Windham and Naples Railway..... | | | | | 9,360 22 | 10,560 87 |
| Total | \$669,998 45 | \$770,614 19 | \$861,282 15 | \$1,090,417 69 | \$1,218,929 29 | \$1,302,738 87 |
| Increase | | | | | | \$83,809 58 |

† Lewiston and Auburn Horse R. R., Brunswick and Topsham Ry., and Bath Street Railway. ‡ 19 days operation in 1899; not operated in 1900.

§ Includes operation of the Portland and Cape Elizabeth Railway, 12.44 miles from February 28, 1899. || Commenced operation January 1, 1899.

* Operations from June 30 to August 19, 1899. †† Includes operation of Mousam River Railway from August 19, 1899, to June 30, 1900.

VOLUME OF TRAFFIC.

The e were carried on the street railways in this State during the year ending June 30, 1901, 22,720,848 passengers, a gain over 1900 of 1,874,976 passengers; a gain over 1896 of 10,418,522.

The Following Table Shows the Number of Passengers Carried for Years 1896-1901.

| Railways. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|--|------------|------------|------------|------------|------------|------------|
| Atlantic Shore Line Railway..... | ..... | ..... | ..... | ..... | ..... | 73,709 |
| Augusta, Hallowell and Gardiner Railroad..... | 833,544 | 823,920 | 816,115 | 809,586 | 788,351 | 825,903 |
| Bangor, Hampden and Winterport Railway..... | ..... | ..... | 161,186 | 397,560 | 464,722 | 397,336 |
| Bangor, Orono and Old Town Railway..... | 1,060,314 | 1,268,642 | 1,225,028 | 943,927 | 984,700 | 1,028,874 |
| Bangor Street Railway..... | 1,293,861 | 1,560,771 | 1,523,837 | 1,522,966 | 1,563,051 | 1,309,518 |
| Benton and Fairfield Railway..... | ..... | ..... | ..... | 13,610 | 47,740 | 45,357 |
| Biddeford and Saco Railroad..... | 350,925 | 365,488 | 337,860 | 414,505 | 442,665 | 615,874 |
| Calais Street Railway..... | 548,343 | 513,649 | 485,613 | 449,531 | 482,004 | 482,241 |
| Fryeburg Horse Railroad..... | 9,636 | 9,025 | 8,560 | 6,411 | 10,017 | 10,931 |
| Lewiston, Brunswick and Bath Street Railway†..... | ..... | ..... | ..... | 3,058,000 | 3,416,141 | 4,231,885 |
| Mousam River Railroad..... | 116,677 | 91,923 | 124,217 | 116,055 | *24,809 | ..... |
| Norway and Paris Street Railway..... | 177,102 | 185,531 | 172,831 | 120,632 | 143,235 | 110,064 |
| Penobscot Central Railway..... | ..... | ..... | ..... | 11,000 | ..... | †12,216 |
| Portland Railroad..... | 4,575,133 | 4,982,809 | 5,444,897 | 6,129,440 | 7,729,072 | 8,410,263 |
| Portland and Cape Elizabeth Railway§..... | 503,900 | 1,191,714 | 1,095,666 | 1,031,486 | ..... | ..... |
| Portland and Yarmouth Electric Railway..... | ..... | ..... | ..... | 537,057 | 1,094,864 | 1,241,898 |
| Portsmouth, Kittery and York Street Railway..... | ..... | ..... | 821,220 | 1,349,930 | 1,320,840 | 1,448,353 |
| Rockland, Thomaston and Camden Street Railway..... | 979,548 | 937,973 | 960,578 | 987,175 | 1,089,790 | 1,248,389 |
| Sanford and Cape Porpoise Railway..... | ..... | ..... | ..... | ..... | ¶188,219 | 370,483 |
| Skowhegan and Norridgewock Railway..... | 53,836 | 48,836 | 91,029 | 72,442 | 55,254 | 54,323 |
| Somerset Traction Company..... | 7,134 | 90,253 | 92,384 | 117,448 | 108,506 | 120,780 |
| Waterville and Fairfield Railway..... | 416,675 | 382,425 | 402,659 | 397,615 | 430,276 | 517,895 |
| Westbrook, Windham and Naples Railway..... | ..... | ..... | ..... | ..... | 161,610 | 163,956 |
| Total..... | 12,302,326 | 13,961,980 | 15,472,390 | 18,496,374 | 20,845,872 | 22,720,848 |
| Increase..... | ..... | ..... | ..... | ..... | ..... | 1,874,976 |

† Includes Lewiston & Auburn Horse R. R., Topsham & Brunswick Electric Ry. and Bath St. Ry. ‡ 19 days operation, number estimated.

* Operations from July 1 to August 19.

|| Includes the operation of the Mousam River Railroad from August 19.

§ Now operated by the Portland Railroad.

¶ Two months operation.

COMPARATIVE STATEMENTS.

The following table gives the mileage, gross income from operation, operating expenses, per cent of expenses to income, net income from operation per mile of road operated to June 30, 1900, and 1901, of the street railways doing business in Maine.

Earnings, Expenses, Income, Per Cent of Operating Expenses to Income from Operation.

| Railways. | 1900. | | | | | 1901. | | | | |
|---|-----------------|-----------------------------------|---------------------------------|-------------------------------------|--|-----------------|-----------------------------------|---------------------------------|-------------------------------------|--|
| | Miles operated. | Earnings from operation per mile. | Expenses of operation per mile. | Net income from operation per mile. | Per cent of operating expenses to income from operation. | Miles operated. | Earnings from operation per mile. | Expenses of operation per mile. | Net income from operation per mile. | Per cent of operating expenses to income from operation. |
| Atlantic Shore Line Railway | 7.00 | \$5,535 41 | \$3,913 57 | \$1,621 54 | 70 | 1.57 | \$2,347 43 | \$1,090 63 | \$1,256 86 | .46 |
| Augusta, Hallowell and Gardiner Railroad | 6.13 | 4,374 66 | 3,749 77 | 624 89 | 76 | 12.48 | 3,327 99 | 2,267 80 | 1,060 19 | .69 |
| Bangor, Hampden and Winterport Railway | 14.95 | 3,350 30 | 2,454 46 | 895 84 | 73 | 6.13 | 4,029 85 | 2,522 10 | 1,507 75 | .65 |
| Bangor, Orono and Old Town Railway | 8.40 | 1,923 47 | 6,017 56 | 1,740 91 | 77 | 14.95 | 3,589 05 | 2,546 71 | 1,042 34 | .71 |
| Bangor Street Railway | 3.41 | 1,823 45 | 1,749 56 | 174 14 | .91 | 2.40 | 7,994 64 | 6,110 80 | 1,883 84 | .76 |
| Benton and Fairfield Railway | 5.72 | 5,500 37 | 3,636 83 | 1,863 54 | .65 | 4.12 | 1,963 95 | 1,693 52 | 270 43 | .86 |
| Biddeford and Saco Railroad | 7.00 | 3,480 09 | 2,914 76 | 565 33 | .83 | 7.61 | 5,023 28 | 3,943 32 | 1,679 96 | .70 |
| Calais Street Railway | 3.00 | 322 73 | 173 04 | 149 69 | .76 | 7.00 | 3,482 31 | 3,049 06 | 433 25 | .84 |
| Fryeburg Horse Railroad | 54.75 | 4,061 44 | 3,061 44 | 1,000 00 | .75 | 3.00 | 200 23 | 168 26 | 31 97 | .84 |
| Lewiston, Brunswick and Bath Street Railroad | 2.58 | 3,457 52 | 1,743 74 | 1,713 78 | .56 | 54.75 | 3,867 17 | 2,788 46 | 1,078 71 | .81 |
| Mousam River Railroad* | 2.12 | 3,030 66 | 2,530 92 | 499 74 | .83 | 2.13 | 2,562 71 | 2,311 88 | 250 83 | .90 |
| Norway and Paris Street Railway | 39.58 | 10,447 48 | 7,204 58 | 3,242 90 | .68 | 26.25 | 1,162 63 | 86 43 | 76 20 | .53 |
| Penobscot Central Railway | 15.50 | 4,592 23 | 2,997 55 | 1,594 74 | .65 | 41.58 | 10,793 46 | 7,080 61 | 3,713 85 | .66 |
| Portland Railroad | 12.78 | 5,311 08 | 3,073 22 | 1,237 86 | .71 | 15.50 | 4,954 68 | 3,208 69 | 1,745 99 | .62 |
| Portland, Kittery and York Street Railway | 16.64 | 4,798 40 | 3,131 37 | 1,667 03 | .65 | 12.78 | 4,519 36 | 3,117 95 | 1,401 41 | .69 |
| Portland and Yarmouth Electric Railway | 23.03 | 2,041 37 | 1,436 29 | 585 08 | .71 | 16.64 | 5,420 25 | 3,180 24 | 2,240 01 | .59 |
| Rockland, Thomaston and Camden Street Railway | 5.75 | 615 13 | 429 58 | 185 55 | .83 | 23.15 | 2,768 61 | 2,010 63 | 756 98 | .73 |
| Sanford and Cape Porpoise Railway | 12.00 | 1,136 48 | 899 05 | 237 45 | .79 | 5.75 | 533 78 | 437 80 | 95 98 | .82 |
| Skowhegan and Norridgewock Railway | 4.75 | 9,168 20 | 6,244 96 | 2,923 24 | .68 | 12.00 | 1,379 42 | 839 95 | 539 47 | .61 |
| Somerset Traction Company | 5.83 | 1,605 52 | 1,095 61 | 509 91 | .68 | 4.75 | 9,486 65 | 8,638 82 | 647 83 | .93 |
| Waterville and Fairfield Railway | | | | | | 5.83 | 1,811 46 | 1,983 57 | †172 11 | 1.09 |
| Westbrook, Windham and Naples Railway | | | | | | | | | | |

* Operated by Sanford and Cape Porpoise Railway.

† Deficit.

The following Table shows the Mileage, Total Permanent Investments, Total Capital Stock, Total Net Indebtedness, Total Stock and Net Debt, Investments per Mile Owned, including Second Track, Stock per Mile; Net Indebtedness per Mile Stock and Net Debt per Mile on June 30, 1901.

| Railways. | Mileage. | Total permanent investments. | Total capital stock. | Total net indebtedness. | Total stock and net debt. | Investments per mile owned. | Stock per mile. | Net indebtedness per mile. | Stock and net debt per mile. |
|--|----------|------------------------------|----------------------|-------------------------|---------------------------|-----------------------------|-----------------|----------------------------|------------------------------|
| Atlantic Shore Line Railway | 1.57 | \$33,628 57 | \$30,000 00 | - | \$30,000 00 | \$21,419 46 | \$19,108 28 | - | \$19,108 28 |
| Augusta, Hallowell and Gardiner Railroad..... | 12.48 | 273,825 53 | 120,000 00 | \$236,136 96 | 356,136 96 | 21,930 59 | 9,610 78 | \$18,929 24 | 28,540 02 |
| Bangor, Hampden and Winterport Railway | 4.52 | 115,973 33 | 60,000 00 | 54,917 14 | 114,917 14 | 25,657 76 | 13,274 33 | 12,109 69 | 25,384 02 |
| Bangor, Orono and Old Town Railway | 16.20 | 257,770 26 | 125,000 00 | 152,796 88 | 277,796 88 | 15,911 74 | 7,716 04 | 9,431 90 | 17,147 94 |
| Bangor Street Railway | 9.70 | | | | | | | | |
| Benton and Fairfield Railway | 4.12 | 43,897 95 | 30,000 00 | 24,917 45 | 44,917 45 | 10,654 83 | 4,854 36 | 6,209 95 | 11,064 31 |
| Biddeford and Saco Railroad | 7.61 | 218,112 24 | 40,000 00 | 129,198 23 | 169,198 23 | 28,661 25 | 5,256 24 | 22,219 11 | 27,475 35 |
| Calais Street Railway | 4.00 | 200,000 00 | 100,000 00 | 113,297 33 | 213,297 33 | 50,000 00 | 25,000 00 | 28,324 30 | 53,324 30 |
| Fryeburg Horse Railroad | 3.00 | 7,510 07 | 5,075 00 | 475 84 | 5,550 84 | 2,503 35 | 1,691 66 | 158 89 | 1,850 55 |
| Lewiston, Brunswick and Bath Street Railway.... | 54 75 | 1,036,652 36 | 627,100 00 | 1,034,942 53 | 1,662,042 53 | 29,893 19 | 11,453 88 | 18,866 53 | 30,320 41 |
| Norway and Paris Street Railway. | 2.13 | 43,000 00 | 25,000 00 | 19,297 04 | 44,297 04 | 20,187 77 | 11,737 09 | 9,007 48 | 20,744 57 |
| Penobscot Street Railway | 26.25 | 394,863 25 | 250,000 00 | 250,000 00 | 500,000 00 | 15,042 39 | 9,523 80 | 9,523 80 | 19,047 60 |
| Portland Railroad..... | 37.85 | 2,720,321 43 | 999,973 26 | 1,514,507 10 | 2,514,480 46 | 71,871 08 | 26,419 37 | 40,013 39 | 66,432 76 |
| Portsmouth, Kittery and York Street Railway | 15.50 | 459,213 84 | 221,100 00 | 231,519 25 | 452,619 25 | 29,626 70 | 14,264 51 | 14,939 95 | 29,204 46 |
| Portland and Yarmouth Electric Railway | 12.78 | 650,405 69 | 300,000 00 | 351,135 76 | 651,135 76 | 50,892 46 | 23,474 17 | 27,475 41 | 50,949 58 |
| Rockland, Thomaston and Camden Street Railway | 16.64 | 367,678 22 | 250,000 00 | 269,880 89 | 519,880 89 | 22,096 04 | 15,024 03 | 16,218 80 | 31,242 83 |
| Sanford and Cape Porpoise Railway..... | 20.67 | 527,870 25 | 250,000 00 | 297,214 16 | 547,214 16 | 25,662 12 | 11,327 12 | 14,448 42 | 25,775 54 |
| Skowhegan and Norridgewock Railway | 5.75 | 60,043 28 | 50,000 00 | 72,122 13 | 122,122 13 | 10,442 30 | 8,465 65 | 12,542 97 | 21,238 62 |
| Somerset Traction Company | 12.00 | 128,079 31 | 29,800 00 | 92,801 32 | 122,601 32 | 10,673 26 | 2,483 33 | 7,733 44 | 10,216 77 |
| Waterville and Fairfield Railway | 4.75 | 278,258 44 | 200,000 00 | 291,643 62 | 491,643 62 | 58,580 72 | 42,105 24 | 61,398 65 | 103,503 89 |
| Westbrook, Windham and Naples Railway | 5.83 | 123,871 10 | 27,700 00 | 101,193 54 | 128,893 54 | 21,247 18 | 4,751 28 | 17,357 21 | 22,108 49 |

EARNINGS, CHARGES, INCOME, DIVIDENDS.

The Following Table Shows the Transportation Earnings, Other Earnings, Charges, Net Divisible Income, Dividends Paid, Per Cent, Surplus of Deficit from Operations for the Year Ending June 30, 1901.

| Railways. | Miles operated. | Transportation earnings. | Other earnings. | Miscellaneous income. | Gross income. | Operating expenses. | Interest, taxes and other charges. | Total charges. | Net divisible income. | Dividends paid. | Rate—%. | Surplus for the year. | Deficit for the year. |
|--------------------------------------|-----------------|--------------------------|-----------------|-----------------------|---------------|---------------------|------------------------------------|----------------|-----------------------|-----------------|---------|-----------------------|-----------------------|
| Atlantic Shore Line Railway | 1.57 | \$3,685 47 | | | \$3,685 47 | \$1,712 29 | | \$1,712 29 | \$1,973 18 | | | \$1,973 18 | |
| Augusta, Hallowell and Gardiner R.R. | 12.48 | 41,295 16 | \$258 18 | | 41,553 34 | 28,315 83 | \$8,637 36 | 36,953 19 | 4,600 15 | \$4,800 00 | 4 | | \$199 85 |
| Bangor, Hampden and Winterport Ry. | 6.13 | 23,588 88 | 1,114 15 | | 24,703 03 | 15,460 51 | 8,676 08 | 24,136 59 | 566 44 | | | 566 44 | |
| Bangor, Orono and Old Town Railway | 14.95 | 52,594 15 | 1,062 20 | | 53,656 35 | 38,073 40 | 9,929 58 | 48,002 90 | 5,653 37 | | | 5,653 37 | |
| Bangor Street Railway | 8.40 | 65,494 00 | 1,660 98 | | 67,154 98 | 51,330 74 | 10,958 19 | 62,288 93 | 4,866 05 | | | 4,866 05 | |
| Benton and Fairfield Railway | 4.12 | 8,075 76 | 15 75 | | 8,091 51 | 6,977 31 | 1,094 98 | 8,072 29 | 19 22 | | | 19 22 | |
| Biddeford and Saco Railroad | 6.71 | 42,653 85 | 145 00 | | 42,798 85 | 30,012 61 | 6,701 02 | 36,713 63 | 6,085 22 | | | 6,085 22 | |
| Calais Street Railway | 7.00 | 23,960 05 | 416 12 | | 24,376 17 | 21,343 47 | 5,629 34 | 26,972 81 | | | | | 2,596 64 |
| Fryeburg Horse Railroad | 3.00 | 600 70 | | | 600 70 | 504 80 | 96 50 | 601 30 | | | | | 60 |
| Lewiston, Brunswick and Bath St. Ry. | 54.75 | 210,096 96 | 1,630 96 | \$8,020 63 | 219,748 55 | 152,668 49 | 80,353 69 | 233,022 18 | | | | | 13,275 63 |
| Norway and Paris Street Railway .. | 2.13 | 5,389 96 | 68 63 | | 5,458 59 | 4,924 31 | 953 68 | 5,877 99 | | | | | 419 40 |
| Penobscot Central Railway | 26.25 | 4,268 77 | | | 4,268 77 | 2,269 00 | 60 00 | 2,329 00 | 1,939 77 | | | 1,939 77 | |
| Portland Railroad | 41.58 | 445,788 26 | 3,004 66 | 28,805 63 | 477,598 55 | 294,411 92 | 105,167 52 | 399,579 44 | 78,019 11 | 59,856 00 | 6 | 18,163 11 | |
| Portsmouth, Kittery and York St. Ry. | 15.50 | 75,940 51 | 857 03 | | 76,797 54 | 49,734 73 | 13,862 66 | 63,596 79 | 13,200 75 | 13,252 50 | | | 51 75 |
| Portland and Yarmouth Electric Ry. | 12.78 | 57,655 69 | 101 82 | 11,624 90 | 69,382 41 | 39,847 45 | 36,876 10 | 76,723 55 | | | | | 7,341 14 |
| Rockland, Thomaston & Camden St. Ry. | 16.64 | 79,856 22 | 10,336 87 | | 90,193 09 | 52,929 29 | 17,505 61 | 70,434 90 | 19,758 19 | | | 19,758 19 | |
| Sanford and Cape Porpoise Railway.. | 23.15 | 58,973 27 | 5,120 16 | | 64,093 43 | 46,569 81 | 18,442 35 | 65,012 16 | | | | | 918 73 |
| Skowhegan & Norridgewock Railway | 5.75 | 3,069 24 | | | 3,069 24 | 2,517 38 | 3,221 75 | 5,739 13 | | | | | 2,669 89 |
| Somerset Traction Company | 12.00 | 15,607 72 | 945 35 | 6,668 99 | 23,222 06 | 10,077 17 | 9,865 51 | 19,942 68 | 3,279 51 | | | 3,279 51 | |
| Waterville and Fairfield Railway ... | 4.75 | 25,994 90 | 19,066 72 | | 45,061 62 | 41,984 40 | 15,709 30 | 57,693 70 | | | | | 12,632 08 |
| Westbrook, Windham & Naples Ry ... | 5.83 | 10,418 22 | 142 65 | | 10,560 87 | 11,564 22 | 4,930 41 | 16,494 63 | | | | | 5,933 76 |

RAILROAD COMMISSIONERS' REPORT.

EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the percentage of operating expenses to gross income, and the net income from operation for the years 1896, 1897, 1898, 1899, 1900, and 1901, upon the street railways doing business in Maine.

| Years. | Gross earnings from operation. | Operating expenses. | Percentage of expenses to earnings. | Net earnings. |
|-----------|--------------------------------|---------------------|-------------------------------------|---------------|
| 1896..... | \$669,998 45 | \$482,492 10 | 72 | \$187,506 35 |
| 1897..... | 770,614 19 | 527,684 44 | 68 | 242,929 75 |
| 1898..... | 861,282 15 | 613,396 42 | 71 | 247,885 73 |
| 1899..... | 1,090,417 69 | 686,419 96 | 63 | 403,997 73 |
| 1900..... | 1,218,929 29 | 888,968 84 | 73 | 329,960 45 |
| 1901..... | 1,300,954 97 | 903,229 13 | 69 | 397,725 84 |

ACCIDENTS UPON STREET RAILWAYS IN MAINE.

During the year ending June 30, 1901, there were five persons killed and six injured, against thirty-one injured in 1900. There was only one passenger injured from causes beyond his own control, and four from their own misconduct or carelessness. For the same period in 1900—there were eighteen injured from causes beyond their control and four from their carelessness—a decrease of seventeen in passengers injured. There was one employe injured, being the same as in 1900.

Five persons were killed, each resulting from their own misconduct or carelessness. Two of them were children who ran in front of the cars. In none of the accidents could blame be attached to the operating company.

It must be regarded as an evidence of the comparative safety with which passengers are carried upon the street railways when no one was killed to the 22,700,855 carried, and only one injured to 5,675,171 carried.

ACCIDENTS TO PERSONS.

| Killed and injured. | From Causes Beyond their Own Control. | | From their Own Misconduct or Carelessness. | | Total. | |
|---------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers | | 1 | ..... | 4 | ..... | 5 |
| Employees | | 1 | ..... | ..... | ..... | 1 |
| Other persons | | | 5 | ..... | 5 | ..... |
| Total | | 2 | 5 | 4 | 5 | 6 |

NEW RAILROADS AND EXTENSIONS.

On June 30, 1901, there were 1,918.98 miles of steam railroads in Maine. No additional mileage has been added since that date. There is under construction the Fish River Railroad, from Ashland to Fort Kent, about fifty-two miles; an extension of the Rumford Falls & Rangeley Lakes Railroad from Bemis to the "Outlet" at Rangeley lake, ten miles; thence twelve miles to the Kennebago lake; an extension of the Wiscasset, Waterville & Farmington Railroad from Week's Mills to Waterville, eighteen miles, all of which extensions will be completed during the year 1902.

There were in operation on June 30, 1901, 286.01 miles of street railways. Since that date the Portland Railroad has been extended from High to Commercial street, making 286.38 miles in operation on November 30, 1901. There is under construction by the Portland Railroad an extension of twelve miles from Rigby road, through Scarborough, to a connection with the Biddeford & Saco Railroad in Saco, and will construct early next spring a branch to Old Orchard, three miles. The Augusta, Hallowell & Gardiner Railroad will extend their road from Augusta to Winthrop, early the coming summer.

It was intended to have given a history of the construction of all railroads in Maine from the first railroad which was put in operation in 1836, to the present time, but as it was found impossible to do so in as complete a manner as desired, and have it appear in this report, the work will have to be delayed until another year.

INSPECTION, PHYSICAL CONDITIONS.

Section 114, chapter 51 of the Revised Statutes directs that "A majority of the board, annually, between the first of April and October, and at any other time on application, or whenever they think necessary shall carefully examine the tracks, rolling stock, bridges, viaducts and culverts of all railroads."

Having made the necessary examinations, we find that the railroads are in a safe condition and that many improvements have been made, as will be seen more fully by the following reports of the condition of each railroad.

During the year 1901 the work of the Board has largely increased over any previous year. Besides making the semi-annual examination of all the railroads in the State, as required by statute, sixty-nine petitions and other matters have been heard at places convenient for the petitioners, and upon which 101 hearings and continued meetings of the Board have been held. Three hearings have been held for the investigation of accidents. To meet the requirements thus imposed the Board has traveled very nearly 30,000 miles during the year.

Part II contains the official report of the action of the Board upon all matters to November 30, 1901.

BANGOR AND AROOSTOOK RAILROAD.

The management of this road has continued its policy of bringing the road to a high state of efficiency as rapidly as possible. There has been a large expenditure the past year in ballasting and filling in wooden trestles.

The trestle 240 feet in length at the Canadian Pacific Railway crossing, the Dyer brook trestle of 648 feet, the trestle at Titcomb lake of 172 feet, the trestle at McCarty brook of 277 feet, the approaches to the bridge over the Meduxnekeag at Houlton,

495 feet in length, a total length of 1832 feet, have been filled, making an excellent record for the past year in the improvement of the permanent way. There are now no wooden bridges between Old Town and Houlton, and but two very short spans of wood between Milo Junction and Greenville.

The alignment and surface of the track are excellent and the amount of ballast liberal on the main line and important branches.

Several of the original structures upon the Katahdin Iron Works branch show signs of age, but they have been strengthened and made safe for the limited service.

All the buildings and bridges are well painted and present an attractive appearance.

We have only words of commendation for the condition and general appearance of the road and structures.

EQUIPMENT.

Two locomotives and 1,328 freight cars have been added to the equipment during the past year. The facilities for caring for the rolling stock have been greatly increased by the extensive tracks, shops and other buildings at Hartwell. Extensive improvements are also being made at Houlton, for the care of rolling stock.

BOSTON & MAINE RAILROAD.

This line in Maine consists of parts of the Eastern, Western and Worcester, Nashua & Portland Divisions, Old Orchard Beach and Kennebunk and Kennebunkport Branches.

The Eastern and Western Divisions in their road-bed and track are in the best condition in all particulars. The heaviest traffic is done on these divisions and greater requirements have to be met.

The Worcester, Nashua and Portland Division has good road-bed and track, especially good considering that little or no ballast has been put under during the year. The road-bed and track of the Northern Division in this State are in good condition. On the Kennebunk and Kennebunkport Branches the road-bed and track are in good surface and alignment; that of the Old Orchard Beach Railroad was put in good condition when trains

were put on in early summer, and well maintained during the season.

BRIDGES.

The bridges and culverts on the whole system in Maine are in good condition. A new bridge is contemplated across the Saco at Biddeford on the Eastern Division, preparatory work going on now.

On the Western Division the bridges are generally modern structures and maintained in best of order. Those on the Worcester, Nashua and Portland Division are in excellent condition. On the Northern Division the same is true. There is only one and that a first-class plate girder on the Kennebunk and Kennebunkport Branch. Those on the Old Orchard Beach are good wooden structures and well maintained.

EQUIPMENT.

The rolling stock is all first-class in all particulars. The motive power has a large amount of work to do and must be kept up to date and in good repair to meet the demands made upon it. The passenger cars and equipment are as good as can be found on any line taken as a whole, fully meeting the requirements of the large amount of travel over this line especially the summer tourists.

The station buildings are all good buildings, well adapted to the business and patronage at the respective points and are well cared for in all respects.

CANADIAN PACIFIC RAILWAY.

From the boundary line across the State to Mattawamkeag the road-bed and track are in good condition. The rails are in good condition, ties are comparatively new, ballast has been put under in large quantity during the past three years, and line, surface and ditches are good. On the Aroostook Branch from Aroostook Junction to Presque Isle the road-bed and track are in good condition. The same is true from Debec Junction to Houlton.

BRIDGES.

The bridges on the main line across the State are now, with very few exceptions, first-class iron or steel structures set on good masonry and well maintained. Those of wood are all in best of repair—a good deal having been done to them during the year. In Aroostook county they are in good order and well maintained.

EQUIPMENT.

The motive power is in good condition and the equipment, as a whole, is in good order.

The passenger trains run by this company through the State are equipped with all the modern conveniences, and are as good as those of any line.

The station buildings are kept in good condition.

GEORGES VALLEY RAILROAD.

This road is economically built, and the limited amount of its business necessitates but limited outlays upon the road-bed and track.

Nevertheless the track is in very fair order and the pile bridge across the Georges river is well built and in a good safe condition.

The management contemplate an extension which will enable them to reach a deposit of good gravel, which will be very valuable to the road, in raising and ballasting the track.

The station building at Union is in good state of repair.

GRAND TRUNK RAILWAY.

The main line from Portland to Wild River is in first-class condition in its road-bed and track.

Rails are practically new of heavy weight and approved section; ties are good and track in good line and surface.

Road-bed and track of Lewiston and of the Norway branches are in good condition.

BRIDGES.

The bridges are all new, of modern design, high factor of safety, well constructed in both superstructure and masonry.

EQUIPMENT.

The motive power has been practically renewed, old light locomotives being replaced by modern, heavy types, adapted to the large and increasing traffic of the line.

The equipment generally is greatly improved.

The station buildings are of good design and well kept. Large additions and improvements are being made in and about Portland. An elevator of large capacity is nearing completion; an extensive wharf, with large and well appointed sheds thereon, has been built, and a new station is designed to be built in the near future.

The round house and coaling plant installed at or near the East Deering yard are great improvements over the former plants. In fact an entire rearrangement and great enlargement of the terminal facilities of this line have been going on for some time and is being carried to completeness that is a credit to the management and a great benefit to the line as well as to the business interests of Portland.

The immense foreign shipment of freight brought into Portland on this line is a most profitable development of that grand harbor.

LIME ROCK RAILROAD.

This road was constructed in 1888 for the purpose of carrying lime rock from the several quarries in the suburbs of the city of Rockland to the kilns which are situated upon the water front.

The track has been very well ballasted with stone chips and is in excellent condition for the traffic required of it.

BRIDGES.

There are no bridges upon the line except the trestles of hard pine which carry the tracks to the different kilns.

The trestles are having constant care and renewals.

Many of the sills and the lower ends of some of the posts have been replaced with new timber.

More than twelve thousand dollars were expended the past year in maintenance of track and trestles.

EQUIPMENT.

The engines and dump cars, largely constituting the rolling stock of the road, are especially adapted to the special work for which the road was constructed.

Some six thousand dollars has been expended upon repairs during the year.

MAINE CENTRAL RAILROAD.

This line is the main business line of the State. Its road-bed and track in all parts of the system are in excellent condition.

Heavy steel now extends from Portland to Milford, Cumberland Junction to Rumford Junction and from Belgrade to Leeds Junction. The best of the steel replaced by the heavier pattern has been relaid in other parts of the system.

Improvement in road-bed and track, as in all other departments, is constantly going on under a general and well ordered plan adopted by the managers, providing in advance for progression as well as for incidental repairs.

BRIDGES.

The bridges on this system are first-class of their type as a very general rule. A modern steel, double track bridge and approaches at Orono has been completed during the year. A new bridge at Georges river has been built and one at Cathance and at Dead River are in process of construction. A change in the line on the Knox and Lincoln at Nequasset is being made, including the building of a new bridge of modern design, doing away with the present bridge.

Every bridge on the system is well cared for in all respects.

EQUIPMENT.

The motive power is first-class and is kept up to a high standard of efficiency. Many heavy locomotives of the ten wheel and mogul type are in use and several new ones ordered with contract for delivery in the near future.

The passenger equipment is of the best. The company has lately put in service some passenger cars built at their own shops, that are models in construction and finish and a credit to the builders.

The station buildings are well designed, well appointed and kept in a most creditable manner.

The traffic on this system in both freight and passenger has been very heavy during the past year and trains have been run with commendable regularity and freedom from accident.

PORTLAND AND RUMFORD FALLS RAILWAY.

This road may be truly said to be in first class condition. Money has been lavishly expended in improving the alignment and grades of the main line, notably at the south of Canton and near Mechanic Falls.

For a mile or more from Canton south, extensive improvements have been made, and the former curvature very much relieved. This policy of continuous improvement will ultimately bring the permanent way to a high state of perfection.

The track is largely laid of their standard rail of 70 lbs. per yard, but a new standard rail of 80 pounds per yard has been recently adopted, and fifteen miles ordered, which will be laid between Rumford Falls and Gilbertville in the near future.

This road is very liberally ballasted, the standard track requiring 3,000 cubic yards per mile. 10,000 yards have been put under the track the past year.

BRIDGES.

A fine cement arch culvert is being built at Pottle brook to supercede the wooden trestle there. Upon its completion there will be no wooden structures, of any extent, remaining.

EQUIPMENT.

The road is very well equipped. The motive power is first class and well cared for.

The passenger cars are attractive and comfortable and in best of order.

All station houses are well painted, neat and clean.

No money or effort has been spared to bring the operation of the road, in both passenger and freight traffic, to a high state of efficiency.

RUMFORD FALLS AND RANGELEY LAKES RAILROAD.

The standard rail weighs sixty pounds per yard and the standard track requires 2,500 yards per mile.

The track conditions upon the steep grades and sharp curves are very creditable to the track department.

Although the elevation to be overcome to reach Rangeley lakes requires a continuous 2% grade for several miles, and a large per cent. of sharp curvature, the excellent condition of the track renders travel over it comfortable and rapid: while the most of the freight movement being down grade, is not impeded by the exclusive ruling gradient.

Extensions are under way for some twenty-one miles, north-erly from Bemis. Nine miles are nearly graded and a location of twelve miles more has been approved.

BRIDGES.

The several bridges are of wood, but they are comparatively new, sound and well preserved.

EQUIPMENT.

The engines and passenger cars are new and well cared for.

The station building at Bemis is unique and particularly appropriate for its service and surroundings.

SEBASTICOOK & MOOSEHEAD RAILROAD.

The road was completed to the Old South Road in Harmony and certificate issued by the Railroad Commissioners, January 10th, 1901. A substantial culvert has been put in near Thompson's crossing and the trestle filled.

The track is well cared for and in condition for safe operation of the limited traffic.

Three thousand dollars have been expended upon maintenance of way during the year.

The road is now being judiciously managed and operated by receiver A. B. Thompson.

BRIDGES.

The bridges and culverts above Hartland are new and well constructed; and the culverts between Pittsfield and Hartland have been well cared for.

EQUIPMENT.

The equipment is sufficient for the service required and has been well cared for.

SOMERSET RAILWAY.

This line runs from Oakland on the Maine Central to Bingham.

The road-bed and track are in excellent condition. Extensive additions and improvements have been made in the yard at Madison to meet the largely increasing demands of the traffic at the station.

Improvements are constantly going on.

BRIDGES.

The bridges are all in the best of repair. Considerable has been done during the year in renewal of members and general repair wherever any benefit could be secured.

EQUIPMENT.

The motive power is good and kept in first-class repair. The same is true of other rolling stock and equipment. Quite a number of freight cars have been added.

The station buildings are in all cases well designed and substantial buildings. They are arranged in a very convenient manner and are kept in the best of order.

WASHINGTON COUNTY RAILROAD.

The general condition and appearance of this road are very creditable to the management.

Being hurriedly and imperfectly constructed in 1898, the almost unprecedented rains and freshets of the spring of 1901 created great havoc with the comparatively new road-bed.

Much of the road-bed was under water and the material washed away. Nevertheless, repairs and improvements were made thoroughly and expeditiously. More than fifty-three thousand dollars have been expended and charged to construction account during the year last reported.

Wash-outs were filled, and ten thousand feet of track have been raised above the original grades. More than eight miles of road have been ballasted requiring 18,528 cubic yards of gravel.

The surface and alignment are now excellent upon the entire main line and Eastport branch.

The traffic upon the Princeton branch has not warranted a large outlay upon the track and much of the Northern end has had but little care. Still it is in fair line and surface, and equal to the requirements of the light traffic.

About 10,000 feet of track upon this branch has been ballasted the past season.

BRIDGES.

Fine masonry abutments have been built at Chandler's river upon which a ninety foot through truss will be placed at once.

Abutments are nearly completed at Pleasant river upon which a similar truss will be erected.

On the Princeton branch, a fine structure has been erected at Sprague's Falls consisting of one through truss 150 feet and two plate girders of fifty feet each.

The Baring bridge has been extensively repaired and strengthened, and a wooden truss is soon to be replaced with a plate girder. A hard pine floor, to be put on, will put this bridge in excellent shape.

All the pile bridges are comparatively new and in fine condition

Most of the bridges and four station buildings have been painted the past year.

EQUIPMENT.

The rolling stock generally has had but a short term of service and has been kept in a good serviceable state or repair.

YORK HARBOR & BEACH RAILROAD.

This line is operated by the Boston & Maine Railroad and is generally closed during the winter months.

Its road-bed and track are in good condition.

BRIDGES.

The bridges are mostly pile and are carefully looked after. They are in good repair.

EQUIPMENT.

The rolling stock is that of the Boston & Maine Railroad.

The station buildings are good, well arranged and well kept.

NARROW GAUGE RAILROADS.

BRIDGTON & SACO RIVER RAILROAD.

This is a narrow gauge road from Bridgton Junction on the Mountain Division of the Maine Central Railroad to Harrison through the thriving town of Bridgton.

The road-bed and track are in their usual first-class condition.

BRIDGES.

The few bridges remaining are in excellent repair.

EQUIPMENT.

The rolling stock and motive power are first-class. A new Forney type locomotive, considerably larger than any of that type used on any of the narrow gauge roads has been added during the year.

The station buildings are well built, well kept and conveniently arranged. It is a good property, managed and operated with commendable care, economy and success.

FRANKLIN & MEGANTIC RAILWAY—KINGFIELD & DEAD RIVER RAILROAD.

These two roads are practically one line and all under the management of the owners of the Sandy River Railroad. The former extending from Strong to Kingfield and the latter being an extension from Kingfield to Bigelow.

The road-bed and track are in good condition, sharing in the general system of improvements being carried on by the present owners.

BRIDGES.

The bridges are in good condition and have been repaired wherever needed.

EQUIPMENT.

The rolling stock and motive power are in good order, and the station buildings well maintained. A new station has been built at Salem, in every way well designed, well constructed and well appointed structure. The new round house at Kingfield adds a great deal to the convenience of the line.

KENNEBEC CENTRAL RAILROAD.

This road runs from Randolph, opposite Gardiner, on the Kennebec river, to the National Soldiers' Home at Togus.

The road-bed and track are in good condition.

BRIDGES.

The bridges are in excellent order, being well maintained in all respects.

EQUIPMENT.

The rolling stock is first class. The station buildings are excellent structures and are well kept in all particulars. The road in all its details is a credit to the management.

MONSON RAILROAD.

The superintendent of this little road has done the best he could with the means at his command; nearly one-third of the total receipts has been expended in repairs upon the tracks and bridges.

BRIDGES.

The culverts and bridges are all of wood, and the spans are all short. Five pairs of cedar abutments have been rebuilt the past year, and the stringers are sound and sufficiently strong for the light traffic.

EQUIPMENT.

The equipment consists of two engines and nineteen cars. Both engines and cars show evidence of constant care and judicious use.

The station building at Monson is well arranged for its varied use and is in good order.

PHILLIPS & RANGELEY RAILROAD.

This line runs from Phillips to Rangeley. The road-bed and track are in good condition as to line, surface, ballast and drainage.

BRIDGES.

The bridges have been greatly improved during the year by strengthening and considerable renewals so they are now in good condition as a whole.

EQUIPMENT.

The rolling stock is good and the station buildings are in good condition.

SANDY RIVER RAILROAD.

This line is the outlet for the whole narrow gauge system in Franklin county. It extends from Farmington to Phillips.

Its road-bed and track are in excellent condition in all respects.

BRIDGES.

But few bridges remain, fillings having been made. The steel bridge at Strong and the one crossing the Sandy river at Phillips, are first-class structures. The wooden bridge at Farmington has been greatly improved by renewal of trestle approach and other repairs.

All are well maintained.

EQUIPMENT.

The rolling stock is first class in all respects and the station buildings are models in design, construction and maintenance.

The general condition of this property reflects great credit upon those who manage and operate it.

WISCASSET AND QUEBEC RAILWAY.

Considering the limited earnings of this road, the road-bed and bridges have been kept in excellent condition.

The total expenditures for repairs the past year has been nearly one-half of the total receipts, which is a very liberal expenditure and shows a determination on the part of the management to keep the road in good condition.

Several thousand ties have been placed in the track and some miles of the road have received a liberal supply of ballast.

The surface and alignment have received attention and the road is well fitted for the light traffic it receives.

This company has been reorganized and is now a part of the Wiscasset, Waterville and Farmington Railroad.

It is being extended from Week's Mills to Waterville and track is already laid to North Vassalboro, with good prospect of reaching Waterville early in the coming year.

BRIDGES.

The bridges are well built, comparatively new, and very generally in good condition.

EQUIPMENT.

There have been no additions to the equipment which is sufficient for the requirements of the business and are kept in good repair.

STREET RAILROADS.

ATLANTIC SHORE LINE RAILWAY.

The road-bed and track are in first-class condition.

BRIDGES.

The bridges are in good condition and well maintained.

EQUIPMENT.

The equipment is first-class.

AUGUSTA, HALLOWELL & GARDINER RAILROAD.

The road-bed and track have been somewhat improved during the year, so that it is in better condition than ever.

The new line to Togus is in good order and is carrying a large traffic. The road in all its parts is in good order, well maintained and doing its work to the satisfaction of every one interested.

BRIDGES.

The bridges have been improved especially by the renewal of the span at Gardiner.

EQUIPMENT.

The rolling stock has been increased by several modern first-class, eight-wheeled cars, and is all kept in first-class condition.

BANGOR, HAMPDEN AND WINTERPORT RAILWAY.

This road is in operation from Bangor to Hampden with a branch to Riverside Park—in all about seven miles of track. The track is in very good shape and rides very smoothly.

The equipment consists of three closed and six open passenger cars of standard pattern.

The bridges and culverts under the track are in good order and equal to the requirements both for drainage and traffic.

BANGOR, ORONO AND OLDTOWN RAILWAY.

More than thirty-six hundred dollars has been expended upon the road-bed and track during the past year. The result is a

marked improvement in the track in many places both in grades and alignment. The speed required by schedule time between Bangor and Oldtown can now be maintained with ease and comfort to the passenger.

A marked advance in the interest of safety, is the change in both the track of this road and the highway in Veazie, by which they pass over the tracks of the Maine Central Railroad, thus eliminating a very hazardous grade crossing. This change was authorized by the Railroad Commissioners in November 1895, but although the bridge was built in 1898, the actual change in the track could not be made until recently, on account of the unfinished condition of the highway.

The only bridge of any extent is the bridge at Orono over the Stillwater branch of the Penobscot. This is a wooden post truss, so strengthened by wooden arches as to make it abundantly strong for the service required.

The equipment consists of eight closed and eight open passenger cars of modern construction and well cared for, and sufficient for the business of the road.

BANGOR STREET RAILWAY.

This company owns eight and four-tenths miles of main track upon the streets of Bangor and Brewer. It is now operated by the Public Works Company.

The tracks on Main street, between Union and Railroad streets, have been much improved by raising and ballasting, and on all the streets the cars run smoothly, showing the surface and alignment of the tracks to be well maintained.

The lack of a connection between tracks in Bangor and Brewer is a serious obstacle to the economical operation of the Brewer line, and the development of street travel upon that side of the river.

The rolling stock consists of eleven box passenger cars and thirteen open cars which are kept in excellent order.

The service upon all of the lines appears to be satisfactory to the patrons of the road.

BENTON & FAIRFIELD RAILWAY.

This line is in a large measure a freight line. It serves the Pulp and Paper Companies at Benton and Fairfield. Its road-bed and track are well built and well kept.

BRIDGES.

Its bridges are, with two exceptions, those of the municipalities, strengthened abundantly to meet the demands of this road. Those built by the company are first class steel structures, well constructed in all their details.

EQUIPMENT.

The rolling stock and general equipment are well designed, well built and well kept.

BIDDEFORD & SACO RAILROAD.

This line has a good road-bed; its track is well built, in steel, ties, joints and ballast. Its line and surface are good.

BRIDGES.

The bridges are now in excellent condition. The wooden bridge between Biddeford and Saco, after a long delay and consequent suspension of traffic, has been replaced by a good steel structure, set on good masonry.

EQUIPMENT.

The equipment is first-class in all respects. The service given by this road is all that could be desired.

CALAIS STREET RAILWAY.

This company operates seven miles of street railway in the city of Calais, and St. Stephen and Milltown in New Brunswick, necessitating the crossing of two bridges over the St. Croix river. The appearance of the bridges gives evidence of careful supervision on the part of the municipalities.

The condition of the track and rolling stock will compare favorably with the other street railways of the State.

FRYEBURG HORSE RAILROAD.

This line is in fair condition generally. The road-bed is fairly good and equipment well maintained.

It is the only horse railroad in the State and serves a great convenience especially during the Chautauqua meeting at the grounds of that association.

LEWISTON, BRUNSWICK & BATH STREET RAILWAY.

The general condition of this line is good and the system of improvement has been kept up. The road-bed and track as a whole are good and well maintained.

BRIDGES.

The bridges such as are owned by the several municipalities are in excellent order. Those of the company were put in good order last year and have been well maintained during this year.

EQUIPMENT.

The rolling stock is good and well kept. The power plant, car houses and other buildings are all well designed and the details well carried out and maintained.

The pleasure resorts of this company have been conducted on a generous plan and have won on their merits a very large patronage.

NORWAY & PARIS STREET RAILWAY.

The road-bed and track are in good condition. The bridge is in good order and the equipment is good and kept in good condition.

PENOBSCOT CENTRAL RAILWAY.

This line began operation with the trolley system, May 1, 1901, running from the city of Bangor to East Corinth, since which time the line has been extended to Charleston and will be operated to that village next spring.

The work of construction has been done in a modern and thorough manner and the track is in excellent condition, having been liberally ballasted and carefully surfaced and lined.

There are two grade crossings of other railroads—the Maine Central R. R. on Front street and the Bangor Street Railway on Main street, in Bangor.

A commodious building in East Corinth is used for the purpose of storage of freight and cars and also contains an office room. It is well adapted for the several uses.

BRIDGES.

The several bridges upon the line were previously built by the several municipalities through which the road runs, but have been strengthened and partly rebuilt by the railway company and are in excellent condition for the additional servitude of the electric road.

EQUIPMENT.

The equipment consists of five passenger cars, and twenty freight cars. The passenger cars are models of convenience, comfort and attractiveness, and the freight cars are well adapted to the business of the new line.

PORTLAND RAILROAD.

This line, in all its parts, is in its usual first class condition.

The extension from Mosher's Corner to Gorham village, built during the year, is very thoroughly built of excellent material and is in first-class condition.

The High street extension, in Portland, is also well built. The road-bed and track throughout the system are excellent.

The company has in process of construction an extension from Rigby road in South Portland through the town of Scarborough to a connection with the Biddeford & Saco Railroad in Saco.

BRIDGES.

The bridges are all in good condition.

EQUIPMENT.

The equipment is kept up to its usual high standard and the additions made during the year have come from the best builders, fitted with all the modern conveniences.

The power house in Portland has been kept up to the highest standard of efficiency and economy.

All the buildings of the company are maintained in the best manner.

The pleasure resorts have been kept in most excellent condition, and as usual have furnished their patrons with the best of entertainment and service in every department. They have merited the large patronage they have enjoyed.

PORTSMOUTH, KITTERY & YORK STREET RAILWAY.

The road-bed and track are in good condition. Well cared for and in as good condition as can be under all the difficulties surrounding it.

BRIDGES.

The bridges have been carefully looked after and in some instances strengthened and repaired.

EQUIPMENT.

The equipment is first-class and kept in good repair throughout.

The power house and other buildings are all well equipped and maintained.

PORTLAND & YARMOUTH ELECTRIC RAILWAY.

This line is now a part of the system of the Portland Railroad and in all of its departments is kept up to the high standards of that company.

ROCKLAND, THOMASTON & CAMDEN STREET RAILWAY.

This system consists of a line of track from Thomaston to Camden with branches to Railroad wharf and Tilson's wharf—and by way of North Main street to Blackington's Corner, thence southerly to Limerock street and the quarries—having a mileage of seventeen miles.

The track is kept up to a good degree of perfection as regards surface and alignment. There are in all nine grade crossings of the track of the M. C. R. R. and the Lime Rock R. R. a very unusual number for the length of the road. That no accident has ever occurred at any one of these crossings is a tribute to the care and precaution exercised by the employes of this road.

BRIDGES.

There are but two bridges on the line. The one over Mill river in Thomaston is a wooden trestle of recent construction and in good safe condition. The other is a riveted truss erected in 1884 by the Berlin Iron Bridge Company and amply able to carry the loads to which it is subjected.

EQUIPMENT.

The equipment is of the most approved patterns and in excellent order. All the machinery and electrical appliances are of modern design and construction, and in the care of skilled men.

SANFORD & CAPE PORPOISE RAILWAY.

The road-bed and track on this line are in excellent condition. An extension to mills and factories in Kennebunk has been built during the year in a workmanlike manner.

BRIDGES.

The bridges are all substantial structures, well constructed in all their details and well maintained.

EQUIPMENT.

The buildings of the company are in good condition. The wharves at Cape Porpoise are well built and add largely to the equipment of the line for freight hauling. The casino at this point is a well arranged building for amusement and recreation and has been well patronized. This is one of the pioneer electric lines in hauling freight, and its gradients and alignment have been adjusted as well as they could be for such traffic. The company has handled a large quantity of freight during the year and have done so with very satisfactory results.

SKOWHEGAN & NORRIDGEWOCK RAILROAD.

This line extending from Skowhegan to Norridgewock is in fairly good condition as to road-bed and track. The bridges are well cared for and kept in safe condition.

The equipment is good and fairly well maintained.

SOMERSET TRACTION COMPANY.

The road-bed and track on this line are in good condition in all respects.

BRIDGES.

The bridges are wooden trestles, well built, of good material and well maintained.

EQUIPMENT.

The rolling stock is first class and well maintained.
Buildings are good and well kept.

WATERVILLE & FAIRFIELD RAILROAD.

This line is kept in good condition in all particulars. The road-bed and track are of good materials, well lined, surfaced and ballasted. The bridge is in good repair. The equipment is well maintained and all have been improved under the general system of improvement adopted by this company.

WESTBROOK, WINDHAM & NAPLES RAILWAY.

This line is now a part of the system operated by the Portland Railroad Company and is maintained and operated by that company in the first class manner usual to it.

Respectfully Submitted

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

November 30, 1901.

*Special Report of the Board of Railroad Commissioners upon
an accident which occurred at Foxcroft on the Maine Central
Railroad, November 7, 1901.*

STATE OF MAINE.

IN BOARD OF RAILROAD COMMISSIONERS.

A serious accident occurred to a freight train on the Maine Central Railroad at Foxcroft on the seventh day of November, A. D. 1901, in which fireman Frank E. French was killed.

The train consisted of nineteen freight cars, and one caboose, hauled by two engines.

The forward engine was in charge of Harry H. Rich of Foxcroft, engineer, with Harry W. Warren as fireman. The rear engine was in charge of Charles W. Bradley of Foxcroft, engineer, with Frank E. French as fireman. Henry S. Russell of Foxcroft was conductor. George E. Harding, Harry Pomeroy and Horace Wilson were brakemen.

The train, which should have left Newport at 3:30, left there at 5:08 P. M., with twenty-four loaded cars besides the caboose. Four of these cars were left at Corinna and one at Dexter.

The train arrived at Foxcroft at 8:30, three hours late. The testimony of all the train men, both engineers, one fireman, brakemen and conductor, is positive that when the train left Silver's Mills the air-brakes were all right; that they were tested and found to be in good condition.

It is in testimony by several witnesses that the brakes were not used again, at all, until the locomotives were near the corn factory, a little less than a mile from the station at Foxcroft.

The engineer, Harry H. Rich, engineer of the forward engine, and who was the only one who had charge of the air-brakes, testifies that he first used his brakes near the corn factory. That he thought they were then all right, and he noticed a slackening of the speed of the train, but he immediately thereafter discovered that the cars were pushing the engine. When at the spool factory, which is about seventeen hundred feet from the station, he discovered that he had lost control of the train. That he immediately put on his emergency and signalled for brakes.

When he arrived at or near Spring street crossing, he reversed his engine and jumped to the ground.

The train ran along to the station, on to the side track, over the turn-table and into the engine house. The passenger locomotive which was in the engine house was knocked through the side of the building, and nearly twice its length out into the field. The forward engine went through the round house and immediately dropped below the sills, the rear engine tipped the forward tender over endwise and completely on top of the forward engine, and the rear engine when the train stopped was on top of the forward engine and tender. Not a single car was thrown from the track, or broken in any way.

One of the Commissioners examined the wreck, and found the rear engine had been reversed and was in back gear. The lever of the forward engine did not show that it had been reversed, but the gear showed that it had been. The lever was broken and pushed forward by the force of the engine behind it.

Frank E. French, fireman of the rear locomotive jumped from his engine near Summer street crossing, and was injured so that he did not recover consciousness, and died in about one hour after the accident.

The Commissioners held an investigation on the 15th day of November, at Foxcroft, to ascertain the cause, if possible, of the singular accident.

We found the testimony somewhat conflicting. Henry S. Russell, the conductor, testifies that when the train began to slow down near the corn factory, he thinks it was running twelve or fifteen miles per hour. He says when the engines were at the spool factory, which is about seventeen hundred feet from the station, he heard the signal for brakes, and that he set the buggy brake hard. He says that as the train ran through the yard it was not going faster than six miles per hour. He says that after the accident he examined the air couplings and found them all right. He admitted, however, that his examination was confined to the cars, because the head engine was so badly broken up he could not examine that.

Charles W. Bradley, engineer of the rear engine, says the train was under full control at the spool factory, which is about one thousand seven hundred feet from the round house—about one-third of a mile.

He says the train continued to slow down gradually all the way through the yard, so that at the time the engines went into the round house they were not going faster than four miles per hour. He says he watched the brakes on the drivers all the way through the yard and observed distinctly that the brakes were taking all right.

On the contrary, Harry Rich, the engineer of the forward engine, who had charge of the air brakes, and who was responsible for the speed of the train, says that he applied the brakes near the corn factory. He says that when he got to the spool factory he was running at least ten miles per hour, and that he then realized that the train was pushing him, and that he had lost control of it. He says he then called for brakes, and used his emergency. He says he got no favorable effect from any of the brakes, and he called for switch at the station to keep him on the main line, and to avoid collision. He says he thought there was no perceptible change in the rate of speed through the yard, until he jumped off at Spring street; and, substantially, that the train went into the round house at a speed of ten miles per hour.

Harry W. Warren, fireman on Rich's engine, corroborates his testimony, and says Rich told him at Mechanic street, near the spool factory, that he had lost control of the train. Warren says the train was then running at least ten miles per hour, and so continued to run until he jumped off about four rods east of North street. He says he saw no difference in speed after the engineer called for brakes.

Pomeroy, the rear brakeman, who was on top of the cars, says the train was running ten or twelve miles per hour when he heard the signal for brakes. He says he saw no effect upon the speed of the train by the setting up of the brakes. He says "I do not think we slacked up much from the time we left the spool factory."

We are satisfied that one of two causes is responsible for the accident. Either the train was running at a very high rate of speed, or there was not sufficient pressure of air to hold the heavy train. We think both causes contributed to produce it. When train men differ so materially about the rate of speed, we feel justified in believing that the train was running at a much higher rate of speed than fifteen miles per hour. The train had

been running on a down grade for nearly a mile west of the corn factory. A half mile west of the bridge across the Piscataquis river a heavy down grade commences, running east; and after crossing the bridge there is another down grade of nearly one-half mile, west of the corn factory. All the train men testify that no brakes were used down these grades.

A train with two engines and nineteen heavily loaded freight cars, running a mile on this down grade, with no brakes to hold it, undoubtedly attained a speed of more than thirty miles per hour. The maximum rate of speed for freight trains is twenty-four miles per hour. The momentum of such a train as this, at such speed is not difficult to understand.

Besides, we think the air pressure was not sufficient. Although Mr. Bradley, the rear engineer, says he noticed the brakes taking on the driving wheels of his engine all the way through the yard, yet when asked the question "if those brakes were taking and you ran through there (the engine house), what is to hinder any other train going through there." His answer was significant. "Well because ! ! ! sometimes we have more air. Sometimes two-thirds or half or perhaps three-quarters."

Mr. Bradley is an engineer of experience, and undoubtedly felt that no other answer could be reasonably given.

Being asked "How do you account for the train going through there," his answer was "I can't account for it." We can account for it. The train was running too fast. Probably not slower than twenty-five miles per hour at the corn factory, and not less than twenty miles per hour at the spool factory. The air brakes were all right, but the air pressure had been allowed to become low, and was not sufficient to hold up a heavy train under such extreme momentum.

The engineer of the forward engine, Mr. Harry H. Rich, was the only one who could control the speed of the train. He mistook the rate of speed, mistook the air pressure, and mistook his distance from the station when he applied the brakes.

All the evidence, with surrounding circumstances shows it.

We therefore find that the cause of the accident was that the train was running at an unusual rate of speed, when it approached the yard limit, and being a heavy train the air pres-

sure was not sufficient to check the speed sufficiently to prevent the accident.

Dated this eleventh day of December, A. D. 1901.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

PART II.

REFERENCE TO AND DECISIONS, CERTIFICATES
AND SPECIAL REPORTS ON ACCIDENTS,
OF THE BOARD OF RAILROAD COM-
MISSIONERS FOR YEAR ENDING
NOVEMBER 30, 1901.



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DECISIONS OF THE BOARD.

Lewiston, Winthrop and Augusta Street Railway,—Articles of Association.

Petition of the Lewiston, Winthrop & Augusta Street Railway, by its directors, for the approval of articles of association for the purpose of constructing and operating its railway from the junction of State street and Western avenue, in the city of Augusta, county of Kennebec, through Augusta, Manchester, Winthrop, Monmouth and Wales, to the terminus of the Lewiston, Brunswick & Bath Street Railway in the town of Webster.

December 29, 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all parties interested.

Mr. H. M. Heath appeared for the petitioner.

Mr. Seth M. Carter and Mr. S. C. Perry appeared for the Maine Central Railroad Company.

Mr. L. C. Cornish and Mr. T. J. Lynch appeared for the Augusta, Hallowell and Gardiner Railroad Company.

The matter was then continued until Wednesday, the 12th day of December, A. D. 1900.

Two questions are involved here: First, are the articles of association in accordance with the provisions of the statute?

Second, does public convenience require the building of the proposed electric railway named in the articles of association?

We find that the articles of association are in accordance with the statute, and we hereby approve the same.

The question here presented, as to whether public convenience requires the building of this electric railway, is a difficult one to decide.

The contention of counsel opposed to the granting of this charter is that it would not be the best policy for the State to grant a charter over that portion of the line where another corporation has vested rights and interests, and where the amount of traffic is too small to profitably employ the capital which would be used in the construction and operation of two lines of railroad.

This is certainly an important consideration, and one which we have had under discussion in several instances before. In the recent matter of the Augusta & Togus Railroad Company the Commissioners used this language: "These matters should all be guarded by a strong and fearless determination to do no harm to vested rights, and to see to it that existing interests shall not needlessly or recklessly be allowed to suffer. Of course no fixed rule can be laid down, by which the Board of Railroad Commissioners can be absolutely governed. We must in each case look at conditions as they exist, and as they may arise. These conflicting interests make it often difficult to decide these questions entirely satisfactorily to parties interested, but we can not escape the performance of duties imposed by the legislature, and in the performance of those duties we can only give to matters a diligent consideration and our best judgment."

We can neither add to nor take from anything as to our purpose indicated in the above declaration.

Persons who have neither interest nor responsibility in these matters no doubt find it very easy to decide either for or against a franchise of this kind. Such persons are apt to reason, if they reason at all, from *ad captandum* statements, and decide important matters from premises which seem best fitted to their preconceived notions. But we must endeavor to arrive at a conclusion which shall best subserve the interests of the State which we represent, and give to all parties interested, the rights to which they are entitled.

In accordance with the considerations above referred to, if the charter here asked for was only from Augusta to Winthrop and Monmouth we should unhesitatingly grant it.

If the charter were only from Winthrop to Sabattus we should unhesitatingly deny it.

The towns of Winthrop and Monmouth, lying in the western portion of Kennebec county, have no communication by railroad with Augusta, the shire town of the county, and the capital of the State, except by a circuitous route by way of Waterville, or Lewiston and Brunswick.

This bare statement of the situation of these thriving towns as shown upon the map of Maine, is sufficient argument in favor of an electric railroad system between the east and west sections of Kennebec county. If we need to mention other considerations we have only to say that it is the policy of the State to invite the people of other states to spend their time and money during the summer months in the State of Maine.

With this in view large sums of money are appropriated to stock our lakes and rivers with fish, and protect our game interests so as to invite this summer travel to our State.

It is a policy which seems to have almost, if not quite, the unanimous support of our citizens and taxpayers. With this also in view, the steam railroads of our State are giving a splendid train service, and the one absorbing interest of our legislators seems to be to do everything to increase the interest above referred to; and in this desire of the people of Maine to open up the beauties of our State, which are as yet only partially realized, the Railroad Commissioners are in complete sympathy. Along the line of this proposed railroad are some of the most charming lakes in Maine. Upon the shores of some of them improvements have already been made, and thousands of people visit the beautiful Maranacook every season. Upon other lakes along this route is an opportunity for other improvements.

We can conceive of no reason, therefore, why we should hesitate in saying that public convenience requires a street railway from the towns of Monmouth and Winthrop to the city of Augusta.

From the town of Monmouth to Sabattus the country is sparsely settled. There could not possibly be any call for an electric railroad over this part of the route, if this were alone considered.

The Maine Central Railroad is operating its line from Winthrop to Lewiston and Brunswick, and it claims by its attorneys that this proposed line would be in direct competition with the latter road.

In riding over the route from Monmouth to Sabattus the Commissioners saw but very little which seemed to call for an electric railway.

The promoters can have no object in building this portion of the road except to make connection from Lewiston with the other part of the system. The financial problem of building this road has undoubtedly been studied by the promoters.

There is no precedent from which the Commissioners can form an opinion, for there are no lines of electric railway in this State which like this may be termed rural lines.

This Board approved three such lines several years ago. The Penobscot Central Railway from Bangor to Charleston, chartered in December, 1896, has been mostly constructed, but not yet opened for travel, and cannot as yet furnish any precedent.

The Oxford Central from Norway to Stoneham which was chartered in 1897 was abandoned after a few miles of the road were graded.

The construction of the Saco Valley Railway from Saco to Buxton, which was also chartered in 1897 was never attempted, and the charter has expired. The problem of success in building rural lines of electric street railways in this State is therefore yet unsolved.

We have given to its solution our best effort and judgment. The legislature may see fit to solve it by additional legislation. The Board of Railroad Commissioners will carry out to the best of their ability any policy which the legislature in its wisdom may see fit to adopt.

In this matter we have not lost sight of the fact that the proposed electric railroad from Winthrop and Monmouth to Sabattus and Lewiston would be to some extent in competition with the Maine Central Railroad. Our attention has been called to a former decision of this Board denying a franchise for a street railroad from Westbrook to Gorham, which would parallel the Portland and Rochester Railroad.

In that case there were six daily passenger trains each way between Gorham and Portland on the steam railroad running in sight of the proposed electric road, and the gross receipts for passenger traffic between Gorham and Portland were only two dollars per train.

In this case there are only two trains daily each way between Winthrop and Lewiston, and these are through trains and run at such times of day that passengers from Winthrop and Monmouth have but little time in Lewiston for business if they desire to return the same day.

There is already a street railway from Sabattus to Lewiston. This in connection with the line from Sabattus to Monmouth, Winthrop and Augusta will therefore serve to give the people along that portion of the line a through route between Lewiston and Augusta.

This connection with the State capital may furnish more traffic to the proposed road than at present can be anticipated.

We have therefore under all the circumstances of the case, decided to grant this franchise, and we therefore find that public convenience requires the building of the proposed electric railroad as embraced in the petition and articles of association.

Dated at Augusta this 29th day of December, A. D. 1900.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 PARKER SPOFFORD,

Railroad Commissioners of Maine.

Inhabitants of the Town of Kittery,—Maintenance of a Depot for Freight and Passengers.

Petition of the selectmen and inhabitants of the town of Kittery, asking the Board to require the erection and maintenance of a depot for freight and passengers on the main line of the Boston & Maine Railroad in Kittery.

January 2, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all parties interested.

Hon. John M. Goodwin of Biddeford appeared for the petitioners.

Hon. Geo. C. Yeaton of South Berwick appeared for the Boston and Maine Railroad.

The petitioners ask that this Board order the Boston and Maine Railroad to locate, erect and maintain a freight depot near the passenger station on said road at Kittery Junction.

The petitioners allege that as there is no freight depot at Kittery Junction, the patrons of the road on the Kittery side are obliged either to cross a toll bridge to Portsmouth to ship or receive their freight, or pay excessive rates for its delivery at a station on the York Harbor and Beach Railroad known as Kittery Navy Yard Station.

And further, that in the winter season the York Harbor and Beach Railroad is not operated, and consequently there is no freight depot whatever on the Kittery side during the winter months, and further, that a freight depot at Kittery Junction would be more convenient for shippers at Kittery Junction and Eliot.

At Kittery Junction the conformation of the land, the contour of the bay, the location of the highway (the highway being so near the main line as to necessitate retaining walls to hold it) and the necessary location of the main line of the Boston and Maine and York Harbor and Beach Railroads, and a heavy ledge cut near the shores of the bay are practically a bar to the building of a freight depot in any way convenient to patrons, and make it impracticable for the railroad to construct one.

At Butler's siding about one-half of one mile east of the station at Kittery Junction there is a considerable embankment, and the location of a freight depot at that point would be impracticable.

The Boston and Maine Railroad, by an agreement in writing filed in the office of this Board, agrees to maintain a daily freight service between Portsmouth and Kittery Navy Yard Station on the York Harbor and Beach Railroad, and further agrees that the rates shall be one cent per one hundred pounds on all classes of freight in excess of the rate to Portsmouth.

While we feel that the shipping and delivering of freight at Kittery Navy Yard Station may be somewhat inconvenient to patrons living in Eliot and at Kittery Junction, yet the inconvenience of location and impracticability of maintaining a station at the Junction or at Butler's siding makes it in our opinion of

greater convenience to a larger number of patrons, that the station at Kittery Navy Yard be used.

The grounds of complaint as to rates being removed by the agreement aforesaid, we hereby order that the petition be dismissed.

We believe the arrangement as to rates and delivering of freight as agreed to by the Boston and Maine will prove satisfactory.

We do not feel at present that we should be justified in making the order asked for.

Dated at Augusta this second day of January, A. D. 1901.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Sebasticook & Moosehead Railroad,—Crossing of a Highway.

Petition of the Sebasticook & Moosehead Railroad, by Alvin B. Thompson, receiver, for approval of crossing, at grade, a highway in the town of Harmony.

January 2, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order.

Mr. J. W. Manson appeared for the petitioner.

The municipal officers of Harmony appeared for the town.

We hereby allow said crossing to be made at grade with the railroad. The manner and condition of said crossing and the construction and maintenance of the same shall be as follows:

The approaches on said way on each side of the railroad, within the limits of the right of way of said railroad company shall be constructed by said railroad company, and shall not be steeper than one foot elevation to every twenty feet out from said track.

As a condition of said crossing the railroad company shall also grade the hill in the highway east of its track to conform to the grade within its right of way, so that said hill shall not be steeper than one foot elevation to every twenty feet.

The work in the highway shall be done under the direction of the municipal officers of said town, and to the satisfaction of the Railroad Commissioners.

Said crossing shall hereafter be maintained by said railroad company within its right of way, or by the receiver thereof, so as to be safe and convenient for travelers on said way with horses, teams and carriages.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 2d day of January, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Penobscot Central Railway, (Street),—Changes in Location.

Petition of the Penobscot Central Railway by Mr. F. O. Beal, its president, for certain changes in the location of its tracks in the towns of Corinth, Kenduskeag, Glenburn and the city of Bangor.

January 2, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

Mr. E. C. Ryder appeared as counsel for the Penobscot Central Railway. No one appeared in opposition.

The petitioner asks for certain changes in the location of the main line of its railroad, and for turnouts specifically set out in said petition, all of which appear to be in the interests of the public generally, and travelers on highways, and to serve the convenience of the railway as well.

And we hereby approve of such changes and turnouts, and find that public convenience requires them, and order that the same may be made.

Dated at Augusta this second day of January, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Gardiner Street Railway Company,—Articles of Association.

Petition of the Gardiner Street Railway Company by its directors, for approval of articles of association for the purpose of constructing and operating a street railroad from South Gardiner in and through the city of Gardiner.

Dismissed: Per order of the Board.

E. C. FARRINGTON, *Clerk.*

January 2, 1901.

Saco River Electric Railroad, (Street),—Revival of Charter.

Petition of the Saco River Electric Railroad, by its directors, for revival of charter.

Dismissed: Per order of the Board.

E. C. FARRINGTON, *Clerk.*

January 2, 1901.

Sebasticook & Moosehead Railroad,—Certificate for Operation.

STATE OF MAINE.

Railroad Commissioners' Certificate.

In Board of Railroad Commissioners.

We, the undersigned, Railroad Commissioners, having made a careful inspection of an extension of the Sebasticook and Moosehead Railroad from Hartland Station to the Old South Road in Harmony, a distance of seven miles, hereby certify that

we have found the same so constructed as to be safe for the passage of passenger trains thereon.

Dated this 10th day of January, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Saco Valley Electric Railroad, (Street),—Articles of Association.

Petition of the Saco Valley Electric Railroad, by its directors, for approval of articles of association for the purpose of constructing and operating its railroad from the city of Saco in York county, through said city of Saco, and the town of Buxton, to a point in the town of Standish called "Bonney Eagle," in Cumberland county.

Dismissed: Per order of the Board.

E. C. FARRINGTON, *Clerk.*

January 25, 1901.

Harpswell & Brunswick Electric Railroad Company, (Street),—Articles of Association.

Petition of the Harpswell & Brunswick Electric Railroad Company by its directors, asking the approval of articles of association for the purpose of constructing and operating its railroad from a point near the steamboat wharf at South Harpswell to a point in the town of Brunswick, at the junction of Main street and Longfellow's avenue, near the track of the Lewiston, Brunswick & Bath Street Railway.

March 26, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

It having been shown to the satisfaction of the Board of Railroad Commissioners that all the provisions of sections one and two, or chapter 268, Public Laws of 1893, and amendments thereof have been complied with we hereby endorse upon the

within articles of association our certificate of such facts, and our approval in writing.

Dated at Augusta, this 26th day of March, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

Ossipee Valley Railway Company, (Street),—Articles of Association.

Petition of the Ossipee Valley Railway Company, by its directors, asking the Board to approve articles of association for the purpose of constructing and operating its railway from Cornish station in the town of Baldwin, Cumberland county, through Baldwin, Cornish, Parsonsfield, Hiram and Porter, to the New Hampshire state line.

April 8, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

It having been shown to the satisfaction of the Board of Railroad Commissioners that all the provisions of sections one and two, of chapter 268, Public Laws 1893, and amendments thereof have been complied with, we hereby endorse upon the within articles of association our certificate of such facts, and our approval in writing.

Dated at Augusta, this 8th day of April, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

Portland & Brunswick Street Railway,—Articles of Association.

Petition of the Portland & Brunswick Street Railway, by its directors, asking the Board to approve articles of association for the purpose of constructing and operating its railway in the towns of Brunswick, Freeport and Yarmouth.

April 22, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

It having been shown to the satisfaction of the Board of Railroad Commissioners that all the provisions of sections one and two, of chapter 268, Public Laws 1893, and amendments thereof have been complied with, we hereby endorse upon the within articles of association our certificate of such facts, and our approval in writing.

Dated at Augusta, this 22nd day of April, A. D. 1901.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

York Harbor & Beach Railroad,—Location of Branch Track.

Petition of the York Harbor & Beach Railroad, by Page & Bartlett, its attorneys, asking the Board to approve the location of a branch track from its main line to the United States navy yard in the town of Kittery.

May 6, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the same being proved, the Board met at the time and place stated in said order, and gave a hearing to all parties appearing.

Mr. Calvin Page appeared for the York Harbor and Beach Railroad.

Mr. Samuel W. Emery appeared for the Portsmouth, Kittery and York Street Railway.

The Board hereby approves of the location of said branch track to the United States navy yard (it being a manufacturing establishment) as shown on the plan filed with said petition.

Dated at Augusta this sixth day of May, A. D. 1901.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

York Harbor & Beach Railroad,—Crossing Portsmouth, Kittery & York Street Railway.

Petition of the York Harbor & Beach Railroad by Page & Bartlett, its attorneys, asking the Board to approve the crossing of a branch track from its main line to the United States navy yard a distance of about 1,778 feet, which said track crosses the tracks of the Portsmouth, Kittery & York Street Railway in Kittery.

May 6, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order.

Mr. Calvin Page appeared for the York Harbor and Beach Railroad.

Mr. Samuel W. Emery appeared for the Portsmouth, Kittery and York Street Railway.

The Portsmouth, Kittery and York Street Railway comes and objects to the crossing of the track of the said street railway and has filed with the Board its several objections in writing.

“First. Because the location for the branch track of the York Harbor and Beach Railroad, on which branch the crossing petitioned for would, if granted, be made, is invalid, unauthorized and void.

Second. Because said proposed branch of road is not to be built by virtue of any lawful authority, but without any authority and without right, and contrary to law.

Third. Because said branch road is located with one of its termini beyond the jurisdiction of the State of Maine and of the Board of Railroad Commissioners of said State.

Fourth. Because said branch, as located, will cross navigable tide water without special permission of the legislature so to do having been had.

Fifth. Because said location of said branch is, in other respects, illegal, unauthorized and void.”

This proceeding is under chapter 51, section 18 of the Revised Statutes of the State of Maine, and amendments thereto, which

section reads as follows: "Any railroad corporation, under the direction of the Railroad Commissioners, may locate, and construct and maintain branch railroad tracks to any mills or manufacturing establishments erected in any town or township, but not within any city through which the main line of said railroad is constructed, without the consent of the city council, and for that purpose said corporation shall have all the powers and rights granted, and be subject to all the duties imposed upon it by its charter." This section of the Revised Statutes is somewhat ambiguous, but its ambiguity is on account of the revision rather than the act as it was originally passed in 1871. Chapter 219 of the Public Laws of 1871 reads as follows: "Any railway corporation is hereby authorized to locate, under the direction of the Railroad Commissioners, construct and maintain branch railroad tracks to any mills or manufacturing establishments now or hereafter erected in any town or township, but not within the limits of any city without the consent of the city council of said city through which the main line of said railroad is or may be constructed, and for that purpose shall have all the powers and rights granted, and be subject to all the duties imposed upon said corporation by its charter."

The construction of this section has been once before the Railroad Commissioners, and upon examination it was discovered that when the act was first reported to the legislature it was without the words in the 5th and 6th lines, "but not within the limits of any city without the consent of the city council of said city," and those words were put in by amendment when the bill was in the senate; there should be a comma after the word "city" in the 6th line, which would make the intention of the legislature clear.

The two questions are here presented. First, is the Kittery Navy Yard, built and operated by the United States government, with the purposes for which it is used, a manufacturing establishment, within the meaning of these Statutes? We think the question answers itself in the affirmative. Second, is the Kittery Navy Yard situated in the town of Kittery? While the territory has been ceded to the United States, for certain purposes, it is within the limits of the town of Kittery, as we understand it, and we hereby find that it is within the town through which the main

line of the York Harbor and Beach Railroad runs; and we also find that the Kittery Navy Yard is a manufacturing establishment, within the meaning of section 18. We make no decision in relation to the crossing of tide waters. Section 6, chapter 51, only prohibits the Railroad Commissioners from authorizing the location of a railroad across tide waters *where vessels can navigate* without the special permission of the legislature first obtained.

As the location here asked for only goes to the shore of the creek, there to be met by a bridge to be built by the United States government, under proper and full authority, as we must at least assume, we have nothing to do with the question of crossing navigable tide waters.

We hereby allow the crossing to be made at grade, and determine that the manner and conditions shall be as follows:

The York Harbor and Beach Railroad shall furnish suitable crossing frogs, made of rails, conforming in weight and pattern and material to those used by the Portsmouth, Kittery and York Street Railway. The same to be laid on good sound ties in a workmanlike manner. The work on construction to be done by the York Harbor and Beach Railroad so as not to unreasonably interfere with the traffic of the Portsmouth, Kittery and York Street Railway, and the crossing shall hereafter be maintained by the York Harbor and Beach Railroad Company.

Dated at Augusta, the sixth day of May, A. D. 1901.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

York Harbor & Beach Railroad,—Crossing of Highways.

Petition of the York Harbor & Beach Railroad, by Page & Bartlett, its attorneys, asking the approval of the crossing of certain highways in the town of Kittery.

May 6, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place as stated in said order and gave a hearing to all parties interested.

Mr. Calvin Page appeared for the York Harbor and Beach Railroad.

Mr. Samuel W. Emery appeared for the Portsmouth, Kittery and York Street Railway.

The Board determined to allow the said crossings to be made at grade with said railroad. The manner and conditions of crossing, and the construction and maintenance shall be as follows: The approaches on said way on each side of the railroad, within the limits of the right of way of said railroad, shall be constructed by said railroad company, and shall not be steeper than one foot fall to every twenty feet out from said track.

Said crossings shall hereafter be maintained by said railroad company, so as to be safe and convenient for travellers on said way with horses, teams and carriages.

Provision shall be made for natural surface drainage.

Dated at Augusta this sixth day of May, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Peaks Island Electric Railway Company, (Street),—Articles of Association.

Petition of the Peaks Island Electric Railway Company, by its directors, asking the approval of articles of association for the purpose of constructing and operating a street railway on Peaks Island in the city of Portland.

Dismissed: Per order of the Board.

E. C. FARRINGTON, *Clerk.*

May 6, 1901.

*Kittery, Eliot & South Berwick Street Railroad Company,—
Articles of Association.*

Petition of the Kittery, Eliot & South Berwick Street Railroad Company, by its directors, asking an approval of articles of association for the purpose of constructing and operating its railway from the Portsmouth, Kittery & York Street Railway in Kittery through the town of Kittery, the town of Eliot to South Berwick.

Dismissed: Per order of the Board.

E. C. FARRINGTON, *Clerk.*

May 6, 1901.

The Town of Norway,—Crossing of Grand Trunk Railway.

Petition of the municipal officers of the town of Norway for approval of a highway crossing over the Grand Trunk Railway in said town.

May 21, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

The Board met at the place and time mentioned in the foregoing order.

The selectmen of Norway appeared for the town.

Mr. L. L. Hight appeared for the Grand Trunk Railway Company.

Notice as ordered having been proved, the Board heard all parties desiring to be heard, and find that the only practical crossing is one at grade, and determine that the manner and condition of such crossing shall be as follows:

The Grand Trunk Railway Company shall construct the crossing within the limits of their right of way, the same to be properly planked; the approaches thereto from either side not to be steeper than one foot fall for every twenty feet out from said track, with proper provision for surface drainage, and to be maintained by said Grand Trunk Railway Company in such man-

ner as shall be safe and convenient for the passing of horses, teams and carriages.

Dated at Augusta this 21st day of May, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Portland & Brunswick Street Railway,—Approval of Location.

Petition of the Portland & Brunswick Street Railway, by Heath & Andrews, its attorneys, asking the Board to approve the location of said railway in the towns of Brunswick, Freeport and Yarmouth.

May 23, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, all the notices having been given as ordered, the Board met at the time and place mentioned in said order.

Mr. H. M. Heath appeared for the petitioners.

Mr. Enoch Foster appeared for the citizens of Freeport.

Mr. Seth M. Carter and Mr. S. C. Perry appeared for the Maine Central Railroad.

The Board heard the testimony presented at the hearing by the parties to the proceeding, and adjourned to meet at Dover on the 14th day of May, A. D. 1901, where the hearing was concluded.

The Portland and Brunswick Street Railway was organized as a corporation by filing articles of association with the Board of Railroad Commissioners, which articles of association were approved on the twenty-second day of April, A. D. 1901.

This is a petition under section 6, of the Public Laws of 1893, chapter 268, as amended, for a location of a street railway from Brunswick to Yarmouth, asking that the Railroad Commissioners will approve said location and find that public convenience requires the construction of said railroad.

Numerous objections have been raised against the legality of these proceedings, which objections need not be here stated, because the most of them are considered in this decision.

It is objected first that the approval of the location as to streets, roads and ways by the municipal officers in the town of Yarmouth, is not in compliance with the statute, because it contains conditions which the town officers have no authority to impose, in relation to the repair and future maintenance of the ways and bridges. We have examined a large number of cases where the courts of other states have passed upon this question, and while we find many cases in which it is held that the municipal officers have the right to impose conditions, we also find that these cases are in states where this right is expressly reserved to said municipal officers, either by the constitution or the statutes.

In some cases a distinction is made between conditions precedent, and conditions subsequent; and these cases hold that while the former may be imposed, the latter can not be.

We do not deem it necessary in this case to indulge in the refinements of the law as to the effect of conditions precedent and conditions subsequent. We believe that no approval of the municipal officers as to streets, roads and ways should be burdened with conditions which conflict with the authority of the Board of Railroad Commissioners, which is given by statute, in the matter of the location, for the very good reason that by the statutes of this State, the right to impose conditions is not reserved to the municipal officers, as it is in many other states. Besides, it is provided by section 6, of the general law that if the municipal officers neglect for thirty days, after application in writing to approve a location, as to streets, roads and ways, the company has the right to appeal to the supreme judicial court, and the matter is then taken out of the hands of the municipal officers, and delegated to a committee appointed by the court, who shall fix a location, and report the same back to the court; which location shall be certified to the Railroad Commissioners, and received by them in lieu of the approval of the municipal officers.

We cannot, therefore, concede that the municipal officers of Yarmouth have the right to impose conditions, both precedent and subsequent, as they have undertaken to do in this case. In

addition to this we have had filed with the Board of Railroad Commissioners a remonstrance from one of the selectmen of Yarmouth, together with two hundred and fifty other legal voters of said town, protesting against the location across the bridges in Yarmouth, even with all the conditions which the other two selectmen have undertaken to impose.

But there are still graver objections to this proceeding.

By chapter 306, Private and Special Laws of 1889, the Brunswick Electric Railroad Company was incorporated with a right to build an electric railroad within the towns of Brunswick and Harpswell in the county of Cumberland, and Topsham in the county of Sagadahoc.

There were certain conditions in the original charter, none of which seem now to be of any importance to the decision of this case, because said charter was amended in 1893, by chapter 643, Private and Special Laws of that year, which provided that said railroad "shall be constructed and maintained over such streets and ways in the towns of Brunswick and Harpswell as the municipal officers in said towns may from time to time determine."

That amendment was subject, however, to the general law, chapter 268, Public Laws 1893, section 13, which provided that "no corporation or person shall be permitted to construct or maintain any railway for similar purposes, over the streets, roads or ways, that may be lawfully occupied by a street railway in any city or town."

So that the charter of the Brunswick Railroad Company as amended in 1893 and subject to the general law of 1893, was authorized to construct its railroad in any of the streets of the town of Brunswick where the municipal officers might authorize the same to be done, subject only to the general law that no two railways should occupy the same street.

By Private and Special Laws of 1897, chapter 395, the charter of the Brunswick Electric Railroad Company was amended so as to allow said company to extend its line and to construct, build and maintain a street railway from its existing line in Brunswick and Topsham, into and through the town of Lisbon, over such streets and roads as from time to time should be fixed and determined by the municipal officers thereof.

Said Brunswick Electric Railroad Company was also authorized to extend its existing line to the boundary line between Brunswick and Bath over such streets, roads and ways as the municipal officers of said Brunswick might from time to time determine.

The said company was also further authorized to construct its railroad from the boundary line between Bath and Brunswick to a connection with the tracks of the Bath Street Railway Company, upon and over such streets in said city of Bath not occupied by the Bath Street Railway Company, as should from time to time be fixed and determined by the municipal officers of said city of Bath, and be assented to in writing by said Bath Street Railway Company.

By section 6, of said act of 1897 it was expressly provided that "no other corporation shall be permitted to construct or maintain any street railroad over the same streets, roads or ways that may be lawfully occupied by the said Brunswick Electric Railroad Company."

This provision of section 6 is almost identical with the language of the general law of 1893, chapter 268, section 13.

So that the Brunswick Street Railroad Company had a right, after the act of 1897, to build into and through the town of Lisbon, into and through the towns of Topsham, Brunswick, Harpswell and the city of Bath, upon and over such streets in said cities and towns as might from time to time be fixed and determined by the municipal officers of said towns.

Subsequently in 1898, the name of the Brunswick Street Railroad Company was changed to the Lewiston, Brunswick and Bath Street Railroad.

The latter company then constructed a road, under its charter, from Lewiston, through Lisbon, Topsham, Brunswick and into the city of Bath.

In December, 1899, the said Lewiston, Brunswick and Bath Railroad Company applied to the municipal officers of Brunswick, for additional locations in that town, on Pleasant street and along the old stage road sometimes called the Portland road (or Freeport road). This location was approved by the municipal officers of Brunswick and the said municipal officers on the 20th day of December, A. D. 1899, approved the following location as appears by the records of said town.

"We, the selectmen of Brunswick, hereby approve the following streets, roads and ways for a location for the tracks of the Lewiston, Brunswick and Bath Railway and hereby grant a location as follows: Beginning at the junction of Main street and Pleasant street, thence along said Pleasant street and along the old stage road sometimes called the Portland road (or Freeport road) according to the plan herewith signed by us and made a part of this location. Also two curves with a seventy-five foot centre radius to connect the said line with the present line of said railway. We hereby determine that the centre line of said track on Pleasant street from Maine street to Mill street shall be in the centre of said street and from said Mill street to the Freeport line shall be fifteen feet northerly of the south line of the highway.

C. E. Townsend,
 C. E. Humphreys,
 A. F. Bradley,
 Selectmen of Brunswick.

December 20, 1899.

I hereby certify that the foregoing is a true copy of the location granted by the selectmen of Brunswick to the Lewiston, Brunswick and Bath Street Railway on the 20th day of December, 1899, and recorded in Vol. 7, page 323.

Attest:

THOS. H. RILEY, Town Clerk."

This location was accepted by the Lewiston, Brunswick and Bath Railroad, but the company has not yet built any portion of its road over the streets in said location.

The Portland and Brunswick Railroad now comes and asks the Board of Railroad Commissioners to approve its proposed location over the same streets in Brunswick which the municipal officers approved as the location of the Lewiston, Brunswick and Bath Street Railway in December, 1899, viz: Pleasant street, and along the old State road, sometimes called the Portland road (or Freeport road).

So that the important question to be determined is, has the Board of Railroad Commissioners the right to authorize a street railway, organized under the general law, to locate its line in the same streets where a company organized under a charter has previously obtained the approval of the municipal officers for a

location of its tracks, and which location has been accepted by the railroad company.

This question was before the Railroad Commissioners in the proceedings for a location of the Cape Elizabeth Street Railway Company, in 1895, where several of the ablest attorneys of the Cumberland bar, opposing the location contended that the company organized under a charter from the legislature had the exclusive right to the location in the streets of South Portland and Cape Elizabeth, and that the Railroad Commissioners had no legal right to authorize another company to occupy the streets in South Portland. In that case the chartered company had obtained no approval as to streets, roads and ways, from the municipal officers, while the company organized under the general law had obtained such approval.

In that decision the Board held that if the chartered company had an absolute location in any of the streets of South Portland, the contention of the opposing counsel would have great force; but when the chartered company had no location fixed and determined by the municipal officers, and accepted in writing by the company, and the company organized under the general law had such location fixed and determined by the municipal officers, the company organized under the general law had a right to make its location.

We therefore approved the location for the company organized under the general law, because it had the approval of the municipal officers while the chartered company had no such approval.

The same question came before the Board in June, 1900, in the matter of the Augusta & Togus Railway Company, where the Board upon re-examination of the matter under consideration adhered to its former decision that the chartered company had no exclusive rights in any of the streets until such streets were fixed and determined by the municipal officers and that while the Augusta, Hallowell and Gardiner Railroad Company had a right to occupy any or all of the streets in Augusta, when fixed and determined by the municipal officers, until this was done a company organized under the general law, with a location fixed and determined by said municipal officers might be allowed to make its location in such streets. But the Board in this last decision said: "When the location is applied for, this company (the Augusta & Togus Company) must first obtain the approval of

the municipal officers of Augusta, as to streets, roads and ways. If it then appears that such an approval over the same streets has been made by the municipal officers for the chartered company (the Augusta, Hallowell & Gardiner Company) we shall be precluded from approving it by the general law of the State, section 13, Public Laws 1893, chapter 268." And though we then granted the charter for the road, under the general law, it has turned out as we then suggested might be done, that the Augusta, Hallowell & Gardiner Railroad Company has obtained a location from the municipal officers of Augusta and are building the road from Augusta to Togus, while the new company authorized by the Railroad Commissioners has not built, and cannot build, being prohibited by this statute, as we then suggested.

Now if the decisions of the Board of Railroad Commissioners are to be of any value, they must follow precedents. The doctrine of *stare decisis* is as important in proceedings before the Board of Railroad Commissioners as it is before the courts; because parties who come before the Board with important matters ought to feel that a decision upon any important question made by the Board will stand until the supreme court has settled that the decision is erroneous. Otherwise the decisions of the Board would be like ropes of sand.

We feel therefore compelled to decide that where a chartered company has obtained its location in the streets from the municipal officers, no company organized under the general law has authority to locate.

Suppose we should hold otherwise, and should undertake to grant a charter to a company organized under the general law, and give it a location over the streets, roads and ways between Portland, Saco and Old Orchard, where the last legislature granted a charter to the Portland Railroad Company, and where the municipal officers have approved a location. Would any person believe that we had that authority, or would we be justified in attempting to do it?

The attorney for the petitioner stoutly claims on authority of *Citizens Street Railway Company vs. Jones*, 34 Fed. Rep. 579, that the location in the streets given by the municipal officers to a street railway company does not bar another company from occupying the same streets unless the former company is in actual use of said streets, or when its use or equivalent begins. This

was a case where the statute of Arkansas authorized a municipal corporation to contract "for the purposes of providing street railroads" and conferring "for the time which may be agreed upon, the exclusive privilege of using streets and alleys of such city for such purposes."

The municipal officers of the city of Pine Bluff made a contract with certain parties, the substance of which was that the said parties should have the exclusive right in all the streets, present and prospective, in said city of Pine Bluff, for a term of ninety years, although the parties contracted to build in only one street in the city unless the company should think public interests required it.

The court held that the municipal officers exceeded their authority. That they had no right to grant such exclusive privileges to the company, in any streets except such streets of which the company were in actual use, or its equivalent, and further held that the municipal officers had no authority to delegate to the company, the question of whether public convenience required more than one street.

And the court say, "The city council has not the power to agree that if the contractor will build a street railway on one street in a city, he shall be under no obligation to build on any other street for ninety years, and that for that period the city shall not itself build such railway on any street in the city, or authorize it to be done by others, however much the public convenience and necessity may demand it."

And "the power and duty of determining when and on what streets the public convenience requires street railroads is devolved by law on the city council, and that body can not refuse to discharge its function or devolve it on a street car company, whose action would be controlled by its own, rather than the public interests."

We do not think this case is analagous to the matter under consideration, in as much as the court there put a construction upon a statute and upon a contract:—A special statute of that state, and a contract under it.

Petitioners' attorney also relies upon a case in Montana where the supreme court held that "the operation of a line of street railway which has been abandoned, can not be specially enjoined by writ of mandamus, where the right of the corporation to use the

streets was given by ordinances of the city, granting it a franchise and easement by maintaining its railway in the street subject to forfeiture for failure to operate." And it was there held that a distinction is to be made between a street railway franchise granted by the legislature, and the permission of a municipality to the occupation of its streets by a railway company, and the court says "The latter is not a franchise, but a license, which may be forfeited or abandoned."

Reliance is also had upon the rule of law laid down in Booth's Street Railways, section 65, where it is stated that the permission to operate and construct a street railway, although accepted by the company, does not create such an obligation as may be enforced, either by bill in equity for specific performance, or by writ of mandamus, unless the company has entered upon the streets and partially laid its tracks.

But the author gives as the reason for the rule which he lays down, a distinction between commercial railroads and street railroads, and says that "The franchise of a commercial railroad is perpetual, while that of a street railroad is of short duration, and that while the commercial railroad has a practical monopoly of traffic, a street railroad has no monopoly, for the local authorities may license other companies to construct and operate lines upon the same streets, etc."

The above statement gives the very good reason for the opposite rule in this State as we understand it, because in this State the franchise of a street railroad, under the general law, is perpetual, and the municipal officers have no authority to make conditions as to time, and can not authorize another company to occupy the same streets.

They have only the authority to fix and determine what streets shall be occupied, and if they fail to do that, the supreme court, by appeal, takes all these matters away from the municipal officers and delegates that authority to a committee appointed by the court.

They have authority, under section 16 to make all such regulations as to the mode of use of tracks of any street railway, the rate of speed, and the removal and disposal of the snow and ice from the streets, roads and ways, as the public safety and convenience may require; but this does not in any way give the right to impose conditions as to the building of such railroad. And so

the charter of the Lewiston, Brunswick and Bath Railway is perpetual and there is now no time limit, as we understand it.

We can not therefore apply the rule in Booth's Street Railroads, to street railways in this State.

There have been many suggestions as to the great powers of the Railroad Commissioners in this State. The legislature has certainly delegated to the Railroad Commissioners large authority. It is therefore most important that we exercise it with great care, so that while performing our duties there shall be no danger of the assumption of authority which we do not possess.

It ought not to be necessary for us to repeat what we have once said in a decision of this Board, that the Railroad Commissioners are the agents of the people and of the legislature. We have only such powers as are given us by the legislature; and when we are asked to over-ride existing charters, and Public Laws, and decisions of the courts, we must decline to do it, whatever may be the result.

But the petitioning company though contending against this construction of the statute seems to have anticipated such a result, for it has obtained from the Lewiston, Brunswick and Bath Railroad Company an attempted release of its rights and interests in its location over the streets named in Brunswick, viz: Pleasant street, and the Portland road (or Freeport road) and has filed with the Board the following papers:

"Whereas, the Lewiston, Brunswick and Bath Street Railway has notified the undersigned that it will not build upon or occupy the location to it heretofore granted on Pleasant street and out said street to the boundary line between Brunswick and Freeport and has requested the discontinuance thereof.

Wherefore, we, the undersigned, selectmen of Brunswick hereby revoke and discontinue said location and ratify and confirm our approval of the location of the Portland and Brunswick Street Railway on the same streets, roads and ways now on file with the Railroad Commissioners.

Dated May 9, 1901.

C. E. Humphreys,
E. A. Crawford,
Geo. A. Storer,
Selectmen of Brunswick."

It can hardly be claimed, however, that when the municipal officers of Brunswick have once fixed and determined the location of the Lewiston, Brunswick and Bath Railway, as they have in this case, another and later Board of municipal officers have any right to withdraw or cancel it. It has been held in several cases in New York that they can not.

In fact the attorney for the petitioner does not seem to rely upon this revocation, because he has filed with the Board a copy of a deed from the Lewiston, Brunswick and Bath Railway to the Portland & Brunswick Street Railway, assigning and relinquishing to the Portland & Brunswick Street Railway "all the right, title and interest which the said Lewiston, Brunswick & Bath Railroad has by reason of its charter or otherwise, to build a street railroad on the streets, roads and ways described in a certain location in Brunswick, from the corner of Main and Pleasant streets, thence out said Pleasant street to the boundary line between Brunswick and Freeport, heretofore granted to the said Lewiston, Brunswick & Bath Street Railway, by the selectmen of Brunswick."

If the municipal officers of Brunswick can so easily and readily withdraw and cancel this location, it is difficult to see what occasion there was for a release and conveyance of the same to the Portland & Brunswick Street Railroad.

In the *Citizens Horse Railway Company vs. city of Belleville*, 47 Ill. App. 388, the plaintiff company had obtained a charter to construct a horse railroad in the streets of the city of Belleville, subject however, to the right of the city of Belleville to grant the right to construct in such streets and upon such terms and conditions as shall be deemed best for the interests of the public.

The city of Belleville did grant the right to construct in certain streets in said city, and it was held by the court that the rights and privileges granted by the city of Belleville were a part, and a vital part, of the franchise of the plaintiff company, and the court says, "A municipality does not stand in the same relation to such a charter and franchise merely because it has control of the streets, that an individual does who owns lands within the line of the right of way of an ordinarily incorporated railroad company.

In the latter case the charter is complete when granted by the State, and carries with it under the law of eminent domain the

power to execute, with or without the consent of such owner of land, the franchise.

In the former case, the municipality is related to the State as its agent, invested with constitutional rights as well as delegated power in regard to the right to operate in its streets horse railways, without whose action, and by incorporating its consent in the charter granted by the State, the franchise is a nullity. How can it then, be legally and logically said that that consent which is absolutely necessary to the vitality and execution of the franchise is no part of the franchise itself."

And the court therefore held that "the right to create and perfect such a franchise rests both in the State and the municipality, and the consent of the municipality when granted was a part of the franchise."

The court further says,—“The fact that the ordinance (of the city) when accepted (by the company) creates a contract between the parties does not affect this view. The charter of the company is in a sense just as much a contract with the State as is the ordinance with the municipality.” How does the reasoning of the court in Illinois apply to this case :

The Legislature gave the Lewiston, Brunswick and Bath Street Railway the right to construct a railroad in any of the streets in the town of Brunswick, which might be fixed and determined by the municipal officers of said town, and when this location was approved by the municipal officers in 1899, it became a part of the franchise, as held by the court in the Illinois case.

But the attorney for the petitioning company has filed with the Board a copy of the foregoing vote :

Voted, That the president and treasurer are hereby authorized and directed to execute in the name of this company and in its behalf such instruments as may be legally necessary to cancel, surrender and revoke the location heretofore granted to this company from the corner of Main and Pleasant streets in Brunswick, thence out Pleasant street to boundary line between Brunswick and Freeport, and also in the town of Freeport, and to assign and relinquish to the Portland and Brunswick Street Railway all the right, title and interest which this company has by reason of its charter, or otherwise, to build a street railway on said streets, roads or ways, and the Waterville Trust Company, trustee under the mortgage securing the bonds of this company, is hereby

requested to make such conveyance by way of release, or otherwise, of the interest of this company in said location to the Portland and Brunswick Street Railway as may be legally necessary to perfect the right of said last named company to said locations and to relinquish the same to said company.

A true copy of vote unanimously adopted by the stockholders of the Lewiston, Brunswick & Bath Street Railway at a legal meeting thereof May 9, 1901.

Attest :

M. D. MASSON, Clerk."

And the said Lewiston, Brunswick & Bath Railroad Company has filed with the Board in pursuance of said vote, a copy of the following deed :

"Know all men by these presents : That the Lewiston, Brunswick and Bath Street Railway, in consideration of the sum of one dollar to it now in hand paid by the Portland and Brunswick Street Railway, the receipt whereof is hereby acknowledge, does hereby assign and relinquish to the said Portland and Brunswick Street Railway, its successors and assigns, all the right, title and interest which the said Lewiston, Brunswick and Bath Street Railway has by reason of its charter, or otherwise, to build a street railroad on the streets, roads and ways described in a certain location in Brunswick from the corner of Maine and Pleasant streets, thence out said Pleasant street to the boundary line between Brunswick and Freeport, heretofore granted to said Lewiston, Brunswick and Bath Street Railway by the selectmen of Brunswick, and also in a certain location likewise heretofore so granted by the selectmen of Freeport, and also does hereby lease and release all its right, title and interest in and to said locations to the said Portland and Brunswick Street Railway, and consents that said Portland and Brunswick Street Railway may build a street railroad upon said streets, roads and ways if a location thereon is approved by the selectmen of said towns and by the Railroad Commissioners of this State :

In witness whereof, the said Lewiston, Brunswick and Bath Street Railway has caused this instrument to be executed in its name and behalf and its corporate seal to be hereto affixed by H. M. Heath, its president, and by M. I. Masson, its treasurer, who severally covenant that they are hereunto duly authorized

by vote of the stockholders of said company, all on the day and year first above written.

signed, sealed and delivered in presence of Weston Thompson.
Lewiston, Brunswick and Bath Street Railway,

By H. M. HEATH, President; M. I. MASSON, Treasurer."

Whether there was anything in the call of this meeting which authorized the vote of the stockholders, the record is entirely silent.

If this location is a part of the franchise of the Lewiston, Brunswick and Bath Railway, as we think it is, and as the Illinois court has decided, then this action of the company would seem to be prohibited by chapter 84, Public Laws of 1891, which provides that "No corporation shall sell, lease, or in any manner part with its franchises except with the consent of its stockholders at an annual or special meeting, the call for which shall give notice with the subject matter of the proposed sale, lease or consolidation."

It is contended, however, that this act of '91 does not apply except where all of the franchises are to be sold. We can not so read the statute.

Besides, the act of 1891, chapter 84, only incorporates into the statute the general rule that corporations at special or general meetings can only act upon those matters embraced in the call; and it is not pretended that there was anything in the call for this meeting which gave any notice that such an important matter was to be acted upon.

But a more serious objection to this action of the company is found in chapter 51, of the Revised Statutes, section 54, as amended by chapter 1, of the Public Laws of 1899, which provides that "no corporation can assign its charter, or any rights under it; lease or grant the use or control of its road or any part of it, or divest itself thereof, without the consent of the legislature. But this shall not be construed to prevent contracts between corporations allowing the trains of one to run over the road of another, both corporations assenting thereto.

On a complaint of a violation of these provisions by any person, the attorney general shall file an information in the nature of quo warranto against the corporation, and the court may enter such decree as justice and equity require."

This is a general law and must be applied to street railways, as well as steam railways; for the constitution of this State, sec-

tion 14 of article 5, part 3d, provides that "Corporations shall be formed under general laws, and shall not be created by special acts of the legislature, except for municipal purposes, and in cases where the objects of the corporation can not otherwise be obtained. And however formed, *they shall forever be subject to the general laws of the State.*"

We have examined with care the charter of the Lewiston, Brunswick and Bath Street Railway and we find in it no authority to lease or sell or dispose of in any way, any part of its franchise, and the deed from the Lewiston, Brunswick and Bath Street Railway signed and acknowledge on the 9th day of May, which is above copied, we regard as wholly *ultra vires*, and void.

There seems to us to be another insuperable objection to this proceeding. The Lewiston, Brunswick and Bath Street Railway has issued one million dollars in bonds. These bonds are distributed throughout this State, and in other states. The company made a deed to the Waterville Trust Company to secure the bondholders of said Lewiston, Brunswick and Bath Railroad Company.

Said deed or mortgage covers "all the right, title and interest, estate and property of the said company, in and to all and singular, the electric railway and railways now or hereafter owned, leased, constructed, operated and maintained by the said company, in Auburn, Lewiston, Lisbon, Topsham, Brunswick, West Bath and Bath, and elsewhere in said State of Maine. Also all water rights and *all the ways and rights of way now or hereafter acquired by the said company.*

This mortgage was executed on the 17th day of June, 1898. This deed or mortgage of course covers all of the location in the town of Brunswick, which the company then had or which it might afterwards acquire, so that when the location was approved by the municipal officers of Brunswick in December, 1899, and the location was accepted by the company, we think it became immediately a part of the franchise, and could be held by the trust mortgage, for the benefit of the mortgage bondholders.

The attorney for the petitioners seems to admit this, but he claims that under the mortgage there was a clause which provides that "the said trustee has full power at its discretion, upon the written request of the street railway company (the Lewiston, Brunswick and Bath Railway Company) to convey by way of

release or otherwise, to the persons designated by the said street railway, land or property, which in the judgment of the said trustee shall not be necessary for use in connection with any of the works of the said street railway, or the business thereof.

And so on the 11th day of May, A. D. 1901, by request of the president of the Lewiston, Brunswick & Bath Railway, the said Waterville Trust Company did attempt to release, in consideration of one dollar, to the Portland and Brunswick Street Railway Company all the right, title and interest that the Lewiston, Brunswick & Bath Street Railway and the said Waterville Trust Company as trustee aforesaid, now has under the location heretofore approved by the selectmen of Brunswick in said Brunswick from the corner of Maine and Pleasant street, thence out said Pleasant street to the boundary line between Brunswick and Freeport.

We do not understand the clause in the mortgage giving the trustee the right to convey or release any *land or property* as giving a right to release any of the franchise of said railway.

If it can be so construed—if the Waterville Trust Company can thus release five miles of franchise of the Lewiston, Brunswick & Bath Railroad out from under the mortgage bondholders, they can release the franchise of any other five miles of the road,—can cut the road in two along the line at any point.

We can not so construe the language of the mortgage. While the franchise of the road may be *property*, in a certain sense, we do not believe for the reasons given, that this mortgage ever authorized the Waterville Trust Company without any consideration except the nominal consideration of one dollar, and without any real consideration whatever, to release any part of the franchise of this railroad. We think the mortgage bondholders are to be protected to a greater extent than this.

For the reasons which we have given we do not think we have the legal right to approve the location as proposed; and as we cannot approve the location, the question of public convenience becomes immaterial.

Dated at Augusta this 23d day of May, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Maine Central Railroad Company,—Location of Tracks in the City of Bangor.

Petition of the Maine Central Railroad Company by Mr. Geo. F. Evans, vice-president and general manager and Mr. C. E. Woodward, its attorney, for approval of location of railroad tracks in Bangor.

May 31, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the matter of the petition of the Maine Central Railroad Company, for approval of location of tracks and the determination of the manner of crossing Dutton street, in the city of Bangor with two tracks, notice was given as ordered by the petitioner, and the Board met at the Bangor House, in the city of Bangor, on the 31st day of May, A. D. 1901, at 10 o'clock in the forenoon.

Charles F. Woodward, Esq., and Assistant Engineer Guppy, appeared for the railroad, and City Solicitor Daniel W. Nason and City Engineer P. H. Coombs for the city.

The consent of the city government of Bangor was presented as follows:

CITY OF BANGOR, May 6, 1901.

Written consent is hereby granted to the Maine Central Railroad Company to construct and forever hereafter maintain across Dutton street, two tracks of its railroad, crossing said street within one hundred feet westerly of main line of company's railroad.

Arthur Chapin, Mayor.
Thos. E. Shea,
E. C. Donworth,
A. H. Harding,
C. C. Porter,
F. O. Youngs,
Otto Nelson,
L. G. Bragdon,

Aldermen of Bangor.

It seems to us that the proposed crossings and structures will be for the good and the safety both of the Railroad Company and

the city and we therefore approve the proposed location as shown upon the plan submitted, and determine that the manner and construction of the crossings shall be as follows:

The crossing of the townway known as Dutton street named in said petition shall be by an overhead bridge of steel, supported by two masonry abutments and a steel trestle bent.

The face of the westerly abutment shall be placed on the westerly line of Dutton street. The easterly abutment shall be parallel to and thirty feet and nine inches distant from the westerly abutment, measured at right angles, northeasterly, to the street line.

The trestle bent shall be placed half way between the abutments. The posts of the trestle shall not be more than nine inches wide and shall rest on stone footing blocks two feet and nine inches wide, which shall project far enough above the street surface to make effective fenders.

The grade of the tracks shall be as shown on the accompanying plan and profile and the surface of the street shall be lowered to give a minimum clearance under the bridge of twelve feet. The grade of Dutton street when changed shall not exceed eleven per cent.

The construction of the bridge and masonry shall be done at the expense of the railroad company, and the grade of Dutton street shall be done, and the expense of doing the same shall be borne, as set forth in an agreement, between the Maine Central Railroad Company and the city of Bangor.

Dutton street when changed, shall be maintained and repaired by the city of Bangor and the bridge and masonry shall be maintained and repaired by the railroad company.

The railroad company shall have the right to fill that part of Dutton street, east of the easterly abutment, to the level of the tracks, but by so doing shall not gain any rights or interest in any part of Dutton street, except for the purpose of the crossing of its tracks.

Dated at Augusta this thirty-first day of May, A. D. 1901.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Portland Railroad Company, (Street),—Crossing Bridge on Park Street.

Petition of the Portland Railroad Company by Mr. E. A. Newman, general manager, for authority to locate and construct their track upon and over a bridge on Park street over the Boston & Maine Railroad.

June 13, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the matter of the petition of the Portland Railroad Company for authority to locate and construct their tracks upon and over the bridge on Park street, which crosses over the Boston and Maine Railroad tracks, notice having been given as ordered by the petitioner, the Board met at the West End Hotel, Portland, at nine o'clock A. M. on the 29th day of May, A. D. 1901.

The Boston and Maine Railroad Company was represented by D. W. Snow, Esq., who asked for a continuance of the hearing in order that the company's engineer might have opportunity to examine the proposed changes in the bridge.

After visiting and examining the bridge in question, the hearing was adjourned to Monday, June third, at two o'clock P. M. at the West End Hotel, at which time the Board again met.

Mr. Snow again represented the Boston and Maine Railroad Company and raised no objection to the granting of the request of the petitioner, provided the headroom, as at present, is not reduced.

We, therefore, authorize the construction of the tracks, as petitioned, the bridge to be strengthened and partially reconstructed in exact accordance with the plans submitted by the petitioner, and approved by us, which are hereby made a part of this decision, but the plank flooring shall be put on in such a manner as to be satisfactory to the street commissioner, or city engineer of Portland.

All work shall be done so as to be satisfactory to the Board of Railroad Commissioners; and the said Portland Railroad Company shall hereafter maintain and keep in suitable repair such

parts of said bridge as are covered and occupied by the tracks of said Portland Railroad Company.

Dated at Augusta this thirteenth day of June, A. D. 1901.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

*Franklin, Somerset & Kennebec Railway Company,—Crossing
Maine Central Railroad.*

Petition of the Franklin, Somerset & Kennebec Railway Company by Leonard Atwood, its president, asking the Board to determine the manner and condition of the construction and maintenance of a crossing underneath the Maine Central Railroad in Oakland.

June 13, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

In accordance with the foregoing petition and order of notice, the Board met at the time and place specified in said order.

Mr. Herbert M. Heath appeared for the petitioner, and Messrs. Seth M. Carter and Stephen Perry, appeared for the Maine Central Railroad Company.

No objection being raised, and the law being explicit in regard to our power to authorize the crossing, we decree that the Franklin, Somerset and Kennebec Railway Company shall cross underneath the tracks of the Maine Central Railroad upon the center line as now located and staked out.

As the structure which shall carry the Maine Central tracks over the Franklin, Somerset and Kennebec Railroad will be part of the Maine Central roadbed and tracks, it is essential that all points shall conform to the standards of that company and be satisfactory to the management of the road. The foundations of the abutments shall be laid at such depth and of such material as shall meet the approval of the representative of the Maine Central Railroad Company.

The masonry shall be of the class and material used for bridges of that road and be subject to the inspection of its agent or representative during construction.

The superstructure shall be of such character and weight as required by Maine Central Railroad standard for similar spans, and the structure shall in all particulars be satisfactory to the management of that company.

All the cost of construction shall be borne by the Franklin, Somerset and Kennebec Railway Company,—and all the work shall be done by that company, excepting,—that the Maine Central Railroad Company shall construct the temporary bridge necessary to carry the track during construction and any such parts as it shall prefer to have done by its own employees.

The abutments shall be built upon straight lines—upon a chord of the curve—in the line of the location, and of sufficient length to carry the stringers of a second track, and the Franklin, Somerset and Kennebec Railway Company shall put on, and pay the cost of such stringers at any future time if required so to do by the Maine Central Railroad Company.

All work required by this decree shall be done so as to be satisfactory to the Railroad Commissioners; and the Franklin, Somerset and Kennebec Railroad Company shall hereafter maintain and keep in repair all of said bridge and abutments, so as to be satisfactory to the Board of Railroad Commissioners.

Before entering upon the work of this crossing the Franklin, Somerset and Kennebec Railroad Company shall furnish the Maine Central Railroad Company suitable indemnity satisfactory to the Maine Central Railroad Company or to the Railroad Commissioners for expense in constructing the temporary bridge called for by the decree.

Dated at Augusta this thirteenth day of June, A. D. 1901.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Franklin, Somerset & Kennebec Railway Company,—Crossing under Somerset Railway.

Petition of the Franklin, Somerset & Kennebec Railway Company, by Leonard Atwood, its president, asking the Board to determine the manner and condition of the construction and maintenance of a crossing underneath the Somerset Railway in the town of Oakland.

June 13, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

In accordance with the foregoing petition and order of notice, the Board met at the time and place specified in said order.

Mr. Herbert M. Heath appeared for the petitioner, and Mr. W. M. Ayer, superintendent, appeared for the Somerset Railway Company.

We find that the line of the road of the petitioning company, where it crosses under the tracks of the Somerset Railway Company, is within the yard limits of the Somerset Railway Company; but we also find that the land to be taken by the petitioning company from the Somerset Railway Company is not necessary for station purposes.

No objection being raised, and the law being explicit in regard to our power to authorize the crossing, we decree that the Franklin, Somerset and Kennebec Railway Company shall cross underneath the tracks of the Somerset Railway upon the center line as now located and staked out. As the structure which shall carry the Somerset Railway tracks over the Franklin, Somerset and Kennebec Railway will be part of the Somerset Railway road-bed and tracks, it is essential that it shall, in all ways, be satisfactory to the management of the road.

The foundations of the abutments shall be laid at such depth and of such material as shall meet the approval of the representative of the Somerset Railway Company.

As the Somerset Railway Company wishes to extend a second track over this portion of its line, the bridge shall be of sufficient width, and constructed in suitable manner to carry such second track.

The masonry and superstructure shall be of the same class and material as the standard masonry of the Maine Central Railroad, and be subject to the inspection of the Somerset Railway's agent or representative during construction.

All the costs of construction shall be borne by the Franklin, Somerset and Kennebec Railway Company, and all the work shall be done by that company, excepting, that the Somerset Railway Company shall construct the temporary bridge necessary to carry the track during construction and any such parts as it shall prefer to have done by its own employees.

All work required by this decree shall be done so as to be satisfactory to the Railroad Commissioners; and the Franklin, Somerset and Kennebec Railroad Company shall hereafter maintain and keep in repair all of said bridge and abutments, so as to be satisfactory to the Board of Railroad Commissioners.

Before entering upon the work of this crossing the Franklin, Somerset and Kennebec Railroad Company shall furnish the Somerset Railway Company suitable indemnity satisfactory to the Somerset Railway Company or to the Railroad Commissioners for expense in constructing the temporary bridge called for by the decree.

Dated at Augusta this thirteenth day of June, A. D. 1901.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Augusta, Hallowell & Gardiner Railroad, (Street),—Certificate for operation.

June 15, 1901.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Augusta, Hallowell & Gardiner Railroad, from Water street, in the city of Augusta, to Togus, so called, a distance of about five and one-

fourth miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this 15th day of June, A. D. 1901.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Rumford Falls & Rangeley Lakes Railroad Company,—Extension of Railroad.

Petition of the Rumford Falls & Rangeley Lakes Railroad Company by Mr. Geo. D. Bisbee, its attorney, for approval of location of an extension of said railroad from near Bemis Station to Haines Landing and Mountain View, a distance of nine and forty-five thousandths miles.

June 17, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all parties interested.

Mr. George D. Bisbee appeared for the petitioner.

No one appeared to oppose the proposed location.

The hearing was then continued at the Commissioners' office at Augusta on the 13th day of June, A. D. 1901.

The petition is accompanied with a map of the proposed route, with a profile of the line, and report and estimate by a skillful engineer, in accordance with the provisions of the statutes.

The capital stock of the company is sufficient to meet the requirements of all the conditions imposed by statute.

We have examined the proposed route, and have heard the evidence in relation to the whole matter, and we have no hesitation in finding for the petitioner. And after due consideration we find that public convenience requires the extension and construction of said Rumford Falls and Rangeley Lakes Railroad,

and we hereby approve the proposed location as prayed for in said petition.

Dated at Augusta this seventeenth day of June, A. D. 1901.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Benton & Fairfield Railway Company, (Street),—Extension of Railway.

Petition of Benton & Fairfield Railway Company by Mr. Chas. D. Brown, its president, and Mr. Leslie C. Cornish, its attorney, for approval of locating an extension of its railway.

July 3, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

Mr. Leslie C. Cornish appeared for the petitioners.

Mr. Charles F. Woodward appeared for the Waterville and Fairfield Railway.

The matter was then continued and has been continued from time to time until the 1st Wednesday of July, A. D. 1901.

The Board hereby approves the location for the spur track named in said petition, described as follows:

Beginning at station 1+84.3, in the branch of the Benton & Fairfield Railway Company as located on Island street; thence northerly on a curve to the right, or easterly of 110 feet radius 38.1 across said Island street to station 0+38.1 on the easterly side of said Island street opposite the mill of the American Woolen Company.

All the rest of the location embraced in said petition we *disapprove*, and approve and allow only so much of the location as is described by said petition for said spur track.

Dated at Augusta this 3d day of July, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

*Maine Central Railroad Company,—Change of Highway in
Veazie.*

Decree of the Board relating to an overhead crossing of the Bangor, Orono & Old Town Railway over the Maine Central Railroad in Veazie and supplementary of a decree made November 6, 1895.

July 16, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the matter of the petition of the Maine Central Railroad Company relating to a change in the highway in the town of Veazie for an overhead crossing by said highway and the Bangor, Orono & Old Town Railway, of said Maine Central Railroad Company, upon which petition a decision was made by the Railroad Commissioners on the 6th day of November, A. D. 1895.

In said decision it was, among other things, ordered and decreed that the highway changed as aforesaid "shall be sixty-six feet wide, and shall be graded at least twenty-five feet wide in the traveled part, and of height to conform to the height of the bridge, and that all of said work shall be done to the satisfaction of the Railroad Commissioners."

We are satisfied that a width of twenty-five feet in the traveled part of said highway east of said bridge, is not sufficient to make a safe and reasonable curve for the street railway at the easterly end of the bridge; and we hereby order and decree that the highway at the bridge shall be graded *thirty-five feet wide on top*, decreasing to width of twenty-five feet at a point not less than *two hundred and fifty feet east from said bridge*.

Second, we decree that there shall be built a board fence five feet high, with four horizontal boards on the northerly side of

the new approaches, from the old highway west of the bridge, to the bridge, and from the east end of the bridge to the old highway easterly thereof.

Posts for said fence shall be of sufficient size to hold the fence firmly, and shall be sunk in the ground sufficiently so as not to be thrown by frost.

Dated at Augusta this 16th day of July, A. D. 1901.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 PARKER SPOFFORD,
Railroad Commissioners of Maine.

*Westbrook, Windham & Naples Street Railway, (Street),—
 Certificate for Operation of Extension.*

July 23, 1901.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Westbrook, Windham and Naples Street Railway, from Mosher's Corner to the square, in Gorham village, a distance of about two miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this 23rd day of July, A. D. 1901.

JOSEPH B. PEAKS,
 PARKER SPOFFORD,
 BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

European & North American Railway,—Location of Branch Track.

Petition of the European & North American Railway by Franklin A. Wilson, its president, for approval of location of a branch track and the crossing of a highway in the town of Winn.

July 23, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Notice having been given as ordered upon the foregoing petition, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

We hereby approve of the location of the branch track from the European and North American Railway to the manufacturing establishment of the Penobscot Lumber Company in said Winn, and find that public convenience requires the building of the said branch track.

We also hereby approve the location of said branch track across the Military road, so called, in said Winn at grade, and determine the manner and condition of crossing the said way as follows: The European and North American Railway Company shall within the limits of the location of said railroad, grade the same so that it shall be safe and convenient for travelers with horses, teams and carriages, and shall be as wide as the way is now constructed, and make the crossing of the said railroad safe and convenient for the same.

The approaches to said track shall not be steeper than one foot elevation to each twenty feet out from said crossing.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 23d day of July, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

European & North American Railway,—Taking land for Railroad Purposes.

Petition of the European & North American Railway by Franklin A. Wilson, its president, for authority to take certain parcels of land in the town of Old Town for tracks and side tracks.

July 24, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

On the 3d day of July, A. D. 1901, the European and North American Railway filed its petition with the Board of Railroad Commissioners of the State of Maine, to be allowed to take and hold as for public uses, certain land in the town of Old Town in the county of Penobscot, for necessary tracks and side tracks to be used in the proper management and conduct of its business under its charter; alleging that the owners of said land did not consent to the taking of said land, and that the parties did not agree as to the necessity therefor, or as to the area necessary to be taken.

Upon said petition it was ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, three days successively in the Bangor Daily Commercial, a newspaper published at Bangor in the county of Penobscot; the last publication in said paper to be at least fourteen days before the twenty-fourth day of July, 1901. Said petitioner shall also cause to be served a copy of said petition and order of notice thereon, upon the Guaranty Real Estate Company; also upon William H. Sawyer of Old Town; also upon Hannah M. Bryant; also upon John H. Bryant, if living, or if deceased, upon his heirs, if residing in Maine; also upon the heirs of Almira H. Soper, if residing in Maine. If either of said parties reside out of the State of Maine, and if their residences are known, a notice shall be sent by mail by the petitioner. All notices to be made fourteen days before the 24th day of July, 1901, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad in Old Town, at ten o'clock in the forenoon, for the purposes indicated in said petition.

Notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all parties interested.

It appeared that the owners of said land did not consent to the taking of said land and that the parties did not agree as to the necessity therefor, or as to the area necessary to be taken.

The Commissioners thereupon viewed the premises, no owners of the land appearing.

We hereby determine that all and each separate parcel of the land described in this petition is necessary to be taken by said European and North American Railway for tracks and side tracks to be used by said corporation for the reasonable accommodation of the traffic and appropriate business of the corporation.

And on the 24th day of July, A. D. 1901, we furnished the said European and North American Railway with a certificate containing a definite description of the land to be taken, for said tracks and side tracks, and to be used by said corporation for the reasonable accommodation of the traffic and appropriate business of said corporation, to wit, being all the land described in this petition.

Dated this 24th day of July, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Franklin, Somerset & Kennebec Railway Company,—Taking of land for Railway Purposes.

Petition of the Franklin, Somerset & Kennebec Railway Company by Leonard Atwood, its president, for authority to change its terminus at Farmington and to take land for that purpose.

June 26, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order.

Mr. H. M. Heath and Mr. P. H. Stubbs appeared for the petitioning company.

Mr. Seth M. Carter and Mr. S. C. Perry appeared for the Maine Central Railroad.

Mr. L. C. Cornish and Mr. F. E. Timberlake appeared for the Sandy River Railroad.

The matter was then continued until the 13th day of June, A. D. 1901, at the office of the Railroad Commissioners in Augusta, where the hearing was concluded.

This is a petition of the Franklin, Somerset & Kennebec Railroad Company asking the Railroad Commissioners to allow the company to change its terminus and location at Farmington north of and through the Maine Central Railroad station grounds, so as to make a "physical connection" with the said Sandy River Railroad.

Section 127 of chapter 51, of the Revised Statutes, provides that railroads intersecting or crossing at grade shall be deemed for all business purposes, connecting railroads.

Section 129 provides that every railroad doing business in the State shall receive, forward and deliver to every connecting railroad, without discrimination, all passengers, freight, and merchandise, with equal facilities and dispatch, and shall transport the same at rates of fare and freight as favorable as at the time are established, made or allowed for the passengers, freight and merchandise transported over its road only, or received from, or destined to any other railroad.

Sect. 40, provides that "A corporation owning a railroad on which cars run, shall on request, at reasonable times, and for a toll not exceeding its ordinary rates, draw over its road the cars of any other railroad connecting with it. When it neglects, the corporation owning the connecting road may draw its cars over such road with its own engines during such neglect, subject, while on such road, to its regulations for the management of its own trains.

The corporation owning the connecting road shall furnish its own stations at the termini of the other road, and be liable for all injuries occasioned by such drawing of its cars; from which the other corporation is exempted."

It is therefore the purpose of the petitioning company to change its location and terminus so as to connect its tracks with

the tracks of the Sandy River Railroad, in order to become a connecting road with the latter company, within the meaning of these statutes, both being narrow gauge roads. These statutes do not seem to be applicable to the Maine Central Railroad, that being a standard gauge road.

To fully understand the contention of the several corporations through their counsel, a brief history of the locations at the Farmington yard is necessary.

The old Androscoggin Railroad Company had its first terminus at West Farmington. In 1870 the road was extended to Farmington village, and the land now used for station grounds by the Maine Central Railroad Company was taken by condemnation proceedings before the Railroad Commissioners, under the statute then existing, as is admitted by all the parties to this proceeding.

In 1879 the Sandy River Narrow Gauge Railroad was built; running north from Farmington to Phillips. Its Farmington terminus was just north of the Maine Central yard.

There was not land enough north of the Maine Central yard for station purposes for the Sandy River Railroad, and the latter road has by parole agreement between the two companies, laid its tracks into the station grounds of the Maine Central Railroad, for the purpose of transferring freight and passengers between the two railroads, and for a turn-table for the Sandy River Railroad.

The Maine Central Railroad Company has used the yard of the Sandy River Railroad north of its station grounds, for transferring other and heavy freight between the two roads. These conditions between the two companies have ever since existed, and still exist at the Farmington station. In 1897 the legislature of this State by private and special laws, chapter 467, incorporated the Franklin, Somerset & Kennebec Railway Company with the right to "lay out, build, own, equip, construct and operate a line of railway commencing at a point in the village corporation of Farmington, at or near the terminal track of the Sandy River and Maine Central Railroad Companies, in said Farmington, through Farmington, New Sharon, Mercer, Rome, Smithfield, Belgrade, Oakland, and Waterville, to some point in the city of Waterville, county of Kennebec."

This charter has been twice renewed, and is still in force. At the time when the charter was granted by the legislature, the terminal tracks of the Maine Central Railroad were about fifty feet northerly of the south line of its station grounds. The tracks of the Sandy River Railroad were laid southerly from its terminal location, through the Maine Central yard, and to the point about 150 feet south of the Maine Central station grounds.

All of these tracks through the Maine Central yard, and on land south of the yard, being laid by parole license, and not on any legal location.

In June, 1897, the location of the F. S. & K. Railway was filed with the county commissioners, commencing 445 feet south of the depot of the Maine Central Railroad, which was substantially the south line of the Maine Central yard, thence running in a southerly direction and to New Sharon.

It is in evidence that at the time this location was filed the officers of the F. S. & K. Company supposed that the tracks of the Sandy River Railroad through the south of the Maine Central yard, were laid upon its recorded location, and that they were the legal terminal tracks of the Sandy River Railroad.

Ascertaining that such is not the fact, and that the legal terminal location of the Sandy River road is north of the Maine Central yard, the petitioning company now asks for a change of its terminal location from the south side to the north side of the Maine Central yard, so as to connect its rails with the rails of the Sandy River Railroad.

To make this change of location it asks the privilege of taking land through the Maine Central Railroad station grounds, and which land the Maine Central Railroad Company claims is necessary for its station purposes.

The attorneys for the Sandy River Railroad Company and the Maine Central Railroad Company contend that having once selected the point of terminus at the south side of the Maine Central yard, and having filed its location in accordance therewith, the F. S. & K. Company is bound by that location, and many authorities are cited to substantiate this position.

This was no doubt the general rule until the statute of 1893. "But the principle should not be applied too rigidly. A general or material change of location cannot be made, but minor changes

can be made which experience or change of circumstances have demonstrated to be necessary or desirable. As where the growth of a town in a certain direction may make a former location of a depot very inconvenient." Lewis on Eminent Domain, section 358.

By Public Laws 1893, chapter 193, section 1, "Any railroad corporation under the direction of the Railroad Commissioners, may make any changes in the location of its road which it deems necessary or expedient, and such changes shall be recorded where the original location was required by law to be recorded."

It is contended by counsel for the Maine Central Railroad, that this statute applies only to roads already constructed.

This Board held otherwise in the case of the Washington County Railroad and that it applies as well to roads undergoing construction as to those already constructed.

The supreme court of this State upon appeal sustained the Commissioners in this ruling. We hold therefore that so far as this contention is concerned, the F. S. & K. Railroad Company may, under a proper petition, change the location of its road so that the terminus instead of being at the southerly side of the Maine Central Railroad Company's yard may be at the northerly side, as it now proposes to establish it.

Whether this petition is sufficient to authorize the Railroad Commissioners to direct such change we need not now determine for reasons which will appear hereafter.

The counsel for the petitioning company contends that by its charter it has a right to fix its terminus anywhere within reasonable limits.

That no particular point is mentioned in its charter, and that the legislature in using the words "at or near" gave it a discretion which it may reasonably use in establishing its terminus.

We have no doubt about this construction of the charter. The decisions are too numerous and the principle too well settled to call for any discussion. Moreover the counsel for the other roads do not contend otherwise. But in giving construction to this charter we must not forget there are other statutes which must not be ignored.

Chapter 51, section 17, Revised Statutes, provides that, "no railroad corporation shall take without consent of the owners,

meeting houses, dwelling houses, or public or private burying grounds."

Section 121 provides that, "no railroad corporation shall take the grounds occupied by any other railroad company, and necessary for its use for station purposes, without its consent. When application is made to take such grounds, the Railroad Commissioners upon notice and hearing thereon shall determine whether the land to be taken shall be necessary as aforesaid, or not, and whether any public necessity requires it to be taken."

Counsel for the petitioning company claims that the first paragraph of said section 181 is not absolutely prohibitive, as is section 17, even if the Commissioners find that the land is necessary for station purposes; but if the Commissioners do so find, then by the second paragraph they must go further and find whether any public necessity requires it to be taken; and that if the Commissioners find that public necessity does require it, then the land can be taken, notwithstanding the prohibition contained in the first paragraph of the section.

Counsel for the Maine Central Railroad Company, and the Sandy River Railroad Company contend that if the Commissioners find that the land proposed to be taken is necessary for station purposes, then the first paragraph is prohibitive, and the land can no more be taken than can meeting houses, dwelling houses, or burying grounds.

Right here, then, is the parting of the ways; and the duty devolves upon us to ascertain which one of these will lead to right conclusions, and to a proper construction of this section.

Many cases are cited by counsel for the several corporations, which they claim are landmarks, pointing towards a proper interpretation of this section. The difficulty is, however, these landmarks lead in different directions. This statute is *Sui generis*; and we must be alone guided by the index finger of legislative intent, if any such can be found.

We have therefore deemed it useful to ascertain what has been the policy of the State in relation to the taking of land for railroad purposes.

The first statute which authorized the taking of land for railroad purposes, was Public Laws 1836, chapter 204, which provided in section 1, that "any railroad corporation may take and hold, under the provisions contained in this chapter, so much real

estate as may be necessary for the location, construction, and convenient use of their (its) road."

Section 3, provided that the land so taken shall be held "as land taken and held for public highways."

Section 5 provided, however, that "no corporation shall take as aforesaid any meeting house, dwelling house, or public or private burying ground without consent of the owners;" and this restriction in section 5, has never been eliminated from the statute, and is now found in section 17, chapter 51.

The next act in relation to taking land, was in 1853, chapter 41, which provided that, "railways shall not be carried along any existing highway, but must cross the same in the line of the highway, unless leave be obtained from the town."

The next act was in 1865, chapter 321, which provided that "a railroad company may take and hold real estate necessary for depot purposes, and when the parties interested do not consent thereto, and cannot agree upon other persons to determine the question of necessity, and the extent thereof, said corporation may make application to the Railroad Commissioners of this State, to view the premises and determine whether, and how much of such real estate is necessary for the reasonable accommodation of the traffic and appropriate business of the said corporation."

By Public Laws of 1868, chapter 171, the last act was amended so as to read as follows:—"A railroad corporation may take and hold real estate for depot purposes, and for all necessary tracks or side tracks, wood sheds, repair shops, and car, engine and freight houses, and when the parties interested do not consent thereto, and cannot agree upon other persons to determine the question of necessity and the extent thereof, the said corporation may make application to the Railroad Commissioners of this State to view the premises, and determine whether, and how much of said estate is necessary for the reasonable accommodation of the traffic and appropriate business of the said corporation."

These several acts were incorporated into the Revised Statutes of 1871.

The next act in relation to the taking of land was Public Laws, 1872, chapter 32, which was as follows:

"Section 1. No railroad corporation shall construct or maintain any track, or run any engines or cars on any street or high-

way so near any depot of any other railroad as to endanger the safe and convenient access to and use of such depot for ordinary purposes."

"Section 2. No railroad company shall take the grounds occupied by any other railroad company and necessary for its use for depot purposes, without the consent of such company. When application is made to take any such grounds, the Railroad Commissioners upon notice and hearing thereon, shall determine whether the land proposed to be taken is necessary as aforesaid or not, and whether any public necessity requires it to be taken."

"Section 3. All acts and parts of acts inconsistent with this act are so modified as to render them consistent therewith."

"Section 4. This act shall take effect when approved."

In the revision of the statutes in 1883 these sections were separated, and section 1, of the act became section 77, of the Revised Statutes, and section 2 of the act became section 121 of the Revised Statutes.

By a familiar principle of construction, however, we are authorized to consider these two sections in the relation which they bore to each other in the original act.

Before 1872 railroads were authorized by statute to take land for nearly all railroad purposes. And there seemed to be no prohibition as to the kinds of lands which could be taken, except as to meeting houses, dwelling houses, and burying grounds. There was no prohibition in our statutes, against the taking of the land of one railroad company, by another railroad company, whatever the common law rule might have been. What reason there was for the act of 1872, we perhaps have no right to inquire; but our knowledge of the course of legislation leads irresistably to a conclusion. By chapter 630, Private and Special Laws of 1871 the legislature of this State authorized the Boston & Maine Railroad Company to extend its road from Berwick, which was then its terminus in Maine, through certain towns into the city of Portland, with all the rights, powers, privileges and immunities, and subject to all like liabilities and duties as similar roads then had. The Eastern Railroad which was then a competing road with the Boston & Maine, and which then had leased the old Portland, Saco & Portsmouth Railroad, had its terminus in Portland.

The Eastern Railroad Company obtained from the legislature of Massachusetts, by statute of 1872, chapter 356, authority to "take possession of and hold and use as hereinafter set forth, and for the purpose of increasing the terminal facilities and affording convenient access to the passenger depot of said corporation, a certain lot of land situated in Boston, occupied by the Boston & Maine Railroad, and bounded as follows: (describing it) provided, that no building shall be erected on any part of said land for other than passenger purposes."

Contemporaneous with this action of the Massachusetts legislature, the Maine legislature passed the act of 1872, chapter 32, now in controversy, evidently to regulate this entering of the Boston & Maine Railroad into Portland.

The act of the Massachusetts legislature came before the court in 1872, in *Eastern Railroad Company vs. Boston & Maine Railroad Company*, 111 Massachusetts 125.

The Eastern Railroad Company had taken possession of some land occupied by the Boston & Maine Railroad Company, and the latter company had ousted the Eastern Railroad Company, and held the same.

The Eastern Railroad Company brought its bill in equity, to compel the Boston & Maine to release its possession. The latter company in its answer replied that the land in question was necessary to enable it to perform its public duties, that no other land was available, and that the act was unconstitutional, because it was an infringement of its chartered rights; and that the land once appropriated, could not be again taken for the same use by another corporation.

It appeared that the land taken was used by the Boston & Maine Railroad, not for the general depot purposes of the company, but for a special purpose of delivering brick.

The court held that while at common law this land could not be taken, being devoted to a public use, it was in the power of the legislature to authorize the taking, because the legislature, under its reserved power, had authority over all the land in the State, whether then used for a public purpose or not.

Does this, however, give us any light upon the construction of the act of our own legislature, Public Laws of 1872, chapter 32?

We think it does. We are all familiar with the effort of the Boston & Maine Railroad to get a location for a station in Port-

land, and of the close proximity to the stations of the Boston & Maine, and of the Eastern Railroad as they formerly existed, on Commercial street.

In construing a statute we have a right to take into consideration the subject matter, and surrounding circumstances.

We think the legislature, therefore, evidently intended by the 1st section to prohibit the use of streets by one railroad company in dangerous proximity to the depot grounds of another company. And also, by section 2 of the same act to prohibit one railroad company from interfering with the grounds of another company, which were necessary for depot purposes.

The evident intention being to absolutely protect the grounds occupied by a railroad company and necessary for depot purposes, and the streets and highways in dangerous proximity thereto.

This is the only logical construction which we can put upon the act of 1872, because it is provided by section 3, that "all acts and parts of acts inconsistent with this act are so modified as to render them consistent therewith."

Of course the legislature has the power to authorize one railroad company to take the land of another railroad company, even that used for, and *necessary for station purposes*. But it must be by express words or necessary implication. We see neither express words nor necessary implication in the language of section 121, which would authorize one company to take the land of another company, used for and necessary for station purposes. Indeed the first clause absolutely prohibits, and if the second clause is so construed, it absolutely abrogates and annuls the first clause.

If this statute can be construed as authorizing one railroad company, when some public convenience requires it, to take the lands of another railroad company which are "necessary for station purposes" for the latter company, the company taking the lands can of course take them for its own station purposes, under section 16, chapter 51, of the Revised Statutes.

It will then logically follow that some public necessity may arise which will authorize a third company to take the same lands for its own station purposes. This being so it requires no tension of the imagination to conceive of some later and greater public necessity which might authorize the original company to

retake the same lands for station purposes; and there would be the endless chain of "taking" which might go on until time shall tremble on the brink of eternity.

It is a general presumption in the interpretation of statutes, that the legislature does not intend an absurdity, or that absurd consequences shall flow from its enactments. Such a result will therefore be avoided, if the terms of the act admit of it, by a reasonable construction of the statute.

Lex semper intendit quod convenit rationi.

Oates *vs.* National bank, 100 U. S., 239.

Henry *vs.* Tilson, 17 Vt., 479.

State *vs.* Clark, 29 N. J. Law, 96.

Our attention has been attracted by the language in the act of 1872, which reads "necessary for its use for depot purposes," and the language in section 121, chapter 51, Revised Statutes, which reads "necessary for station purposes."

The phraseology was evidently changed in the revision, because after a thorough examination we can find no public act which authorized the change.

A reference to the several lexicographers will disclose no substantial difference in the meaning of the words "station" and "depot."

Be sure, the statutes make some distinction in chapter 51, where section 122 refers to depots for freight and passengers, and passenger stations; but from our knowledge of what is required for depot purposes and station purposes, we use the words interchangeably, and give them the same meaning.

The construction which we put upon this statute then is this: We regard the first paragraph in this section as absolutely prohibitive, and the first question raised by the second paragraph is whether such land is necessary for station purposes. If we so find, then the land can not be taken, for it is prohibited by the first paragraph of the section.

If we find it is not necessary for station purposes, then it cannot be taken unless public necessity requires it, because it has been held that "the general authority to locate and construct a railroad from one point to another does not authorize the taking of property already devoted to railroad uses."

N. Y. & Long Branch Railroad Company *vs.* Drummond.

In one of the cases cited, the court says, "A charter to build and maintain a railroad, without describing its course and direction, but leaving that to be determined and established by the corporation, does not prime facie give any power to lay out the road over land already devoted to and within the recorded location of another railroad.

It is not to be presumed that the legislature intended to allow land thus devoted to one public use, to be subjected to another, unless the authority is given in express words, or by necessary implication, and such implication can only be found in the language of the act, or from the application of the act to the subject matter."

Housatonic Railroad Company *vs.* Hudson Railroad Company, 118 Mass. 391.

It has been held that "The legislature may authorize one railroad to take the property of another, but this must be done by express words or by necessary implication."

Eastern Railroad Company *vs.* Boston & Maine Railroad Company. 111 Mass. 125.

Providence & Worcester Railroad Company *vs.* Norwich & Worcester Railroad Company. 138 Mass. 277.

So that while the general rule is that one railroad corporation cannot take the land of another railroad corporation, the legislature has power to authorize it to be taken; and by section 121 it seems to have given such qualified authority. The language is peculiar. It does not say that land *occupied* by a railroad company shall not be taken; neither is it implied that it shall not be taken when occupied for *station purposes*, unless it is *necessary* for such station purposes.

The legislature has by this section changed the common law rule that lands occupied by railroad corporations shall not be taken, and has delegated authority to the Railroad Commissioners to decide whether such land is necessary for station purposes. If so, then it cannot be taken.

If the Commissioners find that it is not necessary for station purposes, then it can be taken if the Commissioners also find that public necessity requires it.

This construction gives full force and effect to each paragraph, and establishes a reason for the abstruse and peculiar language of the section. It also serves to make the seemingly conflicting

paragraphs operate harmoniously, as a whole, giving each its appropriate effect, not using one paragraph to evade or abrogate another.

Collins *vs.* Chase. 71 Me. 434.

But the petitioning company through its counsel claims that such a construction as we put upon section 121, will prevent it from fulfilling the implied contract which it made when it accepted its charter from the State, to connect its tracks with the tracks of the Sandy River Railroad.

Its counsel claims in vigorous language that a charter from the State, when accepted by a company, is a contract which it can neither ignore or violate. That such a company is a *quasi* public corporation, which cannot escape the performance of its public duties, and therefore that such force must be given to its charter as will enable it to perform these public duties.

This principle is familiar and fundamental; and is in accordance with reason and decided cases.

In a recent case before the Board of Railroad Commissioners, the argument was that the charter of the Lewiston, Brunswick and Bath Street Railway, although accepted by the company, and with a portion of its road already constructed and operated, was only a license or permission to construct the remaining portion; and that a railroad corporation having constructed a portion of its line was under no obligation whatever to construct such remaining portion, and substantially, that by its own action such a corporation could as easily extinguish its public duties as to such remaining portion, as light can be extinguished by the turning off a gas jet, or the blowing out of a tallow dip.

But we held then, and we now hold that such a corporation does not receive its charter from the State for its own benefit, alone; that it does have public duties to perform and that it cannot relieve itself of these public duties by ignoring such provisions of its charter as it does not care to perform, or by the more unreasonable and illegal method of making a sale of its charter or any portion of it to another company.

We need not explore the legal *debris* of other jurisdictions, and attempt to reconcile the differing decisions under the different statutes and constitutions of other states.

We cannot, however, refrain from citing a recent case in Massachusetts, where a street railway company had constructed

and was operating a portion of its road. Afterwards it arranged with a construction company to construct a branch upon another street included in its franchise. The construction company had got the material upon the ground, had laid a portion of the rails, but had no overhead construction, when the street railway company refused to carry out its contract, voted to stop work, and to allow the construction company to sell all the material to another and rival company, which was done; and the rival company took possession of the street for the purpose of operating the railroad.

The supreme court in passing upon the legality of such a transaction, referred to it as an "illegal scheme," and used this language:

"If in the minds of the movers of the corporations, the sale was the means of the abandonment of the road by one company, and its occupation or use by another, the law will not be blinded by the character of the act, because they had wit enough not to betray their scheme in a vote."

Clements' Electrical Company *vs.* Walton. 173 Mass. 286.

And so in the recent case of the United States *vs.* Union Pacific Railway Company, 160 U. S. 1, 16 Sup. Ct. Repr. 190, where the supreme court of the United States holds in reference to the franchise of a telegraph company, that it had no power to transfer such franchise since Congress had the power to compel it to maintain and operate a telegraph line over and along its main line and branches.

But there are plain statutes in our own State, and decided cases of our own court by which we must be governed.

In Brunswick Gas Light Company *vs.* United Gas, Fuel & Light Company, 85 Me. 352, Mr. Justice Walton speaking for the court uses this language:

"Corporations possessing and exercising the right of eminent domain, owe duties to the public from the performance of which they are not allowed to escape by a sale or lease of their franchises, without first obtaining the consent of the legislature."

"It is now settled by an overwhelming weight of authority that public or *quasi* public corporations, which possess and exercise the right of eminent domain, or its equivalent, owe duties to the public, as well as to their stockholders; and that they cannot sell or lease their corporate powers and privileges, and thereby dis-

able themselves from performing their public duties, without legislative authority. It is the duty of gas companies, water companies, electric light companies, telegraph and telephone companies, street railway companies, and all similar corporations, which have obtained the right to use the public streets for the erection or extension of their works, to serve the public faithfully and impartially, and at reasonable rates. And this is a duty the performance of which may be enforced by the courts."

"But a still more serious objection to the traffic in corporate franchises is the ease with which such a power could be used to create monopolies. By its exercise a single corporation could easily become possessed of the corporate powers and privileges of all its rivals, and thereby annihilate competition, and obtain a complete control of the markets. Such combinations are usually hurtful, and sound public policy requires that they be kept under legislative supervision and restraint."

"To the argument that similar combinations may be made by individuals, it has been aptly replied that men are mortal, and their combinations short-lived, but corporations are immortal, and their combinations and acquisitions may go on forever; that all experience shows that such accumulations of wealth and power are dangerous to the public welfare; and that while society can endure the accumulations and combinations of mortals, which must end at the grave, it can not endure similar accumulations and combinations of power by corporations, which may continue forever."

In this decision, Peters, C. J., Emery, Foster and Haskell, J. J., concurred.

This language of our court seems to be plain enough to satisfy the most feeble intellect; and yet there are those who still marvel that the Railroad Commissioners should feel bound by these decisions, instead of wandering off into the maze of individual thought.

So that in giving construction to the charter of the F. S. & K. Railroad, and in attempting to ascertain the meaning of the legislature in granting it, we must take into consideration all these statutes and decisions, and ascertain, if we can, what were the powers and duties and obligations of the company when it accepted its charter from the State.

As we construe the charter of the F. S. & K. Railroad Company, the company had a right to fix its terminus at Farmington at or near the terminal tracks of the Maine Central Railroad Company, and the Sandy River Railroad Company.

It was not confined to any particular spot. It could select any spot for its terminus at or near the terminal tracks of the two roads, provided that in selecting its terminus it did so reasonably, and in such a manner as not to violate other statute provisions; because it would be a strained and curious construction of such a charter, to hold that it might make its terminal point on the north side of the burying ground, and then run southerly through it, in violation of the statute; or that it could, by selecting its terminal point, take a dwelling house or meeting house, against the plain provisions of other statutes.

There was plainly implied in the charter the right to make an intersection of the Sandy River Railroad, both roads being of the same gauge; and if it cannot make an intersection at the southerly side of the Maine Central yard, then it may make an intersection at the northerly side of the Maine Central yard, if it can be done without violation of other statute provisions.

“The grant of a right to extend, locate, construct and maintain a railroad is sufficient to authorize the taking of the lands necessary for the purpose, when there is nothing in the statutes to restrict its effect.”

Worcester & Nashua Railroad vs. Railroad Commissioners, 118 Mass. 561. So that we are called upon to decide whether the land proposed to be taken through the Maine Central yard, is necessary for station purposes for the Maine Central Railroad Company.

This matter has once been decided by the Railroad Commissioners, when this land now used by the Maine Central Railroad Company for station purposes was condemned for this very purpose, in 1870. We should hesitate long before deciding that the Railroad Commissioners of that time were mistaken. They were men of large experience in railroad matters, and had general as well as technical knowledge of the use for which land is needed in station grounds. They then decided that the land was necessary, and we have seen no reason to change the decree made by them at that time.

On the contrary we find that matters at the Farmington station now require more land than in 1870, because there is added to the business of the Maine Central Railroad Company the business of the Sandy River Railroad Company which was built in 1879, and which now occupies the same yard by parole agreement with the Maine Central Railroad Company.

The tracks of the Sandy River Railroad Company cross the tracks of the Maine Central Railroad Company twice within 100 feet, and if the F. S. & K. Company should cross the Maine Central as proposed, there would be three narrow gauge crossings of the Maine Central Railroad Company within two hundred feet.

There has been within a few years a serious accident in that yard occasioned by the many tracks, and the dangerous crossings of the two railroads, and we should not feel justified in allowing any further grade crossings, even if we had authority.

It is within our knowledge that the business at the Farmington yard has been greatly congested during the past five or six years, until there is not room enough in the yard to do the business of the two railroads.

All the trains of the Maine Central Railroad have to be made up now at West Farmington, and backed into the station at Farmington.

Besides, the location proposed by the petitioning company would in going through the yard of the Maine Central, take the turn table now there in operation, for the Sandy River Railroad.

Under all these circumstances we are obliged to find that the land in the yard of the Maine Central Railroad Company which the F. S. & K. Railroad Company proposes by this petition to take, is necessary to the Maine Central Railroad Company for station purposes.

But the counsel for the petitioning company again urges that such a finding as this will absolutely prevent the company from carrying out the evident purpose of the legislature in granting this charter, viz.: That the company shall connect its rails with the rails of the Sandy River Railroad, and so become a connecting road.

We do not feel so impressed with the situation, because we find that there is land a short distance west of the Maine Central

yard, where a location can be made for the petitioning company, so as not to cross the Maine Central station grounds at all.

The reply to this, however, is that such a line would be very expensive to construct on account of the formation of the land. This is indisputably true, but in Penn. R. Co. App. 93, Pa. St. 150, 3 Am. & Eng. R. cases, 507, where a railroad company attempted to take the tracks and franchise of a street railway company, to avoid the purchase of valuable property in order to reach its terminus, it was held that this was simply a matter of economy, and that no such necessity existed.

We feel, however, that the connection between the two narrow gauge roads ought to be made south of the Maine Central yard, and if this petition had come from the Sandy River Railroad Company asking for a permanent location across the Maine Central yard, substantially where the tracks now are, and where they have been located for more than twenty years, we should feel that the Maine Central Railroad Company would be fairly estopped from claiming that the land now used by the Sandy River Railroad is necessary for station purposes, for the Maine Central Company.

But under this petition we have no power to order anything done south of the Maine Central yard.

We believe that the charter of the F. S. & K. Railroad Company gives it the right to intersect and connect with the Sandy River Railroad tracks where it can be done reasonably and legally and feel constrained to suggest that this should be brought about by mutual agreement of the three railroad companies. We hesitate to make suggestions as to what ought to be done when we have no power to enforce them; but we believe a connection can be best made between the two narrow gauge roads, south of the M. C. R. R. yard.

In order to make such connections, we believe changes might be advantageously made in the Maine Central yard in the following general way, viz.: Erect a new freight house of a width of eighteen or twenty feet south of, and in line with, the passenger station, and east of the present easterly track.

Lay an additional side track west of this track to facilitate handling cars. Extend the main line of the Sandy River Railroad directly through the yard to the south line where it can make a connection with the F. S. & K. Railroad.

Parallel with the main line and west of it, a side track could be laid, also continuing as a siding of the new road. The scales track of the M. C. R. R. could be extended several car lengths, thus facilitating weighing operations.

South of the terminus of this track, place the transfer shed and platform; upon the west side of which would be the present freight and transfer track of the M. C. R. R.

The narrow gauge turn table might be removed to some point north or south of its property, when desired by the M. C. R. R. Company.

Of course these are suggestions of a very general nature and only incorporated here as our reasons for believing the proper point of junction to be south of and not upon the property of the M. C. R. R. Company.

But as we have no authority under these proceedings to order such connection, the decree must be, petition dismissed.

Dated at Augusta this 26th day of June, A. D. 1901.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Portland Railroad,—Certificate for Operation of Extension.

July 31, 1901.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Portland Railroad, from the corner of High and Spring streets, through High, York, and Park streets to Commercial street, a distance of .378 of one mile, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this 31st day of July, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Sanford & Cape Porpoise Railway Company, (Street),—Extension of Railway.

Petition of the Sanford & Cape Porpoise Railway Company by Fred J. Allen, its attorney, asking an approval of location of said extension and spur track in the town of Kennebunk.

August 2, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order.

Mr. Fred J. Allen appeared for the Sanford & Cape Porpoise Railroad Company.

The municipal officers of Kennebunk also appeared.

There was no opposition to the granting of the location as prayed for in said petition.

We therefore hereby approve the extension of said Sanford and Cape Porpoise Railroad, and the location of the branch track described in this petition, and we authorize the construction of said extension as prayed for in said petition.

Dated at Augusta this 2d day of August, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Berwick, Eliot & York Street Railway,—Articles of Association.

Petition of the directors of the Berwick, Eliot & York Street Railway for the approval of articles of association for the purpose of constructing and operating a street railroad through South Berwick, Eliot and York.

August 31, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

It having been shown to the satisfaction of the Board of Railroad Commissioners that all the provisions of sections one and two of chapter two hundred sixty-eight of the Public Laws of 1893, and amendments thereto, have been complied with, we herewith endorse upon these articles of association our certificate of said facts and our approval in writing.

Dated this thirty-first day of August, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Waterville & Wiscasset Railroad Company,—Crossing Highways.

Petition of F. C. Thayer, president of the Waterville & Wiscasset Railroad Company, asking the Board of Railroad Commissioners to authorize the crossing of certain highways in Winslow, Vassalboro and China.

August 31, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

The Waterville and Wiscasset Railroad Company, a railroad company established by the laws of the State of Maine, on the first day of August, A. D. 1901, presented its petition to this Board, setting forth that its line as duly located and approved by the county commissioners of the county of Kennebec, is laid out across certain highways, town ways and public ways in the towns of Winslow, Vassalboro and China, in the county of Kennebec, and asked the Board to determine the manner and conditions under which each of said crossings shall be made.

In accordance with said petition the Board appointed the nineteenth day of August, A. D. 1901, at the Elmwood Hotel in Waterville at ten o'clock in the forenoon as the time and place of a hearing on said petition, and ordered the petitioner to give notice as required by law.

On the day designated, the Board met at the time and place named in said order, and notice as ordered having been proven, it gave a hearing to all parties and persons who appeared and desired to be heard relative to the same.

Mr. H. M. Heath appeared for the petitioner.

The selectmen of Winslow appeared for the town of Winslow.

From an inspection of the location of the several crossings made by the Board, and from all the facts brought out at the said hearing, it appeared that none of said crossings could reasonably be made except at grade.

Therefore we have determined to permit all of said crossings to be made at grade, and that the manner and condition of constructing and maintaining the same shall be as follows:

Number 8. In Winslow: The highway leading from Winslow to Augusta, known as the River road, the crossing being easterly of the residence of G. W. Spring, shall be at grade, after the grade of said way shall have been raised two (2) feet. Permission to raise the grade of said highway is hereby granted as above provided, to said railroad company. The approaches on said way shall be made by said railroad company so that the present elevation per foot, from the foot of the hill upward, shall be not greater than now exists, and shall be as wide as said way is now wrought. Said crossing shall be made and maintained in such manner as to be safe and convenient for travelers on said way with horses, teams and carriages.

Number 9. In Winslow: The cross road known as the Dunbar road leading from the River road to main road to North Vassalboro, shall be at grade after the grade of said way shall have been raised one foot.

Permission is hereby granted to said railroad company to raise the grade of said way as above provided. The approaches on said way on each side of the railroad track, within the location of said railroad, shall be made and maintained by said railroad company, and shall be as wide as said way is now constructed, and not steeper than one foot fall for every twenty feet out from

said track. Said crossing shall be made and maintained in such manner that the same shall be safe and convenient for travelers on said way with horses, teams and carriages.

Number 10. In Winslow: The cross road leading from the North Vassalboro road to River road by the residence of Fessenden C. Drummons, shall be at grade, after the grade of said way shall have been raised one foot. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number nine, above named.

Number 11. In Vassalboro. The highway leading from North Vassalboro to Vassalboro, the crossing being near the residence of John Donnley, 77.3 rods west of North Vassalboro P. O., shall be at grade after the grade of said way shall have been raised one foot and six inches. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number nine, as above named.

Number 12. In Vassalboro: The highway leading from China to Vassalboro, known as the Davis Mill road, the crossing being west of the residence of Everard L. Priest, shall be at grade, after the grade of said way shall have been raised one foot. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number nine, above named.

Number 13. In Vassalboro: The highway leading from East Vassalboro to Augusta, the crossing being 92.4 rods west of East Vassalboro P. O., shall be at grade, after the grade of said way shall have been raised one foot. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number nine, above named.

Number 14. In Vassalboro: The highway leading from East Vassalboro to South China, the crossing being 156.4 rods south of East Vassalboro P. O., near the residence of Olive A. Jones, shall be at grade, after the grade of said way shall have been

raised one foot. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number nine, above named.

Number 15. In China: The cross road known as the Clark road, the crossing being east of the residence of S. K. Clark, shall be at grade, as said road is now constructed. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number, above named.

Number 16. In China: The highway leading from Augusta to South China, the crossing being northerly of the residence of Albert Jones, 124.2 rods west of South China P. O., shall be at grade, after the grade of said way shall have been raised one foot. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number nine, above named.

Number 17. In China: The highway leading from South China to Week's Mills, the crossing being 112.5 rods south of South China P. O., shall be at grade, after the grade of said way shall have been raised two feet and six inches. Permission to raise the grade of said way as above provided is hereby granted said railroad company. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number nine, above named.

At each and all of said aforementioned crossings, said railroad company shall make provision for slopes of fills to all such approaches, and for surface drainage.

Dated at Augusta this thirty-first day of August, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Bangor & Aroostook Railroad Company,—Extension of Railroad.

Petition of Bangor & Aroostook Railroad Company by Appleton & Chaplin, its attorneys, asking an approval of location of an extension from the main line in Oakfield to the town of Ashland.

August 31, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

Messrs. Appleton & Chaplin appeared for the petitioners.

No one appeared for the town of Ashland.

This is a petition to extend the Ashland branch of the Bangor and Aroostook Railroad Company, and all the provisions of the statute in relation thereto have been complied with by the Bangor and Aroostook Railroad Company.

We therefore find and certify that public convenience requires the construction of the extension of said railroad as prayed for in said petition, and we hereby approve the proposed location and authorize the construction and operation of the same as prayed for in said petition.

Dated at Augusta this 31st day of August, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Fish River Railroad Company,—Articles of Association.

Petition of the Fish River Railroad Company for approval of articles of association, for the purpose of constructing and operating a railroad from a connection with the Bangor & Aroostook Railroad in Ashland through Nashville plantation, Portage plantation, Township 14, Range 6, W. E. L. S., Township 14, Range

7, W. E. L. S., Winterville plantation, Eagle Lake plantation, Wallagrass plantation and Fort Kent, all in the Aroostook county.

August 31, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

Messrs. Appleton & Chaplin appeared for the petitioners.

No one appeared to oppose the petition.

The Board find, and we hereby certify, that all the provisions of sections one and two of chapter fifty-one of the Revised Statutes as amended, have been complied with in said articles of association; and we also hereby find and so determine that public convenience requires the construction of the road named in said petition.

Dated this 31st day of August, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Augusta & Warren Railway, (Street),—Articles of Association.

Petition of the Augusta & Warren Railway for approval of articles of association for the purpose of constructing and operating a street railway from the city of Augusta through the towns of Chelsea, Whitefield, Jefferson and Waldoboro to the town of Warren.

September 3, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

It having been shown to the satisfaction of the Board of Railroad Commissioners that all of the provisions of sections one and two of chapter two hundred and sixty-eight of the Public Laws of

1893 and acts amendatory thereof have been complied with, we hereunto endorse upon these articles of association our certificate of said facts and our approval in writing.

Dated this third day of September, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Dexter & Piscataquis Railroad Company,—Crossing Highway.

Petition of Mr. J. B. Mayo, president of the Dexter & Piscataquis Railroad Company for approval of crossing a highway known as "Owlsboro road" in the town of Dexter.

September 7, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all the parties interested.

Mr. J. B. Mayo appeared for the Dexter and Piscataquis Railroad Company.

No one appeared for the municipal officers of Dexter.

We hereby determine that said Dexter and Piscataquis Railroad Company may cross the Owlsboro road, so called, at grade, as the same now is, and that the said railroad company shall hereafter maintain the said crossing within its location in good repair and condition, so as to be safe and convenient for travelers with horses, teams and carriages, and without expense to the said town of Dexter.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 7th day of September, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Ossipee Valley Railway Company, (Street),—Location of Railway.

Petition of Ossipee Valley Railway Company by Walter P. Perkins and J. Merrill Lord, its attorneys, asking approval of location and authority to take land for railway purposes.

September 13, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and then proceeded to view the route of the Ossipee Valley Railway, which is described in the foregoing petition as to courses, distances and boundaries.

Mr. J. Merrill Lord and Mr. Walter P. Perkins appeared for the petitioner.

Mr. Theo L. Dunn appeared for the Maine Central Railroad Company.

Mr. Allen Garner appeared for himself.

Mr. R. F. Chase appeared for himself.

The route had first been approved by the selectmen of Baldwin, Cornish, Parsonsfield, Hiram and Porter, which said approval is filed with the Board of Railroad Commissioners.

A portion of the location is outside the limits of any streets, roads or ways; but we find that it is impracticable to locate said railway within the limits of any streets, roads or ways, and we therefore approve such portion of said railway as is outside of said streets, roads and ways.

After viewing the route and hearing the testimony in relation to the matter, we have determined to approve, and do hereby approve all the location described in the petition, and we also hereby find and so determine that public convenience requires the construction of the railway named in said petition.

Dated at Augusta this 13th day of September, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Penobscot Central Railway, (Street),—Certificate of Expenditure.

Petition of Flavius O. Beal, president of the Penobscot Central Railway, asking the Board to issue a certificate to the secretary of State regarding the expenditure of percentage of capital stock paid in and expended in the construction of said railway.

September 23, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

The foregoing petition by the Penobscot Central Railway was filed with the Board of Railroad Commissioners for the purpose of obtaining the certificate of said Commissioners, as provided by Public Laws of 1895, chapter 161.

Public notice was given for a hearing upon said petition to be held upon the 23rd day of September, A. D. 1901. The notice was given as ordered.

The company presented evidence to the Board in relation to the subject matter.

We find that the whole amount of bonds issued by the said Penobscot Central Railway, and secured by the mortgage of said company is two hundred fifty thousand dollars.

The evidence presented satisfies us that there has been expended by said company upon said road the sum of three hundred sixty-six thousand six hundred nineteen dollars eighty-eight cents, as appears by the statement on file with the Railroad Commissioners. and that an amount of the capital stock of said company equal to thirty-three and one-third per cent. of said mortgage indebtedness has been paid in, in cash, and expended upon the road in addition to the amount of the bonded debt.

And we have made a certificate to the secretary of State of Maine as follows:

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Honorable Byron Boyd, Secretary of State:

The Railroad Commissioners of said State hereby certify that the whole amount of bonds issued by the Penobscot Central Rail-

way is two hundred fifty thousand dollars. And we hereby certify that the amount of money which has been expended in the construction of said road is three hundred sixty-six thousand six hundred nineteen dollars eighty-eight cents, and that the amount of capital stock of said company equal to thirty-three and one-third per cent. of said mortgage indebtedness has been paid in, in cash, and expended upon said road in addition to the amount of the bonded debt.

Dated at Augusta, this 23rd day of September, A. D. 1901.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 PARKER SPOFFORD,
Railroad Commissioners of Maine.

Saco Valley Electric Railroad,—Approval of Location.

Petition of the Saco Valley Electric Railroad, by Bradbury & Haley, its attorneys, asking the Board for approval of its line, between "Bonny Eagle," in town of Standish, through Buxton to the city of Saco.

October 2, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

This is a petition of the Saco Valley Electric Railroad, asking for a location of its line between Bonny Eagle, so called, in the town of Standish, through Buxton to the city of Saco in the county of York; and asking the Board of Railroad Commissioners to approve the said location and determine that public convenience requires the building of said railroad.

This Board has once before determined that public convenience requires the construction of an electric street railroad from Saco through Buxton to Standish, along the route named in this petition. We see no occasion to change our decision in this matter.

We therefore approve the location named in said petition and hereby determine that public convenience requires the construction of said road.

Dated this second day of October, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Wiscasset, Waterville & Farmington Railroad Company,—Taking Land for Sidetracks and for Station Purposes.

Petition of the Wiscasset, Waterville & Farmington Railroad Company, by Leonard Atwood, its president, asking the Board to determine whether certain land in the town of Winslow shall be taken for said purposes.

October 4, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

This is an application to the Railroad Commissioners by the Wiscasset, Waterville and Farmington Railroad Company, under section 16 of chapter 51 of the Revised Statutes, for the purpose of taking and holding land as for public uses for a station at Winslow, and for necessary tracks and side tracks connected therewith.

It appears that the owner of said land, J. W. Bassett does not consent thereto, and that the parties do not agree as to the necessity therefor, or to the area necessary to be taken.

Notice was given as ordered, and the Board met at the time and place mentioned in said order and heard the parties interested.

We hereby determine that all the land described in said petition is necessary for station purposes for said railroad and for tracks and side tracks connected therewith, to be used by said railroad company for the reasonable accommodation of the traffic and appropriate business of the corporation. And we herewith fur-

nish the said Wiscasset, Waterville & Farmington Railroad Company a certificate containing a definite description of said land so to be taken; to wit:

Beginning on the corner near the M. C. R. R. crossing at the junction of the road leading from Winslow to Augusta, known as the River road, and a road leading to the residence of R. O. Jones, it being the corner or fence between J. W. Bassett's land and that of R. O. Jones; thence in a southerly direction about 106 feet to the line fence between the said R. O. Jones and J. W. Bassett; thence southwesterly about 416 feet to a point 66 feet south of the center line of location of the Waterville & Wiscasset Railroad; thence northerly parallel with center line of location of said railroad to the River road; thence by said road about 341 feet to the first mentioned bounds.

And we hereby make this our certificate and definite description thereof, and our final adjudication upon the same.

Dated this fourth day of October, A. D. 1901.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 PARKER SPOFFORD,
Railroad Commissioners of Maine.

Portland & Rumford Falls Railway,—Taking of Land in Mechanic Falls.

Petition of George D. Bisbee, attorney for Portland & Rumford Falls Railway, for authority to take land for railroad purposes in Mechanic Falls.

October 4, 1901.

Dismissed by request of petitioners,

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

Town of Mechanic Falls,—Erection of Gates.

Petition of the selectmen of Mechanic Falls asking the Board to order the Portland & Rumford Falls Railway to erect gates at the crossings of said railway on Maple, Pleasant and Oak streets.

October 4, 1901.

Dismissed by request of petitioners,

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

Kittery & Eliot Street Railway Company,—Crossing Boston & Maine Railroad.

Petition of the Kittery & Eliot Street Railway Company, by Horace Mitchell, its president, and Sam'l W. Emery, its attorney, asking the Board for authority to cross Boston & Maine Railroad, at Butler's Crossing, in Kittery, at grade.

October 9, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

This is an application of the Kittery and Eliot Street Railway Company asking permission to cross the eastern division of the Boston & Maine Railroad at grade at a place called Butler's Crossing.

We are satisfied that a grade crossing can be avoided by taking another route, and this petition is therefore dismissed.

Dated this ninth day of October, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Gardiner Street Railway,—Articles of Association.

Petition of the Gardiner Street Railway Company by its directors, asking the approval of articles of association for the purpose of constructing and operating its railroad in the city of Gardiner.

October 16, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the foregoing articles of association, the provisions of sections one and two, of chapter 268, Public Laws 1893, have been complied with, and we hereby endorse upon said articles our certificate of such facts and our approval in writing.

Dated at Augusta this sixteenth day of October, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Kittery & Eliot Street Railway Company,—Location Outside of Highways.

Petition of the Kittery & Eliot Street Railway Company, by Horace Mitchell, its president, and Sam'l W. Emery, its attorney, asking the Board to approve location across private land.

October 16, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

This is a petition of the Kittery and Eliot Street Railway Company asking permission to lay its track outside of the limits of the highway leading from Kittery to Eliot over the route named in said petition.

Notice was given as ordered, and all the parties were heard.

For the purpose of avoiding a bad crossing of the Boston & Maine Railroad, eastern division, we have no hesitation in decid-

ing that it is impracticable to locate and construct the part of the Kittery & Eliot Street Railway between a point by the store of one Langton near the Portland, Saco and Portsmouth Railroad Building, and the point in said highway which is at stake 14 aforesaid, within the limits of the highway.

And we hereby approve of the proposed location across private land herein set forth, and we make this our order and decree.

Dated this sixteenth day of October, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Town of Yarmouth,—Erection of Gates by Grand Trunk Railroad.

Petition of the town of Yarmouth, by its selectmen, asking the Board to compel the Grand Trunk Railway to maintain gates at certain street crossings.

The Board granted the petitioners leave to withdraw.

Per order of the Board.

E. C. FARRINGTON, *Clerk.*

October 16, 1901.

Atlantic and St. Lawrence Railroad Company, and Grand Trunk Railway Company,—Veranda Street Bridge, Portland.

Petition of the Atlantic and St. Lawrence Railroad Company and Grand Trunk Railway Company of Canada, by C. A. Hight, attorney, asking the Board to order Veranda street bridge and highway to be changed so that a more commodious crossing may be maintained.

October 28, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and a hearing was had at the time and place therein mentioned.

The Atlantic and St. Lawrence Railroad Company and the Grand Trunk Railway Company were represented by Mr. C. A. Hight, their attorney.

The Portland and Yarmouth Electric Railway Company and the Portland Railroad Company were represented by Mr. Charles F. Libbey, their attorney.

The city of Portland was represented by Mr. Chas. A. Strout, city solicitor.

On the 27th day of May, A. D. 1897, the Atlantic and St. Lawrence Railroad Company and the Grand Trunk Railway Company presented a petition to the Board of Railroad Commissioners, asking substantially for the same authority as prayed for in this petition.

At the hearing, however, the companies withdrew any claim for authority to raise the bridge, on account of the necessarily increased grade of the street, and the Board of Railroad Commissioners made its decree under date of July 19th, A. D. 1897, authorizing certain changes made in said bridge and in the tracks of said railway, but did not authorize the said companies to raise the said bridge or said highway.

No changes in said bridge or said highway have been made by authority of that decree, and the aforesaid companies now allege in this petition that on account of the increased size and height of cars and engines it has become necessary in operating said road to raise said bridge to the height of seventeen (17) feet and nine (9) inches above the rails, and to increase the width of the road-bed for an extra track, and consequently to increase the length of said highway bridge.

We therefore determine that the Grand Trunk Railway Company as lessee and the Atlantic and St. Lawrence Railroad Company may rebuild and repair the abutments of the bridge so as to give the new bridge a span of fifty-two (52) feet, and a height of seventeen (17) feet and nine (9) inches above the rails.

The new bridge to be steel plate, through girders, in width twenty-four (24) feet clear, raised on stone abutments.

The flooring to be of six inch (6) pine, resting on steel stringers and beams; the bridge to be of sufficient strength to accommodate the general travel along said Veranda street, and especially to carry the loaded cars of the Portland and Yarmouth Electric Railway Company now operated by the Portland Railroad Company.

The bridge shall be properly planked and fitted for travel.

The Portland and Yarmouth Electric Railway Company and its lessees shall have the right to cross said bridge, when completed, with one track, in such place as shall be determined by the Railroad Commissioners.

Said bridge shall be constructed and hereafter maintained by the Grand Trunk Railway Company, or its lessor, except the planking between the rails of said Portland and Yarmouth Electric Railway Company, which shall be done at the expense of the latter company or its lessees. And we hereby apportion the expense of building said bridge between the two companies, as follows:

As a condition of crossing said new bridge by said Portland and Yarmouth Electric Railway Company, the latter company, or its lessee, the Portland Railroad Company shall pay the Grand Trunk Railway Company the sum of six hundred and fifty dollars when said bridge is completed.

During the construction of said new bridge the Grand Trunk Railway Company shall strengthen and support the present bridge and approaches, or make other necessary arrangements so as to safely and conveniently carry the highway and electric railway travel. The whole work to be done to the satisfaction of the Board of Railroad Commissioners.

From the southerly or westerly end of said bridge the grade shall be raised only within the location of said Atlantic and St. Lawrence Railway Company, and so that the street shall not be steeper than one foot elevation for every thirteen feet out from said bridge.

From the northerly or easterly end of said bridge the street shall be graded far enough from said bridge so that it shall not be steeper than one foot elevation for every thirteen feet out from said bridge.

All the work of grading from both ends of said bridge shall be done by said Grand Trunk Railway Company, so that the travelled portion of said street shall be as wide as now constructed, and of uniform grade the entire width of said travelled portion.

On both sides of Veranda street easterly or northerly from said bridge is land owned in common and undivided by Frank D. Lunt, Inez C. Lunt and Sarah E. Churchill.

We award damages on account of the raising of said highway in front of their land as follows: For damage to the land on the northerly or easterly side of Veranda street we award them the sum of one hundred and twenty-five dollars (\$125.00). For damage to the land on the southerly or westerly side of Veranda street we award them damages in the sum of seventy-five dollars (\$75.00).

On Veranda street at the southerly or westerly end of said bridge we award no damages to land owners because the highway is not raised outside of the limits of the Atlantic and St. Lawrence Railway Company.

The Atlantic and St. Lawrence Railway Company or its lessees shall hereafter maintain and keep in repair said bridge so that the same shall be safe and convenient for travellers, with horses, teams and carriages, and for the use of said Portland and Yarmouth Electric Railway Company, or its lessees.

Dated at Augusta this 28th day of October, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

The Berwick Street Railroad Company,—Articles of Association.

Petition of the directors of The Berwick Street Railroad Company for approval of articles of association for the purpose of constructing and operating its railroad in and through the towns of Berwick and Lebanon in the county of York.

November 6, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the within articles of association all the provisions of chapter 268, Public Laws 1893, as amended, having been complied with, we hereby endorse upon the said articles of association a certificate of such fact and we hereby approve of said articles in writing.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 PARKER SPOFFORD,
Railroad Commissioners of Maine.

November 6, 1901.

Berwick and South Berwick Street Railway,—Articles of Association.

Petition of the directors of the Berwick and South Berwick Street Railway for approval of articles of association for the purpose of constructing and operating its railroad in and through the towns of Berwick and South Berwick.

November 6, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the within articles of association all the provisions of chapter 268, Public Laws 1893, as amended, having been complied with, we hereby endorse upon the said articles of association a certificate of such fact and we hereby approve of said articles in writing.

JOSEPH B. PEAKS,
 BENJ. F. CHADBOURNE,
 PARKER SPOFFORD,
Railroad Commissioners of Maine.

November 6, 1901.

Selectmen of Mattawamkeag,—Grade Crossing over M. C. R. R.

Petition of the selectmen of Mattawamkeag for the abolishment of the grade crossing and to establish an under grade crossing on line of Maine Central Railroad in town of Mattawamkeag.

Dismissed: Per order of the Board.

E. C. FARRINGTON, *Clerk.*

November 6, 1901.

Saco Valley Electric Railroad, (Street),—Articles of Association.

Petition of the directors of the Saco Valley Electric Railroad, asking approval of articles of association of said railroad, for the purpose of construction and operating a railroad from Saco through Buxton to Standish.

March 11, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

It having been shown to the satisfaction of the Board of Railroad Commissioners, that all of the provisions of sections one and two, of chapter 268, Public Laws of 1893, and amendments thereof have been complied with, we hereby endorse upon the within articles of association our certificate of such facts, and our approval in writing.

Dated at Augusta, this March 11th, A. D. 1901.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

Maine Central Railroad,—Change in Location in Woolwich.

Petition of the Maine Central Railroad Company, by Geo. F. Evans, its vice-president and general manager, for approval of a change in location of its road in the town of Woolwich.

March 26, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all parties who appeared.

Mr. Seth M. Carter appeared for the Maine Central Railroad Company.

No one appeared for the municipal officers of Woolwich. This is a petition by the Maine Central Railroad Company under chapter 193 of the Public Laws of 1893 for the purpose of making a change in the location of its road and from the track as originally built at or near a place known as Nequasset pond in the town of Woolwich.

We find that the change here asked for is necessary and expedient and we hereby approve said change and we hereby consent that the said Maine Central Railroad Company may deviate from the track as originally built, according to the plan this day filed with the Board.

Dated at Augusta this 26th day of March, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

Sanford & Cape Porpoise Railway,—Certificate as to Expenditures.

Petition of the Sanford & Cape Porpoise Railway Company, by Fred J. Allen, its attorney, asking the Railroad Commissioners to issue a certificate to the secretary of State as to the expenditures on said railway.

November 20, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

The foregoing petition by the Sanford & Cape Porpoise Railway Company, was filed with the Board of Railroad Commis-

sioners for the purpose of obtaining the certificate of said Commissioners, as provided by Public Laws of 1895, chapter 161.

Public notice was given for a hearing upon said petition to be held upon the 20th day of November, A. D. 1901.

The notice was given as ordered.

The company presented evidence to the Board in relation to the subject matter.

We find that the whole amount of bonds issued by the Sanford & Cape Porpoise Railway, and secured by the mortgage of said company is two hundred fifty thousand dollars.

The evidence presented satisfies us that there has been expended by said company upon said road the sum of three hundred forty-seven thousand four hundred eighteen dollars sixty-eight cents, as appears by the statement on file with the Railroad Commissioners, and that an amount of the capital stock of said company equal to thirty-three and one-third per cent. of said mortgage indebtedness has been paid in, in cash, and expended upon the road in addition to the amount of the bonded debt.

And we have made a certificate to the secretary of State of Maine as follows:

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Honorable Byron Boyd, Secretary of State:

The Railroad Commissioners of said State hereby certify that the whole amount of bonds issued by the Sanford & Cape Porpoise Railway is two hundred fifty thousand dollars.

And we hereby certify that the amount of money which has been expended in the construction of said road is three hundred forty-seven thousand four hundred eighteen dollars sixty-eight cents, and that the amount of capital stock of said company equal to thirty-three and one-third per cent. of said mortgage indebtedness has been paid in, in cash, and expended upon said road in addition to the amount of the bonded debt.

Dated at Augusta, this 20th day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Portland & Rumford Falls Railway—Change in Location.

Petition of the Portland and Rumford Falls Railway, by Geo. D. Bisbee, its attorney, for changes in location in the towns of Mechanic Falls and Minot.

November 25, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order.

The changes asked for are for the purpose of correcting the alignment of the road as it now exists. We therefore approve the change in said location described in said petition, and authorize the said railroad company to run and operate its trains over the said proposed location, after the same has been properly constructed.

Dated at Augusta this twenty-fifth day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Maine Central Railroad,—Extension from Augusta to Winthrop.

Petition of the Maine Central Railroad Company, by Geo. F. Evans, its vice-president and general manager, asking the Railroad Commissioners to approve the location of said extension from Augusta to Winthrop.

November 25, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all the persons interested.

This is a petition of the Maine Central Railroad, asking for authority to extend its road from Augusta to Winthrop.

The authority of this extension is by virtue of chapter 96, Public Laws of 1887.

All the requirements of that act and of the general railroad laws of the State have been complied with, and the only matters for us to determine are the location and whether public convenience requires the building of said road.

We have no doubt that a railroad from Augusta to Winthrop, thereby connecting the capital city of the State with the western portion would be a matter of great public convenience.

The reasons have been once given by us, and we need not repeat them.

We therefore approve the location named in said petition, and find that public convenience requires the building of said extension.

Dated this twenty-fifth day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Canadian Pacific Railway,—Bridge in Greenville.

Petition of the Canadian Pacific Railway, by C. F. Woodard, its attorney, asking the Railroad Commissioners to approve the plans for the construction of a new bridge at Greenville Junction.

November 27, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

No notice need be ordered upon this petition, as the Bangor & Aroostook Railroad Company has in writing approved the changes herein asked for.

We hereby determine that the decree of the Railroad Commissioners made October 10, 1887, be so modified as to allow the bridge to be constructed according to the plans and specifications

on file with the Board of Railroad Commissioners, which is hereby approved.

Dated at Augusta this twenty-seventh day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

Portland & Brunswick Street Railway,—Location.

Petition of the Portland & Brunswick Street Railway, by its attorney, Heath & Andrews, for approval of location in the towns of Brunswick, Freeport and Yarmouth.

November 27, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

Mr. H. M. Heath appeared for the petitioner.

Mr. Seth M. Carter and Mr. S. C. Perry appeared for the Maine Central Railroad Company.

One previous petition of the Portland and Brunswick Street Railway has been before us asking for this charter, and the Board declined to approve the location because another company, the Lewiston, Brunswick and Bath Street Railway had a location in the same streets of Brunswick where this company asked for its location.

We had several times previously decided that when a chartered company had a location in the streets of a town or city embraced in the charter, approved by the municipal officers of said town, and accepted in writing by said company, no other company, organized under the general law, could be allowed to construct and maintain any railroad in such streets because prohibited by statute. The question as to whether public convenience required the building of this road, was not decided. We simply decided

that we could not approve the location, because prohibited by statute.

Since that time the attorney general of the State, by proceedings in *Quo Warranto*, has obtained a decree of *ouster* against the Lewiston, Brunswick and Bath Street Railway, enjoining the said Lewiston, Brunswick and Bath Street Railway "from constructing or maintaining any street railroad under said location, and of the seizure into the custody of the State of the franchise of said Lewiston, Brunswick and Bath Street Railway, upon said streets named in Brunswick, to the end that a franchise to lawfully occupy said streets, roads or ways by any other corporation may be lawfully granted through the operation of the general laws of the State, or special acts of the legislature."

This power is only lodged in the supreme court, and is not in the Railroad Commissioners, as some have seemed to suppose. The supreme court having rendered a judgment of *ouster*, we are therefore authorized to allow a franchise of another company within these streets.

The only questions now remaining are the approval of the location, and the finding as to whether public convenience requires the building of said railroad.

This is a matter of great interest to the State of Maine. It is a matter of great interest not only to the people of the towns along which the proposed railway is to be constructed, but it is also of great interest to the Maine Central Railroad Company, which will be paralleled between the towns of Brunswick and Freeport, having, consequently, vested interests which should not suffer at our hands.

We have had the matter under consideration for some time. We have endeavored to consider it from every possible standpoint. We have heretofore expressed a determination to see that no vested rights are disturbed. We have also expressed our sympathy with the policy of developing the State of Maine by all means not detrimental to existing vested interests.

If this franchise were only from Freeport to South Freeport and Yarmouth, there to connect with the Portland and Yarmouth Electric Railway, we should have no hesitation in saying that public convenience requires it.

It does not require any evidence except that of our own senses and observation, to satisfy us that the people of Yarmouth and

the people of South Freeport deserve and naturally desire to have some connection at Freeport for passengers who wish to reach the Maine Central Railroad going east.

Now, all persons going east from Yarmouth must either go to Portland or Yarmouth Junction for that purpose. All persons at South Freeport who desire to go to Portland must either go to Yarmouth and take the electric road, or go to Freeport and take the Maine Central Railroad.

There are also persons in Freeport who have occasion to go to South Freeport or Yarmouth, but who have now no direct communication by rail.

The only doubt we entertain about the matter is in relation to that portion of the franchise between Brunswick and Freeport. The Maine Central Railroad Company now operates six passenger trains each way daily between Brunswick and Freeport and Portland. This ought to accommodate the people of Brunswick as well as any town of its size in Maine is accommodated.

The people of Brunswick, however, without admitting the sufficiency of the Maine Central train service between Brunswick and Portland, claim as a further argument in favor of the building of this proposed road, that an electric railroad from their town to Freeport, and from thence to South Freeport and Yarmouth would give to them what they do not now have and what they much desire, namely, direct communication by rail with South Freeport and the sea shore at that point, and with Yarmouth, and connection with the Portland and Yarmouth Electric Railway. We are more impressed by this argument than by any other.

The argument of merchants who hope to obtain more business does not weigh with us, because people buy their merchandise some where now ; and if one town gets more trade, another town must get less. If the business of Portland merchants is increased by the building of this line, it must necessarily be at the expense of the merchants of Brunswick and other towns along the line. We do not believe that we are called upon to authorize the building of electric railroads for the simple purpose of allowing one city or town to get business which now goes to another city or town.

Our opinion, therefore, will be based strictly upon the public convenience which is required by the people who live along the line of the road, and who are to be accommodated by it.

It is argued, in substance, and the argument has great force with us, that "although the paralleling of the Maine Central Railroad from Brunswick to Freeport and practically from Brunswick to Portland, may not alone materially injure the Maine Central Railroad; yet if the policy of paralleling steam railroads with electric railways is to be adopted by the State, it will put off the time when the Maine Central Railroad will be able to reduce the local fares along the whole line of the road."

In other words, the argument is that "while the people of Brunswick and Freeport might get cheaper rates on account of this electric railway, the reduction of rates in these places would naturally have the effect of putting off the time when cheaper rates might be, and probably would be given to all the people along the line of the steam roads."

Railroad companies, steam and electric, have a constitutional and moral right to earn fair dividends upon the money invested, and they will never be required to reduce rates below a point where these dividends can be earned. The court of last resort in this country has so held, and with great reason and logic.

It is therefore certain that local rates can only be reduced when the income from the whole line of a railroad will allow of such reduction.

If this line were to be a parallel line the entire distance from Brunswick to Portland, we should certainly refuse the charter; but there is already an electric railroad from Portland to Yarmouth, and there should be one from Yarmouth to South Freeport.

A line from South Freeport to Freeport would be of such convenience to so many people that we should not feel justified in denying that portion of the line between Freeport and Yarmouth, because it can not be considered in any way a paralleling of the Maine Central Railroad, or of any other railroad.

The line between Brunswick and Freeport will probably be of some convenience to the people who desire to travel between those two towns, and especially to those people of Brunswick who may desire to go to South Freeport and Yarmouth.

We do not, however, believe that the travel between Brunswick and Freeport will be of such volume as to materially reduce the income of the Maine Central Railroad. We do not believe that

the travel over that portion of the line alone would authorize the granting of a charter for an electric road.

Rural lines of street railroads in this State are still in the experimental stage, so far as income is concerned. It is difficult to determine in advance whether the probable income of any rural line of street railroad will justify the expense of construction.

Some street railroads have paid large dividends for a short time after construction, when for some reason not yet satisfactorily explained, the receipts have rapidly and suddenly fallen off, and have not been sufficient to pay the dividends, and in some cases have left a deficit after the interest upon the bonds and the fixed charges have been paid.

It has been said that this matter of income should have no controlling influence with us. That when parties are willing to invest capital in railroad enterprises in our State the Railroad Commissioners should not consider the question of the value of the investment, but should welcome all such enterprises whether the investment is a good or a bad one, because such enterprises tend to develop the resources of our State.

As public officers, with a feeling of responsibility upon us, we take an entirely different view of our duties. It cannot be that the legislature intended to make of the Board of Railroad Commissioners a simple machine by which railroads may be built anywhere and under all circumstances, regardless of existing vested rights, or whether such railroads can be constructed at such an expense that they can earn a fair dividend upon the cost. We do not so read the statutes.

Such a policy would not be for the best interests of the State, whose servants we are. Other states have suffered from the fact that a large number of railroads have gone into the hands of receivers.

We consider it of vastly more importance to the interests of this State that the earnings of its railroads shall be sufficient so that the same may be kept in safe condition, than it is to have a large number of railroads built which cannot with their earnings be properly equipped and safely operated.

Besides, the business interests of this State must, and will, depend more largely upon the convenience of moving freight, than of moving passengers; and any policy which shall tend to

curtail the opportunities of moving freight quickly, or to increase freight rates, would be "killing the goose which has laid the golden egg."

These conditions which we deem it our duty to consider, on the one side, and the great desire of the people for rapid and cheap passenger transit, on the other, make it difficult for us to determine where the true policy lies in granting railroad franchises.

We have given this matter a full consideration, and our best judgment, and we have concluded, under all the circumstances, to grant this franchise.

As to the location it has been suggested that there is another route by which a grade crossing can be avoided, by coming into Brunswick through Mill street. The petitioning company objects to the route through Mill street, because it would not convene so many people in the town of Brunswick, as the route through Pleasant street.

We have looked at the route through Mill street, and we think nearly as many people would be accommodated by one street as by the other, so far as the people of Brunswick are concerned. Our objection to Mill street is that if this franchise is to be given at all it should be given so as to best convene all the people who would come into Brunswick along the line of the electric railroad.

To come into Brunswick over Mill street would terminate the line at the foot of Maine street, in Brunswick, a long distance from the Maine Central station, and from the college buildings.

Besides, the resident portion of Brunswick is largely at the southerly end of the town, and persons who desire to take the electric railroad would have to walk a long distance to take the cars, if the route came in over Mill street; while Pleasant street comes into the village through nearly the centre of the town, and it would be more convenient to take the cars at the corner of Pleasant and Maine streets, than it would be at the corner of Mill and Maine streets.

If the road is to be built at all, the route should be most convenient to all the people who will patronize it.

We desire to avoid all grade crossings when possible, but a grade crossing on Pleasant street will not be a bad one, and with such safeguards as we shall hereafter order at all grade crossings, there should be no occasion for accidents.

A portion of the line is outside of the streets, roads and ways, and is to avoid heavy grades, and two grade crossings of the Maine Central Railroad. We therefore find that it is impracticable to locate said railroad within the limits of streets, roads and ways.

We therefore approve the proposed location, and find that public convenience requires the building of this road as prayed for.

Dated at Augusta this twenty-seventh day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Fish River Railroad Company,—Location.

Petition of the Fish River Railroad Company, by Appleton & Chaplin, its attorneys, for approval of location of said railroad.

November 30, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

This is a petition of the Fish River Railroad Company, under chapter 51 of the Revised Statutes, as amended by chapter 117, Public Laws of 1899.

All the provisions of the general law have been complied with, and we hereby approve the proposed location of the Fish River Railroad, and hereby approve the plan of location of said road, defining its courses, distances and boundaries, which said plan is hereby filed with the Board of Railroad Commissioners.

Dated this 30th day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Peaks Island Electric Railway Co.—Articles of Association.

Petition of the Peaks Island Electric Railway Company, by its directors, for approval of articles of association.

Petition dismissed: Articles not approved.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

AUGUSTA, November 30, 1901.

Saco Valley Electric Railroad,—Crossing Boston & Maine Railroad.

Petition of the Saco Valley Electric Railroad, by Bradbury and Haley, its attorneys, for approval of crossing at grade, the Boston and Maine Railroad in Saco and the Portland & Rochester division of the B. M. R. R. at Bar Mills, Buxton.

November 30, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all parties interested.

Messrs. Bradbury & Haley appeared for the petitioner.

Messrs. Symonds, Snow, Cook & Hutchinson appeared for the Boston and Maine Railroad.

This petition is for a crossing of the eastern division of the Boston and Maine Railroad at Saco, and of the Rochester division of the Boston and Maine Railroad at Bar Mills in Buxton.

The Boston and Maine Railroad Company desires to avoid grade crossings. The petitioning company claims that grade crossings are reasonable, and that neither overhead nor under-grade crossings are feasible.

We have given the matter considerable attention, several continuances having been made for that purpose. We are yet undecided in the matter.

The statute, chapter 191, Public Laws 1901, provides that if an appeal is taken to the decision of the Railroad Commissioners

in such case, the Commissioners may still determine the manner and conditions of construction and maintenance of such crossing during the pendency of the appeal, and issue the necessary temporary decree therefor.

Long before this statute, this Board in the matter of the petition of the Bangor, Orono & Old Town Railroad for a crossing of the Maine Central Railroad at Veazie, made a decree authorizing a temporary crossing at grade. This decision will be found in the report of the Commissioners for the year 1895, page 92. That decree was afterwards changed by the Board upon petition of the Maine Central Railroad, and the court sustained the commission in its action. (Maine Central R. R. Co. *vs.* B. O. & O. Railway Co. 89 Me., 555.)

It is too early now to make a decree under Public Laws 1901, chapter 191, we deem it best however to make a temporary decree as we did in the Veazie case.

We therefore decide and determine that until otherwise ordered by this Board said Saco Valley Electric Railroad may cross the eastern division of the Boston & Maine Railroad at Saco at grade; and may cross the Rochester division of the Boston & Maine Railroad at Bar Mills at grade. Said Saco Valley Electric Railroad Company shall furnish for each of said crossings good and substantial crossing frogs, satisfactory to the chief engineer of the Boston & Maine Railroad Company. The angles of said frogs shall conform to the angles of the several crossings, and the rails therein shall conform in all respects to the rails used by said Boston & Maine Railroad. Said crossings shall be constructed and maintained by said Boston & Maine Railroad Company, or under its direction, but the whole expense of construction and maintenance shall be borne by said Saco Valley Electric Railroad Company.

We will at present make no decree as to signal masts; but we hereby order and decree that no electric car of the Saco Valley Electric Railroad shall cross the Boston & Maine Railroad tracks at either of said crossings until the said electric car has been stopped within one hundred feet of said crossing and shall not cross until the motorman and conductor of said car shall both be satisfied that said crossing is clear and safe from trains on the Boston & Maine Railroad.

Dated at Augusta this thirtieth day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Milford, Municipal Officers,— Highway Crossing, M. C. R. R.

Petition of the municipal officers of the town of Milford, asking for an approval of a highway crossing at grade with the Maine Central Railroad.

November 30, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all the parties interested.

We hereby approve said location at grade, as prayed for in said petition. The manner and condition of crossing and the construction and maintenance shall be as follows:—

The approaches on said way on each side of the railroad track and within the limits of the right of way of said railroad shall be constructed by said railroad company, and shall not be steeper than one foot elevation to every twenty feet out from said track.

Said crossing shall hereafter be maintained by said railroad company so as to be safe and convenient for travelers on said way, with horses, teams and carriages.

Provision shall be made for surface drainage.

Dated at Augusta this thirtieth day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Rumford Falls & Rangeley Lakes Railroad Company,—Crossing Highway.

Petition of the Rumford Falls & Rangeley Lakes Railroad Company by George D. Bisbee, its attorney, for approval crossing "Carry Road," so called, near the Mountain View House.

November 30, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place stated in said order, and gave a hearing to all parties interested.

Permission is hereby given to cross the "Carry Road," so called, near Mountain View House, at grade after the way shall have been lowered one foot below the present grade. The said way shall be lowered and the crossing constructed within the limits of the said railroad at the expense of said railroad company, and the said crossing shall hereafter be maintained by said railroad company so that the same shall be safe for travelers with horses, teams and carriages.

Suitable provision shall be made for surface drainage.

Dated this thirtieth day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Rumford Falls & Rangeley Lakes Railroad Company,—Location of Extension.

Petition of the Rumford Falls & Rangeley Lakes Railroad Company by its attorney, Geo. D. Bisbee, for approval of an extension of said railroad from the "Outlet" in Rangeley, to the southerly end of Little Kennebago lake, in Franklin county.

November 30, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

The Rumford Falls & Rangeley Lakes Railroad brings this petition for authority to extend its railroad from Rangeley Outlet, so called, in the town of Rangeley, in the county of Franklin, to the southerly end of Little Kennebago lake in said county of Franklin.

The Directors or said railroad have filed their affidavit alleging that said railroad company now has five hundred thousand dollars in capital stock, three hundred thousand dollars of which has been subscribed thereto in good faith by responsible parties, and five per cent, thereon has been paid in, in cash to the directors of said company. It therefore has authority to extend its said road as prayed for.

All of the provisions of the statutes have been complied with, and we hereby approve of the location named in said petition, and find that public convenience requires the building of said extension.

Dated this thirtieth day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Portland & Rumford Falls Railway,—Crossing Highways.

Petition of the Portland & Rumford Falls Railway, by its attorney, Geo. D. Bisbee, for approval of changes in crossing highways in Mechanic Falls, Minot and Hartford.

November, 30th, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

This petition is for the purpose of changing already existing crossings of highways by the Portland and Rumford Falls Railroad.

We have already approved changes in the location of the Portland and Rumford Falls Railroad, and these crossings embraced in this petition are not new crossings, but are changes of present crossings to accommodate the changes in the location.

We therefore approve the alterations in the said four grade crossings, the manner and conditions of crossings to be as follows:—

The first crossing in the town of Mechanic Falls may be made at grade, when the way shall have been raised 2.1 feet above the present way.

The second crossing in the town of Minot may be made at grade, after said way is raised 5.3 feet above the present way.

The third crossing in the town of Minot may be made at grade after the said way is raised 1.4 feet above the present way.

The fourth crossing in the town of Hartford may be made at grade.

All of said crossings shall be made and maintained by the said railroad company, within the limits of said railroad, and shall be constructed by said railroad company so that no grade shall be steeper than one foot elevation to every twenty feet out from said track.

At each and all of the before-mentioned grade crossings, said railroad company shall make provision for slopes, or fills, to all of said approaches, and for surface drainage.

Dated this 30th day of November, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Special report of the Board of Railroad Commissioners upon an accident which occurred on the Grand Trunk Railway, near Bethel, January 17th, 1901.

STATE OF MAINE.

In Board of Railroad Commissioners.

A serious accident occurred on the Grand Trunk Railway between the stations of Bethel and Locke's Mills on the night of January 17th and 18th, A. D. 1901, by a head on collision of two freight trains, by which three employees were killed, four engines demolished, and several freight cars with their contents destroyed.

The trains involved in the accident were known as 4th section No. 92, and No. 85.

Fourth section No. 92, eastward bound had Thomas Foley, Jr. Conductor, and was hauled by two locomotives. The forward one being No. 403, with Herbert W. Barker engineer and Harry P. Vashaw, fireman. The rear one was No. 850 with Henry Hill, engineer, and Ralph W. Peasley, fireman.

The train had two brakemen, J. C. Parks and W. H. Murphy.

The west-bound train known as No. 85, had Daniel C. Damon, conductor, and was hauled by two locomotives. The forward one, No. 299, had Irving F. Roberts, engineer, and Gilman Goundry as fireman. The rear one, No. 811, had Peter Thompson, engineer, (killed), Clarence R. Tibbetts, fireman, (killed), rear brakeman A. F. Damon, and forward brakeman W. C. Oliver, (killed).

For the purpose of making the evidence plain we will state that the first station west of the State line is Shelburne in New Hampshire.

The first station east of the State line is Gilead, the next West Bethel, the next Bethel, the next Locke's Mills, and the next Bryant's Pond. The facts brought out by the evidence and briefly stated, are as follows:—

When 4th No. 92 reached Shelburne, N. H. going east, it was stopped by a signal for train order. Conductor Foley went to the station and found order No. 129 for which he receipted to

Station Operator Flannigan, which was for the crossing of 4th No. 92 and a west bound freight at Shelburne Station.

Conductor Foley thereupon waited at Shelburne until the west-bound freight arrived, when the signal light was taken in. Then as Foley understood the rules he had a right to proceed eastward: but during the time his train was at the station and after order No. 129 had been executed, Operator Flannigan at Shelburne was called by Train Despatcher Mason at Island Pond, and asked if Foley's train was still at Shelburne. Flannigan replied that Foley was still there, and upon receiving signal 31, which signified another train order, he again put out his red light and took train order No. 131 which was for the 4th section No. 92 to cross No. 85 (coming from the east) at West Bethel.

Flannigan, the operator at Shelburne, testifies that when he received the signal for order No. 131 and had replied R. D. (red displayed) he saw a man he supposed to be Foley, the conductor of 4th section No. 92 standing on the platform immediately outside of his window. That he rapped on the window and motioned for him to come into the station, that the man came in and looked over his shoulder while he was taking the dispatch and read a portion of it, at least, aloud, which was No. 131 for the crossing of Foley's train with No. 85 at West Bethel. That the man he supposed was Foley thereupon went out, and when he, Flannigan, had got the copies of the order ready he went out upon the platform to deliver them to Foley, and noticed that Foley's train had started.

Flannigan says he supposed the train was only to haul down to the station and stop where Foley would sign the receipt for the orders, but that when he got out on the platform the caboose was just going by, and he saw a man he supposed to be Foley, in the caboose window. He shouted to the man he supposed to be Foley, and said to him: "You haven't signed your order. Shall I sign it for you?" And he understood Foley to say: "All right." He thereupon signed Foley's name to order 131 and reported to Mason, train despatcher at Island Pond that the order had been received and Foley had signed it. The train despatcher at Island Pond then considered the order complete as he had given the same order to No. 85 at Bryant's Pond, and had received reply that No. 85 had received the order. It appears, however, that the man whom Flannigan supposed was

Foley was not Foley at all, but was Harry P. Vashaw, the fireman on the leading engine, 403, on Foley's train, and Vashaw admits that he went into the station and read a portion of the order No. 131, when it was being taken, as stated by Flannigan, and who also says he afterwards reported to Foley that there was another order being taken, but he did not think it had anything to do with his train.

Foley's train, 4th section No. 92 then proceeded, as before stated, without any crossing orders for No. 85 at West Bethel.

No. 85 coming from the east had orders to cross at West Bethel, so that 4th section No. 92 having no orders whatever, ran past West Bethel and Bethel, and met No. 85 about two miles east of Bethel, when both trains were going at full speed, and both trains on a down grade.

They met at the bottom of the grade, and the collision was terrific and disastrous. All four engines were practically destroyed, and a large number of freight cars containing freight, were burned, and three persons were killed:—Peter Thompson, engineer; Clarence R. Tibbetts, fireman on engine 811, and W. C. Oliver, brakeman, all on train No. 85.

Richard Flannigan, the operator at Shelburne, is a young man 23 years of age, and had been at work for the company only since the 5th day of January,—twelve days. He testifies that he had worked at telegraphy about five years, doing commercial work in the city of Boston, and that he was supposed to be a good Western Union operator.

He seems to have taken all the messages correctly. Mr. Charles Wm. Farrell, chief train dispatcher of the Grand Trunk Railroad testified that he employed Operator Flannigan for the Grand Trunk Railroad Company.

That he received a letter from Flannigan at Boston applying for a position and wired him to come to Island Pond. Flannigan came and Farrell gave him an examination as he did every other operator before putting him in charge of a station. That he then gave him a rule book to study, and he seemed to understand the rules before he was sent to Shelburne. Flannigan at the hearing seemed to be intelligent, answered all questions promptly, and what is very much to his credit, we think he answered truthfully. He certainly did not attempt to evade any question which was put to him. He admitted that he under-

stood the rule which required him to get the conductor's signature to every order before reporting it, and gave his excuse for reporting to despatcher Mason at Island Pond that he had received Foley's signature, that he supposed Conductor Foley had read the order over his shoulder and had told him to sign it.

We do not doubt the word of Flannigan that he supposed the man who went into the station was Foley. It must be remembered that Flannigan had been there but a short time. It does not appear that he had ever seen Conductor Foley until he came into the station to receive order No. 129.

It was in the night. He says he did not take a "good look" at Foley then. It did not escape the notice of the Commissioners at the hearing that there was a remarkable resemblance between Conductor Foley and Fireman Vashaw, who it seems was really the man who went into the station and read the dispatch over Flannigan's shoulder, and who testifies that he afterwards communicated that fact to Conductor Foley.

Conductor Foley is an old employee of the company, and according to the rules, as he understood them, he had a right to start his train for the east as soon as he had executed his order, No. 129; nevertheless we cannot help feeling that, having been informed by the fireman, Vashaw, that there was another order being taken, and while, according to his own testimony, the red light was still being displayed, Conductor Foley should have ascertained what that new order was before he started his train for the east.

Conductors should not, in our opinion, be allowed to construe the rules so strictly as to entirely ignore suggestions of danger ahead.

It is their duty to inquire whether such suggestions have any foundation. There was a mass of testimony which we do not think it necessary to recite. A careful consideration of the evidence presented at the hearing has resulted in our conclusion that the responsibility for the disaster rests necessarily upon the operator at Shelburne: because it was his duty when he failed to deliver the order to Conductor Foley, to have so reported it to Train Dispatcher Mason at Island Pond.

Then Dispatcher Mason could have stopped Foley's train at Gilead or West Bethel and prevented the accident. We therefore question the policy of placing a young man in the important

position of night operator, and trusting him with the responsible duties of receiving and transmitting orders for the movement and crossing of trains, with so little experience as Flannigan had had. Though he may have been a good operator, and have had an intelligent understanding of the rules of the road, still there is a certain acquaintance with the routine of the work that can come only with actual experience. Had Flannigan, the operator at Shelburne, been trained in a strict construction of the rules relating to train orders, he would not have reported that the conductor of train No. 92 east bound had signed order No. 131, without having actually received Conductor Foley's signature. Had he not so reported, the fearful accident would not have happened. While it may be presumption for us to question the perfection of the general rules under which trains are moved on our principal roads, still there appears to us to be a possibility of disaster if a train is allowed to leave a station while a red light is displayed, until the conductor in charge of the train first ascertains definitely whether the signal means an order additional to any already received.

The standard code, section 221, A, contains these words:—"A fixed signal must be used at each train order office, which shall indicate a stop, when there is an operator on duty, except when changed to proceed, to allow a train to pass after getting train orders, or for which there are no orders. A train must not pass the signal while stop is indicated.

"While stop is indicated trains must not proceed without a clearance card." Had the rules required Foley to inquire at the station why the red light was still displayed, before moving his train, he would have received order No. 131 and the disaster would have been averted.

Under the rules, however, having executed order No. 129 by the crossing of the west-bound special train, Conductor Foley understood that he was no longer held by the red light, and under no obligation to inquire whether there was another order subsequent to the one already fulfilled.

Flannigan testified that he supposed the conductor would not, under the rules, leave the station while the red light was displayed, without receiving a clearance card.

We think Flannigan's understanding of the rules is the most reasonable one. At least, we think such a rule would be a more reasonable one than the one in operation.

Besides, while the Standard Code of the American Railway Association Train Rules in force on the Grand Trunk Railway does not require the engineer to sign train orders before "Complete" is given by the train dispatcher; the rules of a large number of the railroads in the country do require the engineer to sign all orders and we cannot help regarding it as the safe course.

As we have stated, we can easily understand how Flannigan presumed that the man who looked over his shoulder while he was taking the order No. 131 was Foley, and that he read enough of the order to know its import.

Flannigan had re-displayed his red light, and we think was justified in supposing Foley would come in to learn of the later order. He had also rapped on the window to attract the attention of a man he supposed to be Foley. As Flannigan was a comparative stranger to all the train men, it was natural that he should suppose the man in the window of the caboose, seen dimly in the night, was the conductor. Yet, although these peculiar misunderstandings are mitigating circumstances, the fact remains that Flannigan is chiefly to blame in reporting that the conductor had signed the order No. 131, when he had not done so.

While we are unable, under all the circumstances, to feel that Flannigan's acts amounted to criminal carelessness, it will be well for all trainmen and train dispatchers to remember that the safety of human lives as well as property, can only be assured by a strict compliance with the rules of the road.

Employees can never be successfully criticized if they obey orders strictly. They can never be excused when they disobey them.

Dated at Augusta this 26th day of March, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Special report of the Board of Railroad Commissioners upon an accident which occurred at West Paris, on the Grand Trunk Railway on the tenth day of December, A. D. 1900.

A serious accident occurred on the Grand Trunk Railway at West Paris on the tenth day of December, A. D. 1900.

A bridge construction train, consisting of a locomotive, a derrick car, a flat car and a coboose or van car, being headed east or towards Portland, was furnished by the aforesaid railway for one of its contractors, the Detroit Bridge and Iron Works, which was building or replacing the bridge known as Whitman's bridge, about three and one-half miles west of West Paris.

To clear regular trains, this bridge train had to run to West Paris or the other way, west, to Bryant's Pond, according to the direction of the train to be cleared. At the time of the accident, the bridge train came to West Paris. East of West Paris station, only a short distance, practically in the yard, was a through truss, Phoenix hollow column bridge. The original portal bracing had been changed, by taking out the cross bracing and lower flange, and putting in wind-braces made of angle iron, from the posts to the upper flange.

The derrick on the car had a frame nearly full width of the car, instead of a single mast, and it was about twenty-one feet from the top of the rail to the top of the frame, about one and one-half feet higher than the lateral bracing of the top chords.

It was rigid and the boom was fixed. The full length of the train was about one hundred and fifty feet, over all. One hundred and fifty-six feet and eight inches west of the bridge, i. e. between the bridge and West Paris station was a switch letting onto a through siding running west. The bridge train, on this occasion, came down to West Paris and was intending to back onto the siding over the switch aforesaid; but the train being allowed to run too far onto the bridge, the derrick frame aforesaid came in contact with the aforesaid mentioned wind-bracing and struts, drawing the trusses over and causing the bridge to break down, throwing the locomotive, derrick car and flat car down into the river, killing the fireman, Daniel D. Matheson and injuring the engineer, Thomas O'Neal. The crew of the bridge train had been in service on that train four days. Some care had been taken at the quarry, so called, west of West Paris, to see whether

the top of the derrick would clear the gwy over the quarry. No one seemed to have taken any measures whatever to determine the comparative height of the derrick to the opening in the West Paris bridge.

No one of the Bridge Company's representatives had given any instructions as to height of derrick, and the train was allowed to run some sixty or seventy feet further than was absolutely necessary to clear the switch they were to use, and crash into the bridge.

It seems to the Board that there was an absence of the most common care on the part of the Bridge Company's representatives in not impressing the fact upon the trainmen that the derrick was higher than any cars in use, and on the part of the engineer in not making himself sure as to its height, and in running so far beyond the point necessary to make the siding.

The Board finds that Daniel D. Matheson came to his death at West Paris, in the County of Oxford and State of Maine, on the tenth day of December, A. D. 1900, by reason of the falling of a bridge at said West Paris, the property of the Grand Trunk Railway.

That said bridge was thrown by the frame of a derrick on a derrick car in use by the Detroit Bridge and Iron Company, coming in contact with the top struts in said bridge.

Dated at Augusta, this sixth day of May, A. D. 1901.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Comparative Statements of the Condition and Operation

OF THE

Steam Railroad Corporations of the State

COMPILED FROM THE

Returns for the Year Ending June 30, 1901.

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TABULATED STATEMENTS FROM RETURNS OF STEAM RAILROAD CORPORATIONS.

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RAILROAD COMMISSIONERS' REPORT.

| OPERATING RAILROADS. | 1—BANGOR AND ARROOSTOOK. | 2—BOSTON AND MAINE. | 3—BRIDGTON AND SACO RIVER. | 4—CANADIAN PACIFIC. (INTERNATIONAL.) |
|--|-----------------------------|------------------------|-------------------------------|--|
| ASSETS. | | | | |
| Construction | \$8,064,970 24 | \$41,815,846 04 | \$217,074 50 | \$6,532,058 82 |
| Equipment | 1,908,404 91 | 5,203,062 08 | 40,052 82 | 428,872 13 |
| Other permanent property | 23,511 38 | 12,122,501 68 | ..... | 129,127 87 |
| <i>Total permanent investments</i> | 9,996,886 53 | 59,141,409 80 | 257,127 32 | 7,090,058 82 |
| Cash and current assets | 294,916 30 | 7,293,414 68 | 5,857 94 | ..... |
| Miscellaneous assets | 196,794 95 | 3,723,266 19 | 1,332 46 | ..... |
| Gross assets | 10,488,597 78 | 70,158,090 67 | 264,317 72 | 7,090,058 82 |
| LIABILITIES. | | | | |
| Capital stock, common | 1,050,000 00 | 23,367,170 70 | 102,250 00 | 2,273,000 00 |
| Capital stock, preferred | 1,248,884 11 | 3,149,800 00 | ..... | ..... |
| <i>Total capital stock</i> | 2,298,884 11 | 26,516,970 70 | 102,250 00 | 2,273,000 00 |
| Funded debt | 7,600,000 00 | *1,829,800 40 | ..... | ..... |
| Real estate mortgages ..... | ..... | 28,794,914 96 | 134,700 00 | 3,514,000 00 |
| Current liabilities | 247,765 25 | 594,800 00 | ..... | ..... |
| Accrued liabilities | 51,450 25 | 5,451,651 72 | 17,755 20 | 129,127 87 |
| <i>Total indebtedness</i> | 7,899,215 50 | 4,326,822 08 | 904 12 | 1,173,930 95 |
| Sinking and other special funds | 260,000 00 | 39,168,189 76 | 153,359 32 | 4,817,053 72 |
| Gross liabilities | 10,458,069 61 | 1,432,782 46 | 314 68 | ..... |
| INCOME. | | | | |
| Revenue from passengers | 359,466 90 | 11,147,754 49 | 12,373 10 | 90,393 07 |
| Revenue from mails | 33,115 66 | 438,760 43 | 1,070 36 | 29,155 82 |
| Revenue from express | 13,506 68 | 801,681 05 | 3,540 69 | 11,682 96 |
| Revenue from extra baggage and storage | 4,527 97 | 187,966 97 | 223 05 | ..... |
| Revenue from other passenger service ..... | ..... | ..... | ..... | 9,793 24 |
| <i>Total passenger revenue</i> | 410,617 21 | 12,526,159 94 | 17,207 20 | 141,025 09 |
| Revenue from freight | 984,022 54 | 17,437,916 60 | 22,134 50 | 331,952 24 |
| Revenue from other freight service ..... | ..... | 770,598 88 | ..... | ..... |
| <i>Total freight revenue</i> | 984,022 54 | 18,208,515 48 | 22,134 50 | 331,952 24 |
| <i>Total passenger and freight revenue</i> | 1,394,639 75 | 30,734,675 42 | 39,341 70 | 472,977 33 |
| Other earnings from operation | 54,814 73 | 66,239 42 | ..... | 3,636 93 |
| <i>Gross earnings from operation</i> | 1,449,454 48 | 30,800,914 84 | 39,341 70 | 476,614 26 |
| Income from other sources ..... | ..... | 573,275 56 | 319 21 | ..... |
| Gross income | 1,449,454 48 | 31,374,190 40 | 39,660 91 | 476,614 26 |

* Premiums on Boston and Maine Railroad—common stock sold.

| EXPENDITURES. | | | | |
|--|--------------|-------------------------|-----------|-------------|
| Operating expenses | 908,422 37 | 21,522,187 38 | 28,753 16 | 510,973 12 |
| Interest on funded and other debts..... | 383,484 09 | 1,268,588 23 | 6,180 16 | 69,248 84 |
| Taxes | 4,938 82 | 1,547,315 05 | 264 61 | 7,234 37 |
| Rentals paid..... | 23,001 00 | 5,194,401 45 | | 1,680 00 |
| Other charges upon income | 80,000 00 | 151,285 00 | | |
| Dividends paid | | 1,645,000 39 | 4,090 00 | |
| Gross expenditures..... | 1,399,846 28 | 31,328,777 50 | 39,287 93 | 589,136 33 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | | |
| Net income from operation..... | 541,032 11 | 9,278,727 46 | 10,588 54 | ‡34,358 86 |
| Income from other sources..... | | 573,275 56 | 319 21 | |
| Total income above operating expenses | 541,032 11 | 9,852,003 02 | 10,907 75 | ‡34,358 86 |
| Interest, taxes, rentals and other charges..... | 491,423 91 | 8,161,589 73 | 6,444 77 | 78,163 21 |
| Net divisible income | 49,608 20 | 1,690,413 29 | 4,462 98 | ‡112,522 07 |
| Amount of dividends declared..... | | 1,645,000 39 | 4,090 00 | |
| Percentage of dividends declared | | † | 4 | |
| SURPLUS. | | | | |
| Surplus June 30, 1900..... | 160,889 97 | 1,519,752 55 | 8,060 74 | |
| Surplus for the year..... | 49,608 20 | 45,412 90 | 372 98 | ‡112,522 07 |
| Additions during the year | | | | |
| Deductions during the year | 180,000 00 | | 40 00 | |
| Total surplus June 30, 1901 | 30,498 17 | 1,565,165 45 | 8,393 72 | ‡112,522 07 |
| VOLUME OF TRAFFIC, ETC. | | | | |
| Passengers carried | 348,558 | 38,496,814 | 19,809 | 94,436 |
| Passengers, average length of journey | 41.58 | 16.43 | 12.77 | 62.97 |
| Total passenger mileage | 14,492,762 | 632,476,537 | 252,991 | 5,946,534 |
| Average fare per mile on local tickets | 3.5c | 1.745c | | 3.4c |
| Average fare on commutation tickets | 2c | \|\|1c to 2c. 2 to 2.25c | 3.9c | |
| Average fare on mileage tickets | 2-375c | 2-25c 500 m. 2c 1000 m. | | |
| Average fare on season tickets | | 0.661c | | |
| Average fare on joint tickets..... | 3c | 1.874c | 5c | 1.67c |
| Tons of freight hauled..... | 814,797 | 17,516,571 | 23,112 | 410,275 |
| Average length of haul..... | 91.61 | 87.82 | 15.56 | 160.86 |
| Total freight mileage | 74,646,024 | 1,538,317,388 | 359,663 | 65,996,102 |
| Miles run by passenger trains..... | 475,689 | 10,666,751 | | 147,460 |
| Miles run by freight trains | 551,552 | 7,424,741 | | 278,028 |
| Miles run by mixed trains..... | | 174,963 | 41,760 | 85,213 |
| Total mileage of trains earning revenue | 1,027,241 | 18,266,455 | 41,760 | 510,701 |
| Mileage of non-revenue trains..... | 393,122 | 8,503,793 | 5,420 | 10,099 |
| Miles run by construction and other trains | | | | |
| Total train mileage..... | 1,420,363 | 26,776,248 | 47,180 | 520,800 |

† 7% on common, 6% on preferred stock.

|| Within suburban circuit.

‡ Deficit.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

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| OPERATING RAILROADS. | 1—BANGOR AND AROOSTOOK. | 2—BOSTON AND MAINE. | 3—BRIDGTON AND SACO RIVER. | 4—CANADIAN PACIFIC. (INTERNATIONAL.) |
|--|-------------------------|---------------------|----------------------------|--------------------------------------|
| EQUIPMENT. | | | | |
| Number of locomotives | 41 | 955 | 3 | 10 |
| Number of passenger and combination cars | 31 | 1,178 | 3 | |
| Number of dining, parlor and sleeping cars | | 9 | | |
| Number of baggage, express and mail cars | 12 | 229 | 2 | |
| Number of freight cars (basis 8 wheels) | 3,014 | 17,140 | 41 | 1,000 |
| Number of officers' and pay cars | 1 | 7 | | |
| Number of gravel and other cars | 72 | 792 | | 6 |
| MISCELLANEOUS. | | | | |
| Whole number of stockholders | 305 | 7,229 | 84 | 50 |
| Number in Maine | 277 | 609 | 80 | 17 |
| Amount of stock held in Maine | \$849,400 00 | \$2,063,900 00 | \$97,060 00 | \$7,500 00 |
| Total miles of road operated | 370.87 | 2,264.69 | | 232.8 |
| Total miles of road operated in Maine | 370.87 | 157.43 | | 232.8 |
| Highway grade crossings in Maine | 179 | 153 | 22 | 26 |
| Number of highway crossings over railroads | 2 | 37 | | |
| Number of highway crossings under railroads | 2 | 19 | 1 | 5 |
| Number of railroad crossings, other steam railroads at grade | 1 | 9 | | 1 |
| Number of railroad crossings over other steam roads | 1 | | | 1 |
| Number of railroad crossings under other steam roads | 1 | | | 1 |
| Number of railroad crossings, street railways at grade | 1 | 9 | | |
| Number of railroad crossings over street railways | | 3 | | |
| Number of railroad crossings under street railways | | 2 | | |
| Average number of employees | 1,045 | 21,912 | 43 | |

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

| OPERATING RAILROADS. | 5—FRANKLIN AND MEGANTIC. | 6—GEORGES VALLEY. | 7—GRAND TRUNK. | 8—KENNEBEC CENTRAL. |
|--|-----------------------------|----------------------|-------------------|------------------------|
| ASSETS. | | | | |
| Construction | \$90,893 57 | \$80,982 00 | *\$323,131,223 25 | \$61,517 32 |
| Equipment | 5,110 00 | 4,172 36 | ..... | 20,061 33 |
| Other permanent property ..... | ..... | ..... | 7,042,981 88 | ..... |
| <i>Total permanent investments</i> | 96,003 57 | 85,154 36 | 330,174,205 13 | 81,578 65 |
| Cash and current assets | 6,858 32 | 660 19 | 4,384,064 29 | 3,980 10 |
| Miscellaneous assets | 638 95 | 250 00 | 3,124,979 60 | 301 62 |
| Gross assets | 103,500 84 | 86,064 55 | 337,683,249 02 | 85,860 37 |
| LIABILITIES. | | | | |
| Capital stock, common | 87,500 00 | 100,000 00 | 134,759,580 48 | 41,250 00 |
| Capital stock, preferred ..... | ..... | ..... | 63,841,202 10 | ..... |
| <i>Total capital stock</i> | 87,500 00 | 100,000 00 | 198,600,782 58 | 41,250 00 |
| Funded debt | 24,000 00 | 50,000 00 | 131,854,731 59 | 30,000 00 |
| Current liabilities | 2,072 82 | 1,288 43 | 6,269,802 61 | 1,219 35 |
| Accrued liabilities | 700 00 | ..... | 923,774 22 | 147 50 |
| <i>Total indebtedness</i> | 26,772 82 | 51,288 43 | 139,048,308 42 | 31,366 85 |
| Gross liabilities | 114,272 82 | 151,288 43 | 337,683,249 02 | 72,616 85 |
| INCOME. | | | | |
| Revenue from passengers | 7,553 45 | 1,883 51 | 6,090,974 40 | 7,401 04 |
| Revenue from mails | 1,247 26 | 311 11 | 412,600 60 | 310 80 |
| Revenue from express | 1,208 29 | 417 27 | 660,579 24 | 413 96 |
| Revenue from extra baggage and storage | 45 16 | ..... | ..... | ..... |
| Revenue from other passenger service | 4 40 | ..... | ..... | 44 56 |
| <i>Total passenger revenue</i> | 10,058 56 | 2,611 89 | 7,165,154 24 | 8,170 36 |
| Revenue from freight | 21,289 41 | 11,259 63 | 15,054,416 86 | 7,758 80 |
| Revenue from other freight service ..... | ..... | 158 84 | ..... | ..... |
| <i>Total freight revenue</i> | 21,289 41 | 11,418 47 | 15,054,416 86 | 7,758 80 |
| <i>Total passenger and freight revenue</i> | 31,347 97 | 14,030 36 | 22,219,571 10 | 15,929 16 |
| Other earnings from operation ..... | ..... | ..... | 687,895 71 | 190 00 |
| <i>Gross earnings from operation</i> | 31,347 97 | 14,030 36 | 22,907,466 81 | 16,119 16 |
| Income from other sources | 44 16 | ..... | 904,468 83 | ..... |
| Gross income | 31,392 13 | 14,030 36 | 23,811,935 64 | 16,119 16 |

* Construction and equipment.

† Deficit.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

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RAILROAD COMMISSIONERS' REPORT.

| OPERATING RAILROADS. | 5—FRANKLIN AND MEGANTIC. | 6—GEORGES VALLEY. | 7—GRAND TRUNK. | 8—KENNEBEC CENTRAL. |
|---|-----------------------------|----------------------|-----------------|------------------------|
| EXPENDITURES. | | | | |
| Operating expenses | \$33,138 79 | \$10,118 22 | \$15,232,876 12 | \$10,381 21 |
| Interest on funded and other debts..... | 1,063 54 | 3,175 58 | 5,169,217 77 | 1,500 00 |
| Taxes | 179 02 | 76 57 | 229,151 71 | 314 52 |
| Rentals paid..... | 1,000 00 | | 733,843 44 | |
| Other charges upon income | | | 31,344 77 | |
| Dividends paid | | | 2,382,980 68 | 2,400 00 |
| Gross expenditures..... | 35,381 35 | 13,370 37 | 23,779,414 49 | 14,595 73 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | | |
| Net income from operation..... | *1,790 82 | 3,912 14 | 7,674,590 69 | 5,737 95 |
| Income from other sources..... | 44 16 | | 904,468 83 | |
| <i>Total income above operating expenses.....</i> | *1,746 66 | 3,912 14 | 8,579,059 52 | 5,737 95 |
| Interest, taxes, rentals and other charges..... | 2,242 56 | 3,252 15 | 6,163,557 69 | 1,814 52 |
| <i>Net divisible income</i> | *3,989 22 | 659 99 | 2,415,501 83 | 3,923 43 |
| Amount of dividends declared | | | 2,382,980 68 | 2,400 00 |
| Percentage of dividends declared..... | | | † | 6 |
| SURPLUS. | | | | |
| Surplus June 30, 1900 | *6,782 76 | 2,327 49 | 1,636 87 | 11,720 09 |
| Surplus for the year | 3,989 22 | 659 99 | 32,521 15 | 1,523 43 |
| Total surplus June 30, 1901 | *10,771 98 | 2,987 48 | 34,158 02 | 13,243 52 |
| VOLUME OF TRAFFIC, ETC. | | | | |
| Passengers carried | 12,684 | | 7,094,309 | 71,699 |
| Passengers, average length of journey | 15.68 | | | 4.89 |
| <i>Total passenger mileage</i> | 198,894 | | | 350,927 |
| Average fare per mile on local tickets | Av. fare 3.798c | 4.75c | Me. 1.859c | 2.108c |
| Average fare on commutation tickets..... | | | Me. 1.471c | |
| Average fare on mileage tickets | | | Me. 2c | |
| Average fare on season tickets | | | Me. 0.94c | |
| Average fare on joint tickets | | | Me. 2.138c | |
| Tons of freight hauled..... | 32,081 | 29,196 | 10,790,468 | 5,512 |
| Average length of haul..... | 23.54 | | 219.28 | 5.00 |
| <i>Total freight mileage</i> | 755,070 | | 2,366,999,365 | 27,560 |

*Deficit.

† 1st preferred 6; 2d preferred 3.

| | | | | |
|---|----------|--------|------------|-------------|
| Miles run by passenger trains..... | 32,466 | | 6,760,523 | 16,870 |
| Miles run by freight trains..... | 11,468 | | 9,899,852 | |
| Miles run by mixed trains..... | 16,446 | 10,016 | 1,072,656 | 2,500 |
| <i>Total mileage of trains earning revenue</i> | 60,380 | 10,016 | 17,733,031 | 19,370 |
| Mileage of non-revenue trains..... | 3,974 | | 4,313,552 | 3,250 |
| <i>Total train mileage</i> | 64,354 | 10,016 | 22,046,583 | 22,620 |
| EQUIPMENT. | | | | |
| Number of locomotives..... | 2 | 1 | 805 | 2 |
| Number of passenger and combination cars..... | 1 | 1 | 660 | 5 |
| Number of baggage, express and mail cars..... | 1 | 5 | 177 | |
| Number of freight cars (basis 8 wheels)..... | 48 | | 24,415 | 8 |
| Number of gravel and other cars..... | | | 339 | |
| MISCELLANEOUS. | | | | |
| Whole number of stockholders..... | 3 | 102 | | 77 |
| Number in Maine..... | 3 | 106 | | 70 |
| Amount of stock held in Maine..... | \$70,000 | | | \$36,800 00 |
| Total miles of road operated..... | 31 | 8.50 | 3,557.61 | 5.00 |
| Total miles of road operated in Maine..... | 31 | 8.50 | 89.37 | 5.00 |
| Highway grade crossings in Maine..... | 13 | 4 | Me. 50 | 5 |
| Number of highway crossings over railroad..... | | | Me. 4 | |
| Number of highway crossings under railroad..... | 2 | | Me. 3 | |
| Number of railroad crossings other steam railroad at grade..... | | | Me. 3 | |
| Number of railroad crossings under other steam roads..... | | | Me. 3 | |
| Number of railroad crossings street railways at grade..... | | | Me. 1 | |
| Number of railroad crossings under street railways..... | | | Me. 2 | |
| Average number of employes..... | 53 | 10 | 16,222 | 11 |

Tabulated Statements from Returns of Railroad Corporations—Continued.

| OPERATING RAILROADS. | 9—LIME ROCK. | 10—MAINE CENTRAL. | 11—MONSON. | 12—PATTEN AND SHERMAN. |
|--|--------------|-------------------|-------------|------------------------|
| ASSETS. | | | | |
| Construction | \$386,059 32 | \$14,562,748 85 | \$60,886 88 | 79,373 57 |
| Equipment | 114,996 22 | 2,017,687 93 | 17,261 95 | 6,657 00 |
| Other permanent property | 35,625 00 | 288,472 00 | | |
| <i>Total permanent investments</i> | 536,680 54 | 17,468,908 78 | 78,148 63 | 86,030 57 |
| Cash and current assets | 5,372 46 | 1,111,204 56 | 30 73 | 31,569 43 |
| Miscellaneous assets | 32,851 00 | 1,147,516 62 | | |
| Gross assets | 574,904 00 | 19,727,629 96 | 78,179 36 | 117,600 00 |
| LIABILITIES. | | | | |
| Capital stock, common | 450,000 00 | 4,988,000 00 | 70,000 00 | 36,000 00 |
| <i>Total capital stock</i> | 450,000 00 | 4,988,000 00 | 70,000 00 | 36,000 00 |
| Funded debt | 400,000 00 | 12,492,192 00 | 70,000 00 | 80,000 00 |
| Current liabilities | | 835,057 37 | 82,858 17 | |
| Accrued liabilities | | 195,025 82 | | 1,600 00 |
| <i>Total indebtedness</i> | 400,000 00 | 13,522,275 19 | 152,858 17 | 81,600 00 |
| Sinking and other special funds | 100,000 00 | 799,572 11 | | |
| Gross liabilities | 950,000 00 | 13,475,468 96 | 222,858 17 | 117,600 00 |
| INCOME. | | | | |
| Revenue from passengers | | 2,110,754 49 | 1,297 51 | 1,789 90 |
| Revenue from mails | | 180,441 73 | 257 90 | 137 22 |
| Revenue from express | | 84,623 19 | 163 74 | 258 54 |
| Revenue from extra baggage and storage | | 57,697 87 | 146 45 | 49 43 |
| Revenue from other passenger service | | 14,458 72 | | 1 40 |
| <i>Total passenger revenue</i> | | 2,427,976 00 | 1,865 60 | 2,236 54 |
| Revenue from freight | 78,905 17 | 3,427,475 65 | 4,714 05 | 2,126 51 |
| Revenue from other freight service | | 13,094 96 | | 2 00 |
| <i>Total freight revenue</i> | 78,905 17 | 3,440,570 61 | 4,714 05 | 2,128 51 |
| <i>Total passenger and freight revenue</i> | | 5,868,546 61 | 6,579 65 | 4,365 05 |
| Other earnings from operation | 1,441 00 | 27,800 00 | | 32 78 |
| <i>Gross earnings from operation</i> | 80,346 17 | 5,896,346 61 | 6,579 65 | 4,365 05 |
| Income from other sources | 1,592 95 | 64,590 42 | 16 21 | |
| Gross income | 81,939 12 | 5,960,937 03 | 6,595 86 | 4,397 83 |

| EXPENDITURES. | | | | | |
|--|-----------|--------------|-------------|--|-----------|
| Operating expenses..... | 40,964 24 | 3,962,338 90 | 6,288 23 | | 3,199 36 |
| Interest on funded and other debts..... | 21,530 63 | 604,221 66 | 5,044 08 | | |
| Taxes | 948 53 | 197,345 32 | 97 86 | | 77 10 |
| Rentals paid | | 592,921 60 | | | |
| Other charges upon income | | 29,440 00 | | | |
| Dividends paid | 18,000 00 | 298,554 00 | | | |
| Gross expenditures | 81,443 40 | 5,684,821 48 | 11,430 17 | | 3,276 46 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | | | |
| Net income from operation..... | 39,381 93 | 1,934,007 71 | 291 42 | | 1,198 47 |
| Income from other sources..... | 1,592 95 | 64,590 42 | 16 21 | | |
| <i>Total income above operating expenses.....</i> | 40,974 88 | 1,998,598 13 | 307 63 | | 1,198 47 |
| Interest, taxes, rentals, and other charges..... | 22,479 16 | 1,423,928 58 | 5,141 94 | | 77 10 |
| <i>Net divisible income</i> | 18,495 72 | 574,669 55 | *4,834 31 | | 1,121 37 |
| Amount of dividends declared | 18,000 00 | 298,554 00 | | | |
| Percentage of dividends declared | 4 | 6 | | | |
| SURPLUS. | | | | | |
| Surplus June 30, 1900..... | 26,408 28 | 204,430 30 | *139,844 50 | | *1,058 04 |
| Surplus for the year..... | 495 72 | 276,115 55 | *4,834 31 | | 1,121 37 |
| Additions during the year | | 46,253 65 | | | |
| Deductions during the year | | 274,638 50 | | | |
| Total surplus June 30, 1901 | 26,904 00 | 252,161 00 | *144,678 81 | | 163 33 |
| VOLUME OF TRAFFIC, ETC. | | | | | |
| Passengers carried | | 2,633,331 | 4,620 | | 6,060 |
| Passengers, average length of journey | | 37.19 | 6.16 | | 5.84 |
| <i>Total passenger mileage.....</i> | | 97,934,328 | 28,459 | | 35,390 |
| Average fare per mile on local tickets | | | 4.5c. | | 6c. |
| Average fare on joint tickets..... | | †2.155c. | | | 6c. |
| Tons of freight hauled | 297,731 | 3,740,709 | 9,160 | | 4,263 |
| Average length of haul | | 79.96 | 6.16 | | 5.26 |
| <i>Total freight mileage</i> | | 299,114,181 | 56,425 | | 22,425 |
| Miles run by passenger trains | | 1,812,819 | | | 3,912 |
| Miles run by freight trains | | 1,275,559 | | | |
| Miles run by mixed trains..... | | 136,390 | 16,344 | | 1,884 |
| <i>Total mileage of trains earning revenue</i> | | 3,224,768 | 16,344 | | 5,796 |
| Mileage of non-revenue trains | | 234,803 | | | |
| <i>Total train mileage.....</i> | | 3,459,571 | 16,344 | | 5,796 |

* Deficit.

† Average fare per mile on all tickets.

‡ December 31, 1900, leased to B. & A. R. R.

Tabulated Statements from Returns of Railroad Corporations—Continued.

| OPERATING RAILROADS. | 9—LIME ROCK. | 10—MAINE CENTRAL. | 11—MONSON. | 12—PATTEN AND SHERMAN. |
|---|--------------|-------------------|------------|---------------------------|
| EQUIPMENT. | | | | |
| Number of locomotives..... | 3 | 167 | 2 | 2 |
| Number of passenger and combination cars..... | | 171 | 1 | 1 |
| Number of baggage, express and mail cars..... | | 66 | | |
| Number of freight cars (basis 8 wheels)..... | 11 | 3,665 | 18 | 2 |
| Number of officers' and pay cars..... | | 1 | | |
| Number of gravel and other cars..... | 7 | 456 | | |
| | Dump 401 | | | |
| MISCELLANEOUS. | | | | |
| Whole number of stockholders..... | 8 | 824 | 16 | 10 |
| Whole number in Maine..... | 5 | 410 | 4 | 10 |
| Amount of stock held in Maine..... | \$449,700 00 | \$1,138,400 00 | 400 | 36,000 |
| Total miles of road operated..... | 12.57 | 815.83 | 8.16 | 5.84 |
| Total miles of road operated in Maine..... | 12.57 | 649.67 | 8.16 | 5.84 |
| Highway grade crossings in Maine..... | 13 | 626 | 3 | |
| Number of highway crossings over railroad..... | | 36 | | |
| Number of highway crossings under railroad..... | | 23 | | |
| Number of railroad crossings, other steam railroads at grade..... | 1 | 8 | | |
| Number of railroad crossings over other steam roads..... | | 1 | | |
| Number of railroad crossings under other steam roads..... | | 1 | | |
| Number of railroad crossings, street railways at grade..... | 4 | 28 | | |
| Number of railroad crossings over street railways..... | | 3 | | |
| Number of railroad crossings under street railways..... | | 6 | | |
| Average number of employes..... | 44 | 3,533 | 9 | 5 |

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

| OPERATING RAILROADS. | 13—PHILLIPS AND RANGELEY. | 14—PORTLAND AND RUMFORD FALLS. | 15—RUMFORD FALLS AND RANGELEY LAKES. |
|--|------------------------------|-----------------------------------|--|
| ASSETS. | | | |
| Construction | \$238,934 48 | \$2,061,417 28 | \$512,214 00 |
| Equipment..... | 57,588 28 | 174,830 36 | 96,748 73 |
| Other permanent property..... | ..... | 384,439 32 | ..... |
| <i>Total permanent investments</i> | 296,522 76 | 2,620,686 96 | 608,962 73 |
| Cash and current assets | 6,522 17 | 510,788 09 | 15,121 98 |
| Miscellaneous assets | 1,714 91 | 64,227 41 | ..... |
| Gross assets | 304,759 84 | 3,195,702 46 | 624,084 71 |
| LIABILITIES. | | | |
| Capital stock, common..... | 99,400 00 | 1,500,000 00 | 150,000 00 |
| <i>Total capital stock</i> | 99,400 00 | 1,500,000 00 | 150,000 00 |
| Funded debt..... | 206,000 00 | 1,342,000 00 | 409,181 04 |
| Current liabilities..... | 69,257 82 | 68,762 39 | 14,306 09 |
| Accrued liabilities | 18,037 31 | 12,446 67 | 5,000 00 |
| <i>Total indebtedness</i> | 287,295 13 | 1,423,209 06 | 428,487 13 |
| Sinking and other special funds ..... | ..... | 35,536 63 | 4,475 00 |
| Gross liabilities | 386,695 13 | 2,958,745 69 | 582,962 13 |
| INCOME. | | | |
| Revenue from passengers..... | 10,855 12 | 94,567 85 | 14,820 31 |
| Revenue from mails | 1,661 96 | 6,488 04 | 1,202 96 |
| Revenue from express | 2,137 74 | 4,191 76 | 962 68 |
| Revenue from extra baggage and storage..... | 458 68 | 947 21 | ..... |
| Revenue from other passenger service ..... | ..... | 200 00 | ..... |
| <i>Total passenger revenue</i> | 15,113 50 | 106,394 86 | 16,985 95 |
| Revenue from freight..... | 13,139 19 | 331,489 12 | 74,747 31 |
| Revenue from other freight service | 1,608 07 | ..... | ..... |
| <i>Total freight revenue</i> | 14,747 26 | 331,489 12 | 74,747 31 |
| <i>Total passenger and freight revenue</i> | 29,860 76 | 437,883 98 | 91,733 26 |
| Other earnings from operation..... | 216 14 | 2,223 87 | 1,226 09 |
| <i>Gross earnings from operation</i> | 30,076 90 | 440,107 85 | 92,959 35 |
| Income from other sources..... | ..... | 21,384 96 | ..... |
| Gross income..... | 30,076 90 | 461,492 81 | 92,959 35 |

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

| OPERATING RAILROADS. | 13—PHILLIPS AND RANGELEY. | 14—PORTLAND AND RUMFORD FALLS. | 15—RUMFORD FALLS AND RANGELEY LAKES. |
|---|------------------------------|-----------------------------------|--|
| EXPENDITURES. | | | |
| Operating expenses..... | \$25,376 15 | \$286,297 08 | \$64,190 88 |
| Interest on funded and other debts..... | 13,421 44 | 53,680 00 | 20,387 22 |
| Taxes..... | 280 99 | 10,800 00 | 1,389 68 |
| Other charges upon income..... | ..... | 11,666 67 | ..... |
| Dividends paid..... | ..... | 65,000 00 | ..... |
| Gross expenditures..... | 39,078 58 | 427,443 75 | 85,967 78 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | |
| Net income from operation..... | 4,700 75 | 153,810 76 | 28,768 47 |
| Income from other sources..... | ..... | 21,384 96 | ..... |
| <i>Total income above operating expenses.....</i> | 4,700 75 | 175,195 73 | 28,768 47 |
| Interest, taxes, rentals, and other charges..... | 15,702 43 | 76,146 67 | 21,776 90 |
| <i>Net divisible income.....</i> | †9,001 68 | 99,049 06 | 6,991 57 |
| Amount of dividends declared..... | ..... | 65,000 00 | ..... |
| SURPLUS. | | | |
| Surplus June 30, 1900..... | †72,933 61 | 211,914 05 | 37,791 12 |
| Surplus for the year..... | †9,001 68 | 34,049 06 | 6,991 57 |
| Deductions during the year..... | ..... | 9,006 34 | 3,660 11 |
| Total surplus June 30, 1901..... | 81,935 29 | 236,956 37 | 41,122 58 |
| VOLUME OF TRAFFIC, ETC. | | | |
| Passengers carried..... | 11,410 | 145,109 | 15,702 |
| Passengers, average length of journey..... | 26.53 | 25.39 | 22.27 |
| <i>Total passenger mileage.....</i> | 302,731 | 3,683,628 | 349,751 |
| Average fare per mile on local tickets..... | ..... | 2.26c | 4.26c |
| Average fare on commutation tickets..... | ..... | 0.081c | 1.42c |
| Average fare on mileage tickets..... | ..... | 500 m. 2½c; 1,000 m 2 c | 500 m.3.75c; 1,000 m.3c |
| Average fare on joint tickets..... | ..... | 3.02c | 5.98c |
| Tons of freight hauled..... | 12,227 | 479,939 | 118,226 |
| Average length of haul..... | 19.68 | 32.29 | 22.01 |
| <i>Total freight mileage.....</i> | 240,741 | 15,497,249 | 2,602,653 |

† Deficit.

| | | | |
|---|-------------|----------------|--------------|
| Miles run by passenger trains | 25,440 | 113,276 | 25,560 |
| Miles run by freight trains | | 102,809 | 34,144 |
| Miles run by mixed trains | 18,555 | | |
| <i>Total mileage of trains earning revenue</i> | 43,995 | 216,085 | 59,704 |
| Mileage of non-revenue trains | 9,954 | 89,611 | 16,090 |
| <i>Total train mileage</i> | 53,949 | 305,696 | 75,794 |
| EQUIPMENT. | | | |
| Number of locomotives | 4 | 11 | 4 |
| Number of passenger and combination cars | 4 | 9 | 2 |
| Number of baggage, express and mail cars | 1 | 1 | |
| Number of freight cars (basis 8 wheels) | 82 | 135 | 51 |
| Number of gravel and other cars | 17 | 46 | 122 |
| MISCELLANEOUS. | | | |
| Whole number of stockholders | 34 | 53 | 17 |
| Number in Maine | 20 | 46 | 16 |
| Amount of stock held in Maine | \$98,000 00 | \$1,418,200 00 | \$125,000 00 |
| Total miles of road operated | 28.60 | 68.05 | 32.73 |
| Total miles of road operated in Maine | 28.60 | 68.05 | 32.73 |
| Highway grade crossings in Maine | 7 | 56 | 16 |
| Number of highway crossings over railroad | 1 | 1 | |
| Number of highway crossings under railroad | | 3 | |
| Number of railroad crossings other steam railroads at grade | | 1 | |
| Number of railroad crossings over other steam roads | | 2 | |
| Average number of employes | 62 | 274 | 104 |

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

| OPERATING RAILROADS. | 16—SANDY RIVER. | 17—SEBASTICOOK AND MOOSEHEAD. | 18—SOMERSET. |
|---|-------------------|----------------------------------|---------------------|
| ASSETS. | | | |
| Construction..... | \$222,229 72 | | \$1,042,083 02 |
| Equipment..... | 52,735 28 | | 124,448 42 |
| Other permanent property..... | 46,065 20 | | |
| <i>Total permanent investments.....</i> | <i>321,030 20</i> | | <i>1,166,531 44</i> |
| Cash and current assets..... | 8,798 49 | | 14,361 27 |
| Miscellaneous assets..... | 1,492 50 | | 23,514 25 |
| Gross assets..... | 331,321 19 | | 1,204,406 96 |
| LIABILITIES. | | | |
| Capital stock, common..... | 100,000 00 | | 736,648 76 |
| <i>Total capital stock.....</i> | <i>100,000 00</i> | | <i>736,648 76</i> |
| Funded debt..... | 300,000 00 | | 397,500 00 |
| Current liabilities..... | 23,466 24 | | 42,882 97 |
| Accrued liabilities..... | 1,858 47 | | |
| <i>Total indebtedness.....</i> | <i>325,324 71</i> | | <i>440,382 97</i> |
| Gross liabilities..... | 425,324 71 | | 1,177,031 73 |
| INCOME. | | | |
| Revenue from passengers..... | 14,926 13 | \$3,936 38 | 25,153 31 |
| Revenue from mails..... | 1,369 73 | 466 87 | 2,968 01 |
| Revenue from express..... | 2,105 51 | 643 32 | 2,381 28 |
| Revenue from extra baggage and storage..... | 161 44 | | 449 79 |
| Revenue from other passenger service..... | 142 20 | | |
| <i>Total passenger revenue.....</i> | <i>18,705 01</i> | <i>5,046 57</i> | <i>30,952 39</i> |
| Revenue from freight..... | 33,180 32 | 7,068 44 | 77,426 91 |
| <i>Total freight revenue.....</i> | <i>33,180 32</i> | <i>7,068 44</i> | <i>77,426 91</i> |
| <i>Total passenger and freight revenue.....</i> | <i>51,885 33</i> | <i>12,115 01</i> | <i>108,379 30</i> |
| Other earnings from operation..... | 156 98 | | 743 66 |
| <i>Gross earnings from operation.....</i> | <i>52,042 31</i> | <i>12,115 01</i> | <i>109,122 96</i> |
| Income from other sources..... | 2,507 00 | | |
| Gross income..... | 54,549 31 | 12,115 01 | 109,122 96 |

| EXPENDITURES. | | | |
|---|------------------|----------------|-------------------|
| Operating expenses..... | 29,320 63 | 11,724 67 | 77,549 04 |
| Interest on funded and other debts..... | 15,464 16 | 132 72 | 17,769 98 |
| Taxes..... | 627 36 | 78 57 | 1,145 16 |
| Other charges upon income..... | ..... | ..... | 69,087 70 |
| Dividends paid..... | 6,000 00 | ..... | ..... |
| Gross expenditures..... | 51,412 15 | 11,935 96 | 165,551 88 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | |
| Net income from operation..... | 22,721 68 | 390 34 | 31,573 92 |
| Income from other sources..... | 2,507 00 | ..... | ..... |
| <i>Total income above operating expenses.....</i> | <i>25,228 68</i> | <i>390 34</i> | <i>31,573 92</i> |
| Interest, taxes, rentals and other charges..... | 16,091 52 | 211 29 | 88,002 84 |
| <i>Net divisible income.....</i> | <i>9,137 16</i> | <i>179 05</i> | <i>*56,478 92</i> |
| Amount of dividends declared..... | 6,000 00 | ..... | ..... |
| Percentage of dividends declared..... | 6 | ..... | ..... |
| SURPLUS. | | | |
| Surplus June 30, 1900..... | *97,140 68 | 2,065 90 | 83,804 15 |
| Surplus for the year..... | 3,137 16 | 179 05 | *56,428 92 |
| Total surplus June 30, 1901..... | *94,003 52 | 2,244 95 | 27,375 23 |
| VOLUME OF TRAFFIC, ETC. | | | |
| Passengers carried..... | 27,546 | 12,501 | 30,667 |
| Passengers, average length of journey..... | 13.98 | ..... | 23 85 |
| <i>Total passenger mileage.....</i> | <i>384,998</i> | ..... | <i>731,500</i> |
| Average fare per mile on local tickets..... | 13.877c | 5c | 3.57c |
| Average fare on mileage tickets..... | ..... | ..... | 3c |
| Average fare on joint tickets..... | ..... | ..... | 3.291c |
| Tons of freight hauled..... | 52,093 | 12,495 | 133,528 |
| Average length of haul..... | 13.43 | 8.46 | 22.30 |
| <i>Total freight mileage.....</i> | <i>710,124</i> | <i>105,642</i> | <i>2,978,014</i> |
| Miles run by passenger trains..... | 27,174 | 10,989 | 51,074 |
| Miles run by freight trains..... | 428 | ..... | ..... |
| Miles run by mixed trains..... | 16,009 | 6,449 | 35,798 |
| <i>Total mileage of trains earning revenue.....</i> | <i>43,611</i> | <i>17,438</i> | <i>86,872</i> |
| Mileage of non-revenue trains..... | 1,891 | ..... | 17,689 |
| <i>Total train mileage.....</i> | <i>45,502</i> | <i>17,438</i> | <i>104,561</i> |

* Deficit. † Average mileage on all tickets.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

| OPERATING RAILROADS. | 16—SANDY RIVER. | 17—SEBASTICOOK AND MOOSEHEAD. | 18—SOMERSET. |
|--|-----------------|----------------------------------|--------------|
| EQUIPMENT. | | | |
| Number of locomotives | 5 | 2 | 7 |
| Number of passenger and combination cars | 4 | 3 | 8 |
| Number of dining, parlor and sleeping cars | 1 | | |
| Number of baggage, express and mail cars | 2 | | 3 |
| Number of freight cars (basis 8 wheels) | 67 | 6 | 159 |
| Number of gravel and other cars | | | 6 |
| MISCELLANEOUS. | | | |
| Whole number of stockholders | 3 | 109 | 45 |
| Number in Maine | 3 | 93 | 40 |
| Amount of stock held in Maine | \$100,000 00 | | |
| Total miles of road operated | 18 | 15 | 42.06 |
| Total miles of road operated in Maine | 18 | 15 | 42.06 |
| Highway grade crossings in Maine | 14 | | 33 |
| Number of highway crossings over railroad | 2 | 9 | 1 |
| Average number of employees | 48 | 28 | 67 |

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

| OPERATING RAILROADS. | 19—WASHINGTON COUNTY. | 20—WISCASSET AND QUEBEC. | 21—YORK HARBOR AND BEACH. |
|--|--------------------------|-----------------------------|------------------------------|
| ASSETS. | | | |
| Construction..... | \$4,213,229 62 | *\$428,629 43 | \$300,000 00 |
| Equipment..... | 353,720 75 | | † |
| <i>Total permanent investments</i> | 4,566,950 37 | 428,629 43 | 300,000 00 |
| Cash and current assets | 91,562 43 | 2,464 58 | 27,962 52 |
| Miscellaneous assets..... | 23,430 66 | | |
| Gross assets..... | 4,681,943 46 | 431,094 01 | 327,962 52 |
| LIABILITIES. | | | |
| Capital stock, common..... | 1,499,900 00 | 426,830 00 | 300,000 00 |
| Capital stock, preferred..... | 500,000 00 | | |
| <i>Total capital stock</i> | 1,999,900 00 | 426,830 00 | 300,000 00 |
| Funded debt..... | 2,142,000 00 | | |
| Current liabilities..... | 710,326 35 | 9,580 45 | |
| <i>Total indebtedness</i> | 2,852,326 35 | 9,580 45 | |
| Gross liabilities..... | 4,852,226 35 | 436,410 45 | 300,000 00 |
| INCOME. | | | |
| Revenue from passengers..... | 123,761 95 | 5,020 73 | 14,848 64 |
| Revenue from mails..... | 5,956 88 | 3,386 02 | |
| Revenue from express | 6,451 32 | 937 12 | 415 06 |
| Revenue from extra baggage and storage..... | 2,335 12 | 34 07 | 153 22 |
| Revenue from other passenger service..... | | 86 40 | |
| <i>Total passenger revenue</i> | 138,505 27 | 9,464 34 | 15,416 92 |
| Revenue from freight..... | 87,966 60 | 12,810 37 | 7,979 62 |
| <i>Total freight revenue</i> | 87,966 60 | 12,810 37 | 7,979 62 |
| <i>Total passenger and freight revenue</i> | 226,471 87 | 22,274 71 | 23,396 54 |
| Other earnings from operation..... | 68 44 | | 80 30 |
| <i>Gross earnings from operation</i> | 226,540 31 | 22,274 71 | 23,476 84 |
| Income from other sources..... | | 22 98 | 1,223 69 |
| Gross income..... | 226,540 31 | 22,297 69 | 24,700 53 |

* Includes equipment.

† Equipment furnished by the Boston and Maine Railroad.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Returns of Steam Railroad Corporations—Concluded.

| OPERATING RAILROADS. | 19—WASHINGTON COUNTY. | 20—WISCASSET AND QUEBEC. | 21—YORK HARBOR AND BEACH. |
|--|--------------------------|-----------------------------|------------------------------|
| EXPENDITURES. | | | |
| Operating expenses | \$201,375 94 | \$26,037 46 | \$23,178 94 |
| Interest on funded and other debts | 107,100 00 | 145 98 | |
| Taxes..... | 1,494 07 | 285 67 | 280 54 |
| Gross expenditures..... | 309,970 01 | 26,469 11 | 23,459 48 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | |
| Net income from operation | 25,164 37 | *3,762 75 | 297 90 |
| Income from other sources | | 22 98 | 1,223 69 |
| <i>Total income above operating expenses</i> | 25,164 37 | *3,739 77 | 1,521 59 |
| Interest, taxes, rentals and other charges..... | 108,594 07 | 431 55 | 280 54 |
| <i>Net divisible income</i> | *83,429 70 | *4,171 42 | 1,241 05 |
| SURPLUS. | | | |
| Surplus June 30, 1900 | *86,853 19 | *78,330 41 | 26,721 47 |
| Surplus for the year | *83,429 70 | *4,171 42 | 1,241 05 |
| Total surplus June 30, 1901..... | *170,282 89 | *82,501 83 | 27,962 52 |
| VOLUME OF TRAFFIC, ETC. | | | |
| Passengers carried..... | 171,232 | 10,257 | 58,248 |
| Passengers, average length of journey..... | 28.48 | 20.62 | 9.74 |
| <i>Total passenger mileage</i> | 4,877,441 | 211,598 | 567,589 |
| Average fare per mile on local tickets | 2.376c | | 3c |
| Average fare on commutation tickets | | | 1.66c to 2.25c |
| Average fare on mileage tickets | 2.073c | | |
| Average fare on season tickets | | | 1c |
| Average fare on joint tickets..... | 3.07c | | 3c |
| Tons of freight hauled..... | 157,794 | 12,206 | 12,441 |
| Average length of haul..... | 31.70 | 25.14 | 5.99 |
| <i>Total freight mileage</i> | 5,002,643 | 306,850 | 74,630 |

* Deficit.

| | | | |
|--|--------------|--------------|-------------|
| Miles run by passenger trains | 178,114 | 9,048 | 18,436 |
| Miles run by freight trains..... | 87,723 | 5,090 | 4,365 |
| Miles run by mixed trains | | 26,274 | |
| <i>Total mileage of trains earning revenue</i> | 265,837 | 40,412 | 22,801 |
| Mileage of non-revenue trains..... | 104,108 | 3,132 | 2,873 |
| <i>Total train mileage</i> | 369,945 | 43,544 | 25,674 |
| EQUIPMENT. | | | |
| Number of locomotives..... | 12 | 3 | * |
| Number of passenger and combination cars | 19 | 3 | |
| Number of baggage, express and mail cars | 4 | 1 | |
| Number of freight cars (basis 8 wheels) | 250 | 34 | |
| Number of gravel and other cars | 3 | 17 | |
| MISCELLANEOUS. | | | |
| Whole number of stockholders | 31 | 13 | 89 |
| Number in Maine | 26 | 12 | 32 |
| Amount of stock held in Maine | \$502,500 00 | \$305,100 00 | \$22,650 00 |
| Total miles of road operated | 136.33 | 43.46 | 11.17 |
| Total miles of road operated in Maine..... | 131.58 | 43.46 | 11.17 |
| Highway grade crossings in Maine | 79 | 37 | 17 |
| Number of highway crossings over railroad | 2 | 1 | 2 |
| Number of highway crossings under railroad | 1 | | |
| Number of railroad crossings, other steam railroads at grade | 1 | 1 | |
| Number of railroad crossings, street railways at grade | 1 | | |
| Number of railroad crossings over street railways..... | 1 | | 2 |
| Average number of employees..... | 255 | 50 | 36 |

* Furnished by the Boston and Maine Railroad.

COMPARATIVE STATEMENTS OF CONDITION AND OPERATIONS OF STEAM RAILROADS DOING BUSINESS IN MAINE.

| RAILROADS. | COST, CAPITAL STOCK AND NET DEBT PER MILE OF ROAD OWNED. | | | | | |
|--|--|----------------|--|-------------------|--------------|------------------------------|
| | 22—Construction. | 23—Equipments. | 24—Lands and other Permanent Property. | 25—Capital Stock. | 26—Net Debt. | 27—Total Stock and Net Debt. |
| Bangor and Aroostook Railroad | \$30,022 99 | *\$5,145 75 | \$71 30 | \$6,972 44 | \$23,063 50 | \$30,035 94 |
| Boston and Maine Railroad | 67,633 63 | 8,415 52 | 1,960 17 | 42,889 00 | 51,557 80 | 94,446 80 |
| Bridgton and Saco River Railroad | 10,215 27 | 1,884 84 | ..... | 4,811 76 | 6,941 24 | 11,753 00 |
| Canadian Pacific Railway | 36,966 94 | 2,427 12 | 732 30 | 12,863 61 | 27,261 22 | 40,124 83 |
| Franklin and Megantic Railway | 6,059 57 | 340 67 | ..... | 5,833 00 | 642 40 | 6,475 40 |
| Georges Valley Railroad | 9,527 00 | 490 86 | ..... | 11,764 70 | 5,956 25 | 17,720 95 |
| Grand Trunk Railway | †98,742 00 | ..... | 2,243 06 | 64,594 00 | 42,907 33 | 107,501 33 |
| Kennebec Central Railroad | 12,303 46 | 4,012 26 | ..... | 8,250 00 | 5,477 35 | 13,727 35 |
| Lime Rock Railroad | 34,164 54 | 10,176 66 | 3,152 65 | 39,823 00 | 43,949 31 | 83,772 31 |
| Maine Central Railroad | 36,889 20 | 6,630 92 | 730 73 | 12,635 00 | 31,438 73 | 44,073 73 |
| Monson Railroad | 7,461 60 | 2,115 43 | ..... | 8,578 00 | 18,728 84 | 27,306 84 |
| Patten and Sherman Railroad | 13,591 36 | 1,139 90 | ..... | 6,164 38 | 8,566 87 | 14,731 25 |
| Phillips and Rangeley Railroad | 8,354 35 | 2,013 58 | ..... | 3,475 52 | 9,817 23 | 13,292 75 |
| Portland and Rumford Falls Railway | 32,285 31 | 2,738 14 | 6,020 97 | 23,493 00 | 1,429 02 | 24,922 02 |
| Rumford Falls and Rangeley Lakes R. R. | 16,359 44 | 3,090 03 | ..... | 4,791 00 | 13,285 23 | 18,026 23 |
| Sandy River Railroad | 12,346 10 | 2,929 74 | 2,559 17 | 5,556 00 | 17,584 79 | 23,140 97 |
| Sebasticook and Moosehead Railroad ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Somerset Railway | 24,776 00 | 2,958 00 | ..... | 17,514 00 | 10,128 90 | 27,642 90 |
| Washington County Railroad | 30,904 64 | 2,504 59 | ..... | 14,669 00 | 20,250 59 | 34,919 59 |
| Wiscasset and Quebec Railroad | 9,862 21 | ..... | ..... | 9,862 21 | ..... | 9,821 21 |
| York Harbor and Beach Railroad | †26,858 00 | ..... | ..... | 26,858 00 | ..... | 26,858 00 |

* Per mile operated.

† Includes equipment.

† Six months operation.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

| RAILROADS. | EARNINGS AND EXPENSES OF OPERATING. | | | | | | | 34—Per Cent Operating Expenses to Gross Income. |
|---|-------------------------------------|---------------------|-----------------------------------|---------------------------------|-------------------------|-------------------------------|--------|---|
| | 28—Pas-senger Revenue. | 29—Freight Revenue. | 30—Other Earnings from Operation. | 31—Gross Income from Operation. | 32—Oper-ating Expenses. | 33—Net Income from Operation. | | |
| Bangor and Aroostook Railroad | \$410,617 21 | \$984,022 54 | \$54,814 73 | \$1,449,454 48 | \$908,422 37 | \$541,032 11 | 62.67 | |
| Boston and Maine Railroad | 12,526,159 94 | 18,208,515 48 | 66,239 42 | 30,800,914 84 | 21,522,187 38 | 9,278,727 46 | 69.87 | |
| Bridgton and Saco River Railroad | 17,207 20 | 22,134 50 | ..... | 39,341 70 | 28,753 16 | 10,588 54 | 73 | |
| Canadian Pacific Railway | 141,025 09 | 331,952 24 | 3,636 93 | 476,614 26 | 510,973 12 | 134,358 86 | 107 21 | |
| Franklin and Megantic Railway | 10,058 56 | 21,289 41 | ..... | 31,347 97 | 33,138 79 | 11,790 82 | 106 | |
| Georges Valley Railroad..... | 2,611 89 | 11,418 47 | ..... | 14,030 36 | 10,118 22 | 3,912 14 | 79.24 | |
| Grand Trunk Railway..... | 7,165,154 24 | 15,054,416 86 | 687,895 71 | 22,907,466 81 | 15,232,876 12 | 7,674,590 69 | 81.84 | |
| Kennebec Central Railroad..... | 8,170 36 | 7,758 80 | 190 00 | 16,119 16 | 10,381 21 | 5,737 95 | 64 | |
| Lime Rock Railroad..... | 1,441 00 | 78,905 17 | 1,441 00 | 80,346 17 | 40,964 24 | 39,381 93 | 50.98 | |
| Maine Central Railroad..... | 2,427,976 00 | 3,440,570 61 | 27,800 00 | 5,896,346 61 | 3,962,338 90 | 1,934,007 71 | 67.12 | |
| Monson Railroad | 1,865 60 | 4,714 05 | ..... | 6,579 65 | 6,288 23 | 291 42 | 95 | |
| Patten and Sherman Railroads § | 2,236 54 | 2,128 51 | 32 78 | 4,397 83 | 3,199 36 | 1,198 47 | 72.7 | |
| Phillips and Rangeley Railroad | 15,113 50 | 14,747 26 | 216 14 | 30,076 90 | 25,376 15 | 4,700 75 | 84.37 | |
| Portland and Rumford Falls Railway | 106,394 86 | 331,489 12 | 2,223 87 | 440,107 85 | 286,297 08 | 153,810 77 | 65 | |
| Rumford Falls and Rangeley Lakes Railroad | 16,985 95 | 74,747 31 | 1,226 09 | 92,959 35 | 64,190 88 | 28,768 47 | 70 | |
| Sandy River Railroad..... | 18,705 01 | 33,180 32 | 156 98 | 52,042 31 | 29,320 63 | 22,721 68 | 56 | |
| Sebasticook and Moosehead Railroad..... | 5,046 57 | 7,068 44 | ..... | 12,115 01 | 11,724 67 | 390 34 | 96.7 | |
| Somerset Railway..... | 30,952 39 | 77,426 91 | 743 66 | 109,122 96 | 77,549 04 | 31,573 92 | 71.06 | |
| Washington County Railroad | 138,505 27 | 87,966 60 | 68 44 | 226,540 31 | 201,375 94 | 25,164 37 | 88.89 | |
| Wiscasset and Quebec Railroad..... | 9,464 34 | 12,810 37 | ..... | 22,274 71 | 26,037 46 | 13,762 75 | 116 | |
| York Harbor and Beach Railroad..... | 15,416 92 | 7,979 62 | 80 30 | 23,476 84 | 23,178 94 | 297 90 | 98.73 | |

† Deficit.

‡ International Railway of Maine.

§ Six months operation.

RAILROAD COMMISSIONERS' REPORT.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

| RAILROADS. | EARNINGS AND EXPENSES PER MILE OPERATED. | | | EARNINGS AND EXPENSES PER REVENUE-TRAIN MILE. | | |
|---|--|---------------------------|-------------------------------------|---|---------------------------|-------------------------------------|
| | 35—Gross Income from Operation. | 36—Operating Expenses. | 37—Net Income from Operation. | 38—Gross Income from Operation. | 39—Operating Expenses. | 40—Net Income from Operation. |
| Bangor and Aroostook Railroad | \$3,908 25 | \$2,449 43 | \$1,458 82 | \$1.411 | \$0.884 | \$0.527 |
| Boston and Maine Railroad | 13,600 50 | 9,503 36 | 4,097 14 | 1.686 | 1.178 | .508 |
| Bridgton and Saco River Railroad | 1,851 37 | 1,353 08 | 498 29 | .942 | .688 | .254 |
| Canadian Pacific Railway | 2,047 31 | 2,194 90 | *147 59 | .933 | 1.000 | *.067 |
| Franklin and Megantic Railway | 1,011 22 | 1,068 99 | *57 77 | .519 | .548 | *.029 |
| Georges Valley Railroad | 1,650 63 | 1,190 37 | 460 26 | 1.400 | 1.010 | .390 |
| Grand Trunk Railway | 6,439 00 | 4,281 76 | 2,157 24 | 1.291 | .858 | .433 |
| Kennebec Central Railroad | 3,223 83 | 2,076 24 | 1,147 59 | .892 | .535 | .297 |
| Lime Rock Railroad | 6,391 88 | 3,258 88 | 3,133 00 | | | |
| Maine Central Railroad | 7,227 42 | 4,856 82 | 2,370 60 | 1.828 | 1.228 | .600 |
| Monson Railroad | 806 32 | 770 61 | 35 71 | .402 | .384 | .018 |
| Patten and Sherman Railroad† | 553 05 | 547 83 | 205 22 | .758 | .551 | .207 |
| Phillips and Rangeley Railroad | 1,051 63 | 887 27 | 164 36 | .683 | .576 | .107 |
| Portland and Rumford Falls Railway | 6,467 41 | 4,207 15 | 2,260 26 | 2.096 | 1.324 | .772 |
| Rumford Falls and Rangeley Lakes Railroad | 2,840 18 | 1,961 22 | 878 96 | 1.557 | 1.075 | .482 |
| Sandy River Railroad | 2,891 23 | 1,628 92 | 1,262 31 | 1.193 | .672 | .521 |
| Sebasticook and Moosehead Railroad | 807 66 | 781 64 | 26 02 | .694 | .672 | .022 |
| Somerset Railway | 2,594 45 | 1,843 77 | 750 68 | 1.256 | .893 | .363 |
| Washington County Railroad | 1,661 70 | 1,477 11 | 184 59 | .852 | .757 | .095 |
| Wiscasset and Quebec Railroad | 512 53 | 599 08 | *86 55 | .551 | .644 | *.093 |
| York Harbor and Beach Railroad | 2,101 77 | 2,075 10 | 26 67 | 1.029 | 1.016 | .013 |

* Deficit.

† Six months operation.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

| RAILROADS. | COST OF REPAIRS, WAGES AND FUEL PER TOTAL TRAIN MILE. | | | | | | | |
|--|---|----------------------|-----------------------|---------------------------|--|----------------------------|-----------|----------|
| | 41—Repair of Roadbed. | 42—Renewal of Rails. | 43—Repair of Bridges. | 44—Repair of Locomotives. | 45—Repair of Passenger, Baggage and Mail Cars. | 46—Repair of Freight Cars. | 47—Wages. | 48—Fuel. |
| Bangor and Aroostook Railroad..... | \$0.1612 | \$0.0101 | \$0.0078 | \$0.0218 | \$0.033 | \$0.0686 | \$0.1488 | \$0.1192 |
| Boston and Maine Railroad | .0928 | .0067 | .009 | .0515 | .0277 | .1469 | .2668 | .1241 |
| Bridgton and Saco River Railroad | .1345 | ..... | .0088 | .0323 | .0104 | .0236 | .2402 | .0408 |
| Canadian Pacific Railway..... | .1952 | .0076 | .0193 | .0414 | .1507 | .0588 | .1953 | .1371 |
| Franklin and Megantic Railway | .1319 | ..... | .0134 | .0232 | *.0218 | ..... | .1200 | .0909 |
| Georges Valley Railroad..... | .2842 | ..... | .0250 | .0147 | .0310 | .0002 | .2189 | .0994 |
| Grand Trunk Railway..... | .0774 | .0123 | .0307 | .0597 | .0475 | .0851 | .1708 | .1070 |
| Kennebec Central Railroad..... | .0819 | ..... | .0046 | .0268 | .0097 | .0328 | .1752 | .0466 |
| Line Rock Railroad..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Maine Central Railroad..... | .2147 | .0349 | .0490 | .0603 | .0561 | .0947 | .2727 | .1543 |
| Monson Railroad..... | .1266 | ..... | .0043 | .0110 | .0036 | .0073 | .0775 | .0549 |
| Patten and Sherman Railroad..... | .1175 | ..... | ..... | .0110 | .0164 | ..... | .2048 | ..... |
| Phillips and Rangeley Railroad..... | .1340 | ..... | ..... | .0191 | .0190 | .0473 | .1517 | .0795 |
| Portland and Rumford Falls Railway | .2302 | .0324 | .0632 | .0681 | .0292 | .0796 | .1582 | .1264 |
| Rumford Falls and Rangeley Lakes R. R. | .3234 | ..... | .0143 | .0366 | .0166 | .1168 | .1398 | .1809 |
| Sandy River Railroad | .1284 | ..... | .0006 | .0532 | .0333 | .0298 | .1637 | .0756 |
| Sebastiack and Moosehead Railroad..... | .1448 | ..... | .0040 | .1286 | .0027 | .0010 | .1605 | .1139 |
| Somerset Railway ..... | ..... | .1687 | .0584 | .0313 | .0650 | .0867 | .1449 | .1359 |
| Washington County Railroad..... | .1201 | .0005 | .005 | .0075 | .0532 | .0323 | .1266 | .0838 |
| Wiscasset and Quebec Railroad..... | .2209 | ..... | .0061 | ..... | .0082 | ..... | .1202 | .0599 |
| York Harbor and Beach Railroad | .1383 | ..... | .0174 | ..... | ..... | ..... | .2180 | .1007 |

* Passenger and freight cars.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Concluded.

| RAILROADS. | COST OF REPAIRS. | | | AVERAGES. | | | |
|--|-------------------|---|---------------------|------------------------------------|--------------------------------------|--|---|
| | 49—Per Locomotive | 50—Per Passenger, Baggage and Mail Car. | 51—Per Freight Car. | 52—Per Passenger: Average Journey. | 53—Per Ton of Freight: Average Haul. | 54—Per Train Mile: Average Passengers. | 55—Per Train Mile: Average Tons of Freight. |
| Bangor and Aroostook Railroad..... | \$758 58 | \$365 21 | \$12 56 | 41.58 | 91.61 | 30 | 136 |
| Boston and Maine Railroad..... | 1,444 85 | 476 08 | 65 78 | 16.43 | 87.82 | 59 | 202 |
| Bridgton and Saco River Railroad..... | 509 19 | 87 37 | 24 05 | 12.77 | 15.56 | 17 | †7 |
| Canadian Pacific Railway..... | 2,157 20 | ..... | 21 36 | 62.97 | 160.86 | 40 | 182 |
| Franklin and Megantic Railway..... | 749 69 | *26 37 | ..... | 15.68 | 23.54 | 8 | 27 |
| Georges Valley Railroad..... | 148 05 | 310 60 | 43 | ..... | ..... | ..... | ..... |
| Grand Trunk Railway..... | 1,638 58 | 445 38 | 37 73 | ..... | 219.28 | ..... | 216 |
| Kennebec Central Railroad..... | 316 66 | 32 86 | 10 27 | 4.89 | 5.00 | 21 | 11 |
| Lime Rock Railroad..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Maine Central Railroad..... | 1,243 81 | 461 48 | 36 40 | 37.19 | 79.96 | 49 | 212 |
| Monson Railroad..... | 90 26 | 60 00 | 6 64 | 6.16 | 6.16 | †2 | †3 |
| Patten and Sherman Railroad..... | 21 53 | 31 00 | ..... | 5.84 | 5.26 | 9 | 12 |
| Phillips and Rangeley Railroad..... | 258 12 | 96 66 | 9 16 | 26.53 | 19.68 | 12 | 13 |
| Portland and Rumford Falls Railway..... | 1,894 85 | 331 78 | 62 86 | 25.39 | 32.29 | 32 | 150 |
| Rumford Falls and Rangeley Lakes Railroad..... | 925 37 | 212 91 | 25 40 | 22.27 | 22.01 | 14 | 76 |
| Sandy River Railroad..... | 484 39 | 129 31 | 7 31 | 13.98 | 13.63 | 14 | 43 |
| Sebasticock and Moosehead Railroad..... | 1,122 26 | 10 00 | 1 10 | ..... | 8.46 | ..... | 16 |
| Somerset Railway..... | 467 63 | 301 84 | 19 05 | 23.85 | 22.30 | 14 | 83 |
| Washington County Railroad..... | 190 46 | 411 80 | 15 36 | 28.48 | 31.70 | 28 | 57 |
| Wiscasset and Quebec Railroad..... | 78 | 18 63 | ..... | 20.62 | 25.14 | 23 | 9 |
| York Harbor and Beach Railroad..... | ..... | ..... | ..... | 9.74 | 5.99 | 31 | 17 |

* Passenger and freight cars.

† Mixed.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year Ending June 30, 1901.

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STREET RAILWAY COMPANIES.

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| Other general expenses..... | 33 | 232 |
| Total general expense..... | 34 | 232 |
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| Repair of electric line system..... | 36 | 233 |
| Removing snow and ice..... | 37 | 233 |
| Repair of buildings..... | 38 | 233 |
| Total repairs of roadway and buildings..... | 39 | 233 |
| Repair of cars and vehicles..... | 40 | 233 |
| Repair of electric car equipments..... | 41 | 233 |
| Horses, harnesses, etc..... | 42 | 233 |
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| Total transportation expenses..... | 51 | 235 |
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| Other charges on income..... | 59 | 236 |
| Total charges on income..... | 60 | 236 |
| Dividends paid | 61 | 236 |
| Percentage of dividend paid..... | 62 | 236 |
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Condensed Exhibit for the Year :

| | | |
|--|----|-----|
| Net earnings from operation..... | 64 | 237 |
| All other income | 65 | 237 |
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Description of Railway (Length in Miles) :

| | | |
|---|----|-----|
| Main track owned..... | 78 | 239 |
| Sidings, switches, etc., owned..... | 79 | 239 |
| Total track owned..... | 80 | 239 |
| Main track operated..... | 81 | 239 |
| Operated by horse power..... | 82 | 239 |
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| Electric cars | 88 | 240 |
| Equipped with fenders..... | 89 | 240 |
| Horses | 90 | 240 |
| Electric motors | 91 | 240 |
| | | |
| Volume of Traffic : | | |
| Total passengers carried..... | 92 | 241 |
| Average number per mile of main track operated..... | 93 | 241 |
| Round trips run..... | 94 | 241 |
| Car miles run..... | 95 | 241 |
| Number of employees..... | 96 | 241 |
| | | |
| Stockholders : | | |
| Total number of stockholders..... | 97 | 241 |
| Number in Maine..... | 98 | 241 |
| | | |
| Accidents : | | |
| To passengers | 99 | 242 |
| To employees | 100 | 242 |
| To other persons | 101 | 242 |
| Fatal | 102 | 242 |
| Not fatal | 103 | 242 |
| Total | 104 | 242 |
| Total during preceding year..... | 105 | 242 |

COMPARATIVE STATEMENTS.

Cost, Capital Stock and Net Debt per Mile of Main Track
Owned Including Second Track :

| | | |
|--|-----|-----|
| Construction..... | 106 | 243 |
| Equipment | 107 | 243 |
| Land, buildings, and other permanent property..... | 108 | 243 |
| Total permanent investments..... | 109 | 243 |
| Capital stock | 110 | 243 |
| Net debt | 111 | 243 |
| Total capital stock and net debt..... | 112 | 243 |

| | Column. | Page. |
|--|---------|-------|
| Gross Income from Operation : | | |
| Per mile operated..... | 113 | 244 |
| Per round trip run..... | 114 | 244 |
| Per car mile run..... | 115 | 244 |
| Per passenger carried..... | 116 | 244 |
| Expenses of Operation : | | |
| Per mile operated..... | 117 | 244 |
| Per round trip run..... | 118 | 244 |
| Per car mile run..... | 119 | 245 |
| Per passenger carried..... | 120 | 245 |
| Net income from Operation : | | |
| Per mile operated..... | 121 | 245 |
| Per round trip run..... | 122 | 245 |
| Per car mile run..... | 123 | 245 |
| Per passenger carried..... | 124 | 245 |
| Total Permanent Investments, Capital Stock, Net Debt, Capital Stock and Net Debt per Mile of Main Track Owned, Including Second Track : | | |
| Permanent investments | 125 | 246 |
| Permanent investments per mile owned..... | 126 | 246 |
| Capital stock per mile..... | 127 | 246 |
| Net debt per mile..... | 128 | 246 |
| Capital stock and net debt, per mile..... | 129 | 246 |

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

| STREET RAILWAYS. | ASSETS JUNE 30, 1901. | | | | | | |
|--|-----------------------|-------------------|------------------------------|-----------------------------------|----------------------------------|---------------------------------|--------------------|
| | 1—Con- struction. | 2—Equip- ment. | 3—Lands and Buildings. | 4—Other Permanent Property. | 5—Cash and Current Assets. | 6—Miscel- laneous Assets. | 7—Gross Assets. |
| Atlantic Shore Line Railway..... | \$27,588 57 | \$4,700 00 | \$640 00 | \$700 00 | \$180 71 | | \$33,809 28 |
| Augusta, Hallowell and Gardiner Railroad..... | \$273,175 78 | | 649 75 | | 2,156 83 | \$8,510 69 | 284,493 05 |
| Bangor, Hampden and Winterport Railway..... | 73,535 79 | 36,192 42 | | 6,195 12 | 2,621 25 | 1,331 34 | 119,885 92 |
| Bangor, Orono and Old Town Railway..... | 257,770 26 | | | | 5,451 21 | | 263,221 47 |
| Bangor Street Railway..... | Data not gi- ven. | | | | | | |
| Benton and Fairfield Railway..... | 30,177 24 | 10,122 01 | 3,598 70 | | 123 56 | | 44,021 51 |
| Biddeford and Saco Railroad..... | 116,849 20 | 59,101 52 | 42,161 52 | | 1,714 27 | | 219,826 51 |
| Calais Street Railway..... | 149,000 00 | 19,800 00 | 31,200 00 | | 137 77 | | 200,137 77 |
| Erveburg Horse Railroad..... | 6,492 18 | 793 89 | 224 00 | | 21 16 | 25 00 | 7,556 23 |
| Lewiston, Brunswick and Bath Street Railway..... | 11,636,652 36 | | | | 18,594 82 | 10,456 39 | 1,665,703 57 |
| Norway and Paris Street Railway..... | 143,000 00 | | | | 32 43 | 1,402 34 | 44,434 77 |
| Penobscot Central Railway..... | 256,381 33 | 81,062 71 | 44,810 26 | 12,608 95 | | | 394,863 25 |
| Portland Railroad..... | 737,690 15 | 185,140 57 | 413,303 03 | 1,384,187 68 | 20,977 58 | | 2,741,290 01 |
| Portsmouth, Kittery and York Street Railway..... | 1459,213 84 | | | | 3,803 84 | 1,271 20 | 464,288 88 |
| Portland and Yarmouth Electric Railway..... | 1650,405 69 | | | | | | 650,405 69 |
| Rockland, Thomaston and Camden Street Railway..... | 1367,678 22 | | | | 255,214 42 | 8,581 37 | 631,474 01 |
| Sanford and Cape Porpoise Railway..... | 424,911 72 | 68,076 00 | 34,882 53 | | 3,957 05 | 16,906 14 | 548,733 44 |
| Skowhegan and Norridgewock Railway..... | 158,000 00 | | | | 877 87 | | 60,921 15 |
| Somerset Traction Company..... | 183,588 49 | 23,868 74 | 5,123 00 | 15,499 08 | 1,315 53 | 556 14 | 129,950 98 |
| Winterville and Fairfield Railway..... | 1278,258 44 | | | | 16,143 08 | \$201,068 39 | 495,469 91 |
| Westbrook, Windham and Naples Railway..... | 109,526 48 | 11,219 91 | 3,124 71 | | 103 95 | 266 58 | 124,241 63 |

* Covers equipment.

† Covers equipment and other permanent property.

‡ Covers equipment, land and buildings.

§ Charter and franchise \$200,000.00.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | LIABILITIES JUNE 30, 1901. | | | | | | |
|--|----------------------------|----------------|---------------------------|-------------------------|-------------------------|-------------------------------------|-----------------------|
| | 8—Capital Stock. | 9—Funded Debt. | 10—Real Estate Mortgages. | 11—Current Liabilities. | 12—Accrued Liabilities. | 13—Sinking and Other Special Funds. | 14—Gross Liabilities. |
| Atlantic Shore Line Railway..... | \$30,000 00 | | | | | | \$30,000 00 |
| Augusta, Hallowell and Gardiner Railroad..... | 120,000 00 | \$150,000 00 | | \$88,393 79 | | | 358,393 79 |
| Bangor, Hampden and Winterport Railway..... | 60,000 00 | 40,000 00 | | 17,357 06 | \$181 33 | | 117,538 39 |
| Bangor, Orono and Old Town Railway..... | 125,000 00 | 125,000 00 | | 28,628 75 | 4,619 34 | | 283,248 09 |
| Bangor Street Railway..... | Data not given. | | | | | | |
| Benton and Fairfield Railway..... | 20,000 00 | | | 25,045 01 | | | 45,545 01 |
| Biddeford and Saco Railroad..... | 40,000 00 | 150,000 00 | | 19,087 50 | | | 209,087 50 |
| Calais Street Railway..... | 100,000 00 | 100,000 00 | | 4,500 00 | 8,935 00 | | 213,435 00 |
| Fryeburg Horse Railroad..... | 5,075 00 | | | 497 82 | | | 5,572 82 |
| Lewiston, Brunswick and Bath Street Railway..... | 627,100 00 | 845,000 00 | \$155,000 00 | 38,199 85 | 15,337 50 | | 1,680,637 35 |
| Norway and Paris Street Railway..... | 25,000 00 | 18,000 00 | | 1,329 47 | | | 44,329 47 |
| Penobscot Central Railway..... | 250,000 00 | 250,000 00 | | | | | 500,000 00 |
| Portland Railroad..... | 599,973 36 | 1,250,000 00 | | 285,484 68 | | | 2,535,458 04 |
| Portsmouth, Kittery and York Street Railway..... | 221,100 00 | 200,000 00 | | 31,323 19 | 4,000 00 | | 456,423 19 |
| Portland and Yarmouth Electric Railway..... | 300,000 00 | 350,000 00 | | 1,135 76 | | | 651,135 76 |
| Rockland, Thomaston and Camden Street Railway..... | 250,000 00 | 250,000 00 | | 25,095 31 | | | 525,095 31 |
| Sanford and Cape Porpoise Street Railway..... | 250,000 00 | 250,000 00 | | 51,171 21 | | | 551,171 21 |
| Skowhegan and Norridgewock Railway..... | 50,000 00 | 50,000 00 | | 23,000 00 | | | 123,000 00 |
| Somerset Traction Company..... | 29,800 00 | *75,000 00 | | 19,116 85 | | | 123,916 85 |
| Waterville and Fairfield Railway..... | 200,000 00 | 240,000 00 | | 66,608 36 | 1,178 34 | | 507,786 70 |
| Westbrook, Windham and Naples Railway..... | 27,700 00 | 94,000 00 | †6,178 53 | 1,117 96 | | | 128,996 49 |

* Bonded indebtedness.

† Unfunded debt.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR. | | | | | | |
|--|---|------------------|----------------------------|---------------------------------|---------------------|----------------|-------------------|
| | 15—Additions to Railway. | 16—To Equipment. | 17—To Lands and Buildings. | 18—To Other Permanent Property. | 19—Total Additions. | 20—Deductions. | 21—Net Additions. |
| Atlantic Shore Line Railway..... | | | | | | | |
| Augusta, Hallowell and Gardiner Railroad..... | | | | | | | |
| Bangor, Hampden and Winterport Railway..... | | | | | | | |
| Bangor, Orono and Old Town Railway..... | | | | | | | |
| Bangor Street Railway..... | | | | | | | |
| Benton and Fairfield Railway..... | | \$6,243 18 | | \$9,239 20 | \$15,482 38 | | \$15,482 38 |
| Biddeford and Saco Railroad..... | \$18,747 49 | 5,067 07 | \$8,240 35 | 4,091 21 | 36,146 12 | | 36,146 12 |
| Calais Street Railway..... | | | | | | | |
| Fryeburg Horse Railroad..... | | | | | | | |
| Lewiston, Brunswick and Bath Street Railway..... | 54,053 33 | 533 59 | 2,933 65 | 7,831 78 | 65,352 35 | | 65,352 35 |
| Norway and Paris Street Railway..... | | | | | | | |
| Penobscot Central Railway..... | | | | | | | |
| Portland Railroad..... | | | | | | | |
| Portsmouth, Kittery and York Street Railway..... | 2,714 92 | 9,520 14 | 1,806 73 | 15,051 90 | 29,093 69 | \$500 00 | 28,593 69 |
| Portland and Yarmouth Electric Railway..... | | | | | | | |
| Rockland, Thomaston and Camden Street Railway..... | | 6,743 46 | | 19,358 67 | 26,102 13 | | 26,102 13 |
| Sanford and Cape Porpoise Railway..... | 800 00 | | | | 800 00 | | 800 00 |
| Skowhegan and Norridgewock Railway..... | | | | 3,100 00 | 3,100 00 | | 3,100 00 |
| Somerset Traction Company..... | 602 49 | 1,868 74 | | 75 00 | 2,546 23 | | 2,546 23 |
| Waterville and Fairfield Railway..... | | 1,757 21 | 4,518 87 | 4,938 30 | 11,214 38 | 202 60 | 11,011 78 |
| Westbrook, Windham and Naples Railway..... | | | | | | | |

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | INCOME FOR THE YEAR ENDING JUNE 30, 1901. | | | | | | 28—Gross Income. |
|--|---|---|--|--|--|----------------------------------|---------------------|
| | 22—From Passengers. | 23—From Mails, Merchan- dise, freight, etc. | 24—From Tolls, Rents, Advertis- ing, etc. | 25—Total Earnings from Operation. | 26—Rentals from Lease of Railway. | 27—Miscel- laneous Income. | |
| Atlantic Shore Line Railway..... | \$3,685 47 | | | \$3,685 47 | | | \$3,685 47 |
| Augusta, Hallowell and Gardiner Railroad..... | 41,295 16 | | \$258 18 | 41,553 34 | | | 41,553 34 |
| Bangor, Hampden and Winterport Railway..... | 21,906 10 | *\$1,682 78 | 1,114 15 | 24,703 03 | | | 24,703 03 |
| Bangor, Orono and Old Town Railway..... | 52,594 15 | | 1,062 20 | 53,656 35 | | | 53,656 35 |
| Bangor Street Railway..... | 65,494 00 | | 1,660 98 | 67,154 98 | | | 67,154 98 |
| Benton and Fairfield Railway..... | 2,267 85 | 15,807 91 | 15 75 | 8,091 51 | | | 8,091 51 |
| Biddeford and Saco Railroad..... | 42,653 85 | | 145 00 | 42,798 85 | | | 42,798 85 |
| Calais Street Railway..... | 23,960 05 | | 416 12 | 24,376 17 | | | 24,376 17 |
| Fryeburg Horse Railroad..... | 600 70 | | | 600 70 | | | 600 70 |
| Lewiston, Brunswick and Bath Street Railway..... | 210,096 96 | | 3,414 86 | 213,511 82 | \$8,020 63 | | 221,532 45 |
| Norway and Paris Street Railway..... | 5,189 96 | 200 00 | 68 63 | 5,458 59 | | | 5,458 59 |
| Penobscot Central Railway..... | 2,959 75 | †1,309 02 | | 4,268 77 | | | 4,268 77 |
| Portland Railroad..... | 445,241 00 | 547 26 | 3,004 66 | 448,792 92 | 28,805 63 | | 477,598 55 |
| Portsmouth, Kittery and York Street Railway..... | 72,447 64 | 3,492 87 | 857 03 | 76,797 54 | | | 76,797 54 |
| Portland and Yarmouth Electric Railway..... | 55,995 05 | 1,660 64 | 101 82 | 57,757 51 | 11,624 90 | | 69,382 41 |
| Rockland, Thomaston and Camden Street Railway..... | 62,419 45 | \$17,436 77 | ‡10,336 87 | 90,193 09 | | | 90,193 09 |
| Sanford and Cape Porpoise Railway..... | 37,048 33 | †21,924 94 | 5,120 16 | 64,093 43 | | | 64,093 43 |
| Skowhegan and Norridgewock Railway..... | 2,587 92 | 481 32 | | 3,069 24 | | | 3,069 24 |
| Somerset Traction Company..... | 14,652 86 | 954 86 | 945 35 | 16,553 07 | 6,668 99 | | 23,222 06 |
| Waterville and Fairfield Railway..... | 25,994 90 | | ††19,086 72 | 45,061 62 | | | 45,061 62 |
| Westbrook, Windham and Naples Railway..... | 9,837 96 | 580 26 | 142 65 | 10,560 87 | | | 10,560 87 |

* Freight, \$1,375.43.

† Freight, \$5,707.69.

‡ Freight, \$1,309.02.

§ Freight, \$14,264 48.

‡‡ \$9,950.69, power sold.

¶ Freight, \$20,406.22.

†† \$2,653.18, power sold.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1901. | | | | | | |
|--|---|----------------------------------|--------------------|---------------|----------------------------|----------------------------|---------------------------------|
| | 29—Salaries. | 30—Office Expenses and Supplies. | 31—Legal Expenses. | 32—Insurance. | 33—Other General Expenses. | 34—Total General Expenses. | 35—Repair of Roadbed and Track. |
| Atlantic Shore Line Railway..... | \$200 00 | | | | | \$200 00 | |
| Augusta, Hallowell and Gardiner Railroad..... | | | | \$1,302 12 | \$2,811 43 | 4,113 55 | \$4,054 69 |
| Bangor, Hampden and Winterport Railway..... | 1,500 00 | \$202 00 | | 82 00 | | 1,784 00 | 678 19 |
| Bangor, Orono and Old Town Railway..... | 1,763 35 | 520 02 | | 506 50 | | 2,789 87 | 3,629 62 |
| Bangor Street Railway..... | | | | | | 4,608 97 | 4,768 38 |
| Benton and Fairfield Railway..... | | 35 08 | | 25 00 | | 60 08 | |
| Biddeford and Saco Railroad..... | 1,928 00 | 270 80 | | 495 03 | 1,388 17 | 4,082 00 | 667 59 |
| Calais Street Railway..... | 1,456 00 | 187 19 | | 1,093 44 | 1,004 14 | 3,740 77 | 1,709 00 |
| Fryeburg Horse Railroad..... | 5 00 | | | | | 5 00 | |
| Lewiston, Brunswick and Bath Street Railway..... | 5,003 89 | 320 75 | | 3,665 75 | 23,844 82 | 32,835 21 | 13,135 90 |
| Norway and Paris Street Railway..... | | | | 235 00 | 242 18 | 477 18 | 665 80 |
| Penobscot Central Railway..... | 260 00 | | | 90 00 | 213 00 | 563 00 | |
| Portland Railroad..... | 10,457 69 | 979 25 | | 4,779 55 | 14,309 48 | 30,525 97 | 27,149 92 |
| Portsmouth, Kittery and York Beach Railroad..... | 3,117 02 | 493 51 | \$906 19 | 1,700 08 | 3,775 54 | 9,992 34 | 2,103 13 |
| Portland and Yarmouth Electric Railway..... | 2,024 85 | | | 875 65 | | 2,900 50 | 2,831 74 |
| Rockland, Thomaston and Camden Street Railway..... | 2,267 06 | | 500 00 | 711 97 | 2,705 49 | 6,184 52 | 2,146 95 |
| Sanford and Cape Porpoise Railway..... | 3,205 71 | 532 38 | 72 23 | 426 14 | 931 76 | 5,168 22 | 2,396 49 |
| Skowhegan and Norridgewock Railway..... | 90 13 | 23 20 | | | 22 90 | 136 23 | 363 22 |
| Somerset Traction Company..... | 185 00 | 423 77 | | 204 24 | 1,057 75 | 1,870 76 | 1,061 58 |
| Waterville and Fairfield Railway..... | 3,510 88 | 995 82 | 438 64 | 1,502 92 | 24,144 71 | 30,592 97 | 14,001 12 |
| Westbrook, Windham and Naples Railway..... | | 100 50 | | 366 00 | 678 66 | 1,445 16 | 1,793 27 |

† Includes repair of electric line.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1901—Continued. | | | | | | |
|--|---|----------------------------|--------------------------|---|---------------------------------|--|----------------------------|
| | 36—Repair of Electric Line System. | 37—Re-moving Snow and Ice. | 38—Repair of Build-ings. | 39—Total Repairs of Roadway and Build-ings. | 40—Repair of Cars and Vehicles. | 41—Repair of Electric Car Equip-ments. | 42—Horses, Harnesses, etc. |
| Atlantic Shore Line Railway..... | | | | | | | |
| Augusta, Hallowell and Gardiner Railroad..... | \$485 46 | \$691 45 | \$4 25 | \$5,235 85 | \$2,664 03 | \$562 85 | |
| Bangor, Hampden and Winterport Railway..... | 48 15 | 535 68 | | 1,262 02 | 575 45 | 228 70 | |
| Bangor, Orono and Old Town Railway..... | 36 73 | 1,362 58 | 9 30 | 5,038 23 | 3,147 40 | 3,189 71 | |
| Bangor Street Railway..... | 1,592 07 | 2,188 76 | 109 09 | 8,659 26 | 2,561 71 | 1,902 51 | \$450 48 |
| Benton and Fairfield Railway..... | | | | 1,965 15 | | | |
| Biddeford and Saco Railroad..... | 693 48 | 279 74 | 536 63 | 2,177 44 | 1,066 67 | 573 08 | |
| Calais Street Railway..... | 274 68 | 629 88 | 51 54 | 2,665 10 | 1,646 45 | 1,459 60 | |
| Fryeburg Horse Railroad..... | | | | | 16 50 | | 3 85 |
| Lewiston, Brunswick and Bath Street Railway..... | 3,863 39 | 3,182 02 | †3,125 56 | 23,306 87 | 13,159 32 | 11,509 38 | †6,968 59 |
| Norway and Paris Street Railway..... | 63 75 | 190 20 | 5 84 | 925 59 | 737 14 | 74 75 | |
| Penobscot Central Railway..... | | | | | | | |
| Portland Railroad..... | 11,715 24 | 4,426 35 | 2,370 88 | 45,662 39 | 27,701 52 | 17,190 75 | 200 00 |
| Portsmouth, Kittery and York Street Railway..... | 915 83 | 200 57 | 146 56 | 3,366 09 | 1,770 34 | 1,144 43 | |
| Portland and Yarmouth Electric Railway..... | 243 76 | 915 66 | | 3,991 16 | \$2,766 82 | | |
| Rockland, Thomaston and Camden Street Railway..... | 857 73 | 1,266 98 | 430 20 | 10,886 42 | \|\|3,433 58 | | |
| Sanford and Cape Porpoise Railway..... | 600 99 | 167 24 | 2 38 | 3,167 10 | 4,623 35 | 1,991 85 | |
| Skowhegan and Norridgewock Railway..... | 34 58 | 40 40 | | 438 20 | 17 00 | 10 26 | |
| Somerset Traction Company..... | 139 53 | 616 03 | | 1,817 14 | 263 24 | 557 89 | |
| Waterville and Fairfield Railway..... | | 674 22 | 61 54 | 4,736 88 | 1,311 66 | | |
| Westbrook, Windham and Naples Railway..... | 25 75 | | | 1,820 02 | \$331 72 | | |

† Repairs of steam and electric plants, \$2,562.59.
 § Includes repair of electric equipment of cars.

‡ Car house expense and supplies.
 || Includes repair of electric equipment of cars; car cleaning.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1901—Continued. | | | | | | |
|--|---|----------------------------|-----------------------------|--------------------------|----------------------------|-------------------------------|-----------------------------|
| | 43—Total Maintenance of Equipment. | 44—Cost of Electric Power. | 45—Pro- v-ender for Horses. | 46 - Wages of Employees. | 47—Dama- ges for Injuries. | 48—Tolls for Trackage Rights. | 49—Rents of Buildings, etc. |
| Atlantic Shore Line Railway..... | | | | \$1,506 56 | | | |
| Augusta, Hallowell and Gardiner Railroad..... | \$3,226 88 | \$7,485 00 | | 8,254 55 | | | |
| Bangor, Hampden and Winterport Railway..... | 804 15 | 4,272 09 | | 4,779 24 | \$510 00 | \$736 98 | \$1,089 79 |
| Bangor, Orono and Old Town Railway..... | 6,337 11 | 9,443 03 | | 11,819 49 | 1,686 94 | | 243 00 |
| Bangor Street Railway..... | 4,914 70 | 8,281 43 | | 22,787 56 | 265 00 | | |
| Benton and Fairfield Railway..... | 750 13 | 1,247 95 | | 2,899 00 | | | 55 00 |
| Biddeford and Saco Railroad..... | 1,578 75 | 10,128 20 | | 11,375 73 | 545 85 | | |
| Calais Street Railway..... | 3,106 05 | 6,645 75 | | 5,085 80 | | | |
| Fryeburg Horse Railroad..... | 20 45 | | \$42 65 | 414 70 | | | |
| Lewiston, Brunswick and Bath Street Railway..... | 31,637 29 | 20,261 37 | | 42,293 43 | 5,526 31 | | 2,027 10 |
| Norway and Paris Street Railway..... | 811 89 | 984 73 | | 1,596 41 | | | |
| Penobscot Central Railroad..... | | 404 00 | | 1,122 00 | | | 120 00 |
| Portland Railroad..... | 45,792 27 | 35,838 38 | 2,152 42 | 125,326 38 | 1,252 48 | 2,000 00 | 9,276 00 |
| Portsmouth, Kittery and York Street Railway ... | 2,914 77 | 8,998 93 | | 16,946 25 | 1,767 26 | | 274 25 |
| Portland and Yarmouth Electric Railway..... | 2,766 82 | 13,297 10 | | 12,787 12 | 2,949 63 | | |
| Rockland, Thomaston and Camden Street Railway..... | | | | 9,912 38 | 529 45 | | 207 11 |
| Sanford and Cape Porpoise Railway..... | 6,515 20 | 12,467 34 | | 9,274 94 | 467 36 | | 92 60 |
| Skowhegan and Norridgewock Railway..... | 27 26 | 700 00 | | 1,057 19 | 59 50 | | |
| Somerset Traction Company..... | 821 13 | 583 32 | | 4,984 82 | | | |
| Waterville and Fairfield Railway..... | 1,311 66 | | | 5,342 89 | | | |
| Westbrook, Windham and Naples Railway..... | 331 72 | 1,994 60 | | 4,757 07 | 20 00 | | |

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1901—Continued. | | | | | | |
|--|---|-----------------------------------|------------------------------|---|-----------------------------|------------------------------------|-----------|
| | 50—Other Transportation Expenses. | 51—Total Transportation Expenses. | 52—Total Operating Expenses. | 53—Per Cent to Earnings from Operation. | 54—Interest on Funded Debt. | 55—Interest and Discount on Loans. | 56—Taxes. |
| Atlantic Shore Line Railway..... | \$5 73 | \$1,512 29 | \$1,712 29 | .46 | | | |
| Augusta, Hallowell and Gardiner Railroad..... | | 15,739 55 | 28,315 83 | .68 | \$2,250 00 | | \$387 36 |
| Bangor, Hampden and Winterport Railway..... | 222 24 | 11,610 34 | 15,460 51 | .63 | 2,000 00 | \$941 07 | 327 25 |
| Bangor, Orono and Old Town Railway..... | 715 73 | 23,908 19 | 38,073 40 | .71 | 7,500 00 | 1,714 95 | 714 63 |
| Bangor Street Railway..... | 1,813 88 | 33,147 87 | 51,330 74 | .76 | 10,000 00 | | 958 19 |
| Benton and Fairfield Railway..... | | 4,201 95 | 6,977 31 | .86 | | 1,054 99 | 39 99 |
| Biddeford and Saco Railroad..... | 124 64 | 22,174 42 | 30,012 61 | .70 | 6,000 00 | 281 25 | 419 77 |
| Calais Street Railway..... | | 11,831 55 | 21,343 47 | .88 | 5,000 00 | 120 00 | 509 34 |
| Fryeburg Horse Railroad..... | 25 00 | 482 35 | 504 80 | .84 | | 20 18 | 1 32 |
| Lewiston, Brunswick and Bath Street Railway..... | 4,880 35 | 84,982 56 | 172,761 93 | .81 | 41,559 44 | | 3,855 75 |
| Norway and Paris Street Railway..... | 128 51 | 2,709 65 | 4,924 31 | .90 | 900 00 | | 53 68 |
| Penobscot Central Railway..... | 60 00 | 1,706 00 | 2,269 00 | .53 | | | 60 00 |
| Portland Railroad..... | 3,285 65 | 173,131 29 | 294,411 92 | .66 | 42,500 00 | 8,222 88 | 8,953 39 |
| Portsmouth, Kittery and York Street Railway..... | 5,474 84 | 33,461 53 | 49,734 73 | .62 | 12,000 00 | 797 88 | 764 18 |
| Portland and Yarmouth Electric Railway..... | 1,155 12 | 30,188 97 | 39,847 45 | .69 | 14,322 27 | 4,215 28 | 444 51 |
| Rockland, Thomaston and Camden Street Railway..... | *27,960 35 | 38,609 29 | 52,929 29 | .59 | 16,467 50 | 546 53 | 491 58 |
| Sanford and Cape Porpoise Railway..... | 9,417 05 | 31,719 29 | 46,569 81 | .73 | 14,168 45 | | 273 90 |
| Skowhegan and Norridgewock Railway..... | 99 00 | 1,915 69 | 2,517 38 | .82 | 3,000 00 | 180 00 | 41 75 |
| Somerset Traction Company..... | | 5,568 14 | 10,077 17 | .61 | | 290 00 | 218 37 |
| Waterville and Fairfield Railway..... | | 5,342 89 | 41,984 40 | .93 | 12,245 00 | 1,737 52 | 1,726 78 |
| Westbrook, Windham and Naples Railway..... | 1,497 65 | 8,269 32 | 11,564 22 | 1.09 | 14,930 41 | | |

* Power and repairs of machinery, \$15,531.50.

† Includes interest and discount on funded debts and loans.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1901—Continued. | | | | | | |
|---|---|------------------------------------|-----------------------------|-----------------------------|--------------------|----------------------------------|------------------------|
| | 57—Rentals of Leased Railways. | 58—Payments to Sinking Funds, etc. | 59—Other Charges on Income. | 60—Total Charges on Income. | 61—Dividends paid. | 62—Percentage of Dividends Paid. | 63—Gross Expenditures. |
| Atlantic Shore Line Railway | | | | | | | \$1,712 29 |
| Augusta, Hallowell and Gardiner Railroad | | | | \$8,637 36 | \$4,800 00 | 4 | 41,753 19 |
| Bangor, Hampden and Winterport Railway | | | \$5,407 76 | 8,676 08 | | | 24,156 59 |
| Bangor, Orono and Old Town Railway | | | | 9,929 58 | | | 48,002 90 |
| Bangor Street Railway | | | | 10,958 19 | | | 62,288 93 |
| Benton and Fairfield Railway | | | | 1,094 98 | | | 8,072 29 |
| Biddeford and Saco Railroad | | | | 6,701 02 | | | 36,713 63 |
| Calais Street Railway | | | | 5,629 34 | | | 26,972 81 |
| Fryeburg Horse Railroad | | \$75 00 | | 96 50 | | | 601 30 |
| Lewiston, Brunswick and Bath Street Railway | \$8,583 33 | | 26,355 17 | 80,353 69 | | | 253,115 62 |
| Norway and Paris Street Railway | | | | 953 68 | | | 5,877 99 |
| Penobscot Central Railway | | | | 60 00 | | | 2,329 00 |
| Portland Railroad | | | 45,491 75 | 105,167 52 | 59,856 00 | 6 | 459,435 44 |
| Portsmouth, Kittery and York Street Railway | | | †300 00 | 13,862 06 | 13,252 50 | | 76,849 29 |
| Portland and Yarmouth Electric Railway | | | 17,894 04 | 36,876 19 | | | 76,723 55 |
| Rockland, Thomaston and Camden Street Railway | | | | 17,505 61 | | | 70,434 90 |
| Sanford and Cape Porpoise Railway | 4,000 00 | | | 18,442 35 | | | 65,012 16 |
| Skowhegan and Norridgewock Railway | | | | 3,221 75 | | | 5,739 13 |
| Somerset Traction Company | | 900 00 | 8,457 14 | 9,865 51 | | | 19,942 68 |
| Waterville and Fairfield Railway | | | | 15,709 30 | | | 57,693 70 |
| Westbrook, Windham and Naples Railway | | | | 4,930 41 | | | 16,494 63 |

† Rental of steamboat.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | CONDENSED EXHIBIT FOR THE YEAR. | | | | | | 70—Surplus for the Year. |
|---|---------------------------------|----------------------|---|---------------------------------------|--------------------------|------------------------|--------------------------|
| | 64—Net Earnings from Operation. | 65—All Other Income. | 66—Total Income above Operating Expenses. | 67—Interest, Taxes and Other Charges. | 68—Net Divisible Income. | 69—Dividends Declared. | |
| Atlantic Shore Line Railway | \$1,973 18 | | \$1,973 18 | | \$1,973 18 | | \$1,973 18 |
| Augusta, Hallowell and Gardiner Railroad | 13,237 51 | | 13,237 51 | \$8,637 36 | 4,600 15 | \$4,800 00 | |
| Bangor, Hampden and Winterport Railway | 8,199 42 | \$1,043 10 | 9,242 52 | 8,676 08 | 566 44 | | 566 44 |
| Bangor, Orono and Old Town Railway | 15,582 95 | | 15,582 95 | 9,929 58 | 5,653 37 | | 5,653 37 |
| Bangor Street Railway | 15,824 24 | | 15,824 24 | 10,958 19 | 4,866 05 | | 4,866 05 |
| Benton and Fairfield Railway | 1,114 20 | | 1,114 20 | 1,094 98 | 19 22 | | 19 22 |
| Biddeford and Saco Railroad | 12,786 24 | | 12,786 24 | 6,701 02 | 6,085 22 | | 6,085 22 |
| Calais Street Railway | 3,032 70 | | 3,032 70 | 5,629 34 | | | |
| Fryeburg Horse Railroad | 95 90 | | 95 90 | 96 50 | | | |
| Lewiston, Brunswick and Bath Street Railway | 59,059 43 | 8,020 63 | 67,080 06 | 80,353 69 | | | |
| Norway and Paris Street Railway | 534 28 | | 534 28 | 953 68 | | | |
| Penobscot Central Railway | 1,999 77 | | 1,999 77 | 60 00 | 1,939 77 | | 1,939 77 |
| Portland Railroad | 154,381 00 | 28,505 63 | 183,186 63 | 105,167 52 | 78,019 11 | 59,856 00 | 18,163 11 |
| Portsmouth, Kittery and York Street Railway | 27,062 81 | | 27,062 81 | 13,862 06 | 13,200 75 | 13,252 50 | |
| Portland and Yarmouth Electric Railway | 17,910 06 | 11,624 90 | 29,534 96 | 36,876 10 | | | |
| Rockland, Thomaston and Camden Street Railway | 37,263 80 | | 37,263 80 | 17,505 61 | 19,758 19 | | 19,758 19 |
| Sanford and Cape Porpoise Railway | 17,523 62 | | 17,523 62 | 18,442 35 | | | |
| Skowhegan and Norridgewock Railway | 551 86 | | 551 86 | 3,221 75 | | | |
| Somerset Traction Company | 6,476 03 | 6,668 99 | 13,145 02 | 9,865 51 | 3,279 51 | | 3,279 51 |
| Waterville and Fairfield Railway | 2,755 52 | 321 70 | 3,077 22 | 15,709 30 | | | |
| Westbrook, Windham and Naples Railway | †1,003 35 | | †1,003 35 | 4,930 41 | | | |

† Deficit.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | CONDENSED EXHIBIT FOR THE YEAR—Continued. | | | | | | |
|---|---|------------------------------|------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|
| | 71—Deficit for the Year. | 72—Surplus June 30, 1900. | 73—Deficit June 30, 1900. | 74—Credits during Year. | 75—Debits during Year. | 76—Surplus June 30, 1901. | 77—Deficit June 30, 1901. |
| Atlantic Shore Line Railway | | | | | | \$1,973 18 | |
| Augusta, Hallowell and Gardiner Railroad | \$199 85 | \$29,564 06 | | | | 29,364 21 | |
| Bangor, Hampden and Winterport Railway | | 1,881 09 | | | | 2,447 53 | |
| Bangor, Orono and Old Town Railway | | | \$25,679 99 | | | | \$20,026 62 |
| Bangor Street Railway | | | 5,560 86 | | | | 694 81 |
| Benton and Fairfield Railway | | | 521 62 | | | | 502 40 |
| Biddeford and Saco Railroad | | 4,653 79 | | | | 10,739 01 | |
| Calais Street Railway | 2,596 64 | | 10,700 59 | | | | 13,297 23 |
| Fryeburg Horse Railroad | 60 | 51 58 | | | | 50 98 | |
| Lewiston, Brunswick and Bath Street Railway | 13,273 63 | | 2,660 02 | \$999 87 | | | 14,933 78 |
| Norway and Paris Street Railway | 419 40 | 515 47 | | 9 23 | | 105 30 | |
| Penobscot Central Railway | | | | | | 1,539 77 | |
| Portland Railroad | | 188,318 15 | | | 640 29 | 205,840 97 | |
| Portsmouth, Kittery and York Street Railway | 51 75 | 7,837 44 | | 80 00 | | 7,865 69 | |
| Portland and Yarmouth Electric Railway | 7,341 14 | 6,611 07 | | | | | 730 07 |
| Rockland, Thomaston and Camden Street Railway | | 86,620 51 | | | | 106,378 70 | |
| Sanford and Cape Porpoise Railway | 918 73 | | 1,017 32 | | 501 72 | | 2,437 77 |
| Skowhegan and Norridgewock Railway | 2,669 89 | | 10,186 61 | | | | 12,856 50 |
| Somerset Traction Company | | | 2,533 72 | | | 745 79 | |
| Waterville and Fairfield Railway | 12,632 08 | 315 29 | | | | 12,316 79 | |
| Westbrook, Windham and Naples Railway | 6,933 76 | 1,178 90 | | | | | 4,754 86 |

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | DESCRIPTION OF RAILWAY (LENGTH IN MILES). | | | | | | |
|--|---|------------------------------------|-----------------------|-------------------------|--------------------|-----------------------|---------------------------------|
| | 78—Main Track Owned. | 79—Sidings, Switches, etc., Owned. | 80—Total Track Owned. | 81—Main Track Operated. | 82—By Horse Power. | 83—By Electric Power. | 84—By Horse and Electric Power. |
| Atlantic Shore Line Railway..... | 1.57 | .37 | 1.94 | 1.57 | ..... | 1.57 | ..... |
| Augusta, Hallowell and Gardiner Railroad..... | 12.486 | .626 | 13.112 | 12.486 | ..... | 12.486 | ..... |
| Bangor, Hampden and Winterport Railway..... | 4.52 | .88 | 5.40 | 4.52 | ..... | 4.52 | ..... |
| Bangor, Orono and Old Town Railway..... | 16.20 | .50 | 16.70 | 14.95 | ..... | 14.95 | ..... |
| Bangor Street Railway..... | 8.40 | *1.40 | 9.80 | 8.40 | ..... | 8.40 | ..... |
| Benton and Fairfield Railway..... | 4.12 | .12 | 4.24 | 4.12 | ..... | 4.12 | ..... |
| Biddeford and Saco Railroad..... | 7.61 | .53 | 8.14 | 7.61 | ..... | 7.61 | ..... |
| Calais Street Railway..... | 4.00 | ..... | 4.00 | 7.00 | ..... | 7.00 | ..... |
| Fryeburg Horse Railroad..... | 3.00 | ..... | 3.00 | 3.00 | 3.00 | ..... | ..... |
| Lewiston, Brunswick and Bath Street Railway..... | 54.75 | 1.43 | 56.18 | 54.75 | ..... | 54.75 | ..... |
| Norway and Paris Street Railway..... | 2.13 | .01 | 2.14 | 2.13 | ..... | 2.13 | ..... |
| Penobscot Central Railway..... | 26.25 | 1.50 | 27.75 | 26.25 | ..... | 26.25 | ..... |
| Portland Railroad..... | 29.14 | 2d tk. 8.71 | 37.85 | 41.58 | ..... | 41.58 | ..... |
| Portsmouth, Kittery and York Street Railway..... | 15.50 | .15 | 15.65 | 15.50 | ..... | 15.50 | ..... |
| Portland and Yarmouth Electric Railway..... | 12.78 | 1.49 | 14.27 | 12.78 | ..... | 12.78 | ..... |
| Rockland, Thomaston and Camden Street Railway..... | 16.64 | .57 | 17.21 | 16.64 | ..... | 16.64 | ..... |
| Sanford and Cape Porpoise Railway..... | 20.67 | 1.10 | 21.67 | †23.15 | ..... | 23.15 | ..... |
| Skowhegan and Norridgewock Railway..... | 5.75 | .10 | 5.85 | 5.75 | ..... | 5.75 | ..... |
| Somerset Traction Company..... | 12.00 | .48 | 12.48 | 12.00 | ..... | 12.00 | ..... |
| Waterville and Fairfield Railway..... | 4.75 | .05 | 4.80 | 4.75 | ..... | 4.75 | ..... |
| Westbrook, Windham and Naples Railway..... | 5.83 | .04 | 5.87 | 5.83 | ..... | 5.83 | ..... |

* 1.30 miles second track.

† 2.58 leased; Mousam River Railway.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | DESCRIPTION OF EQUIPMENT. | | | | | | |
|---|------------------------------|-------------------------------|-----------------------------------|----------------------|-----------------------------------|------------|------------------------|
| | 85—Box Passenger Cars. | 86—Open Passenger Cars. | 87—Other Cars and Vehicles. | 88—Electric Cars. | 89—Equip- ped with Fenders. | 90—Horses. | 91—Electric Motors. |
| Atlantic Shore Line Railway | 1 | 1 | | 2 | | | 6 |
| Augusta, Hallowell and Gardiner Railroad..... | 8 | 10 | 3 | 18 | | | |
| Bangor, Hampden and Winterport Railway..... | 3 | 6 | 4 | 9 | | | 22 |
| Bango - Orono and Old Town Railway..... | 8 | 8 | 9 | 16 | | | 24 |
| Bangor Street Railway..... | 11 | 13 | 10 | 24 | | | 50 |
| Benton and Fairfield Railway..... | 1 | | 5 | 6 | | | 3 |
| Biddeford and Saco Railroad..... | 5 | 11 | 13 | 16 | | | 30 |
| Calais Street Railway | 3 | 4 | 2 | 7 | | | 5 |
| Fryeburg Horse Railroad..... | 3 | 1 | | | | 1 | |
| Lewiston, Brunswick and Bath Street Railway | 24 | 34 | 37 | 49 | | | 120 |
| Norway and Paris Street Railway | 2 | 2 | 1 | 6 | | | |
| Penobscot Central Railway | 3 | 2 | †21 | 7 | | | 14 |
| Portland Railroad..... | 57 | 94 | 37 | 119 | | | |
| Portsmouth, Kittery and York Street Railway | 5 | 9 | 4 | 14 | | | 26 |
| Portland and Yarmouth Electric Railway | 8 | 16 | 7 | 24 | | | 46 |
| Rockland, Thomaston and Camden Street Railway.... | 9 | 10 | 7 | 17 | | | 44 |
| Sanford and Cape Porpoise Railway | 7 | 9 | 17 | 15 | | | 44 |
| Skowhegan and Norridgewock Railway..... | 2 | 3 | 1 | 5 | | | |
| Somerset Traction Company..... | 3 | 4 | 5 | 7 | | | 22 |
| Waterville and Fairfield Railway..... | 4 | 5 | 1 | 9 | | | |
| Westbrook, Windham and Naples Railway..... | 3 | 3 | 5 | 4 | | | 8 |

†Freight and passenger.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | VOLUME OF TRAFFIC. | | | | | STOCKHOLDERS. | |
|---|------------------------------------|---|------------------------|----------------------|-------------------------------|---------------------|-----------------|
| | 92—Total Passengers Carried. | 93—Average Number per Mile of Main Track Operated. | 94—Round Trips Run. | 95—Car Miles Run. | 96—Number of Employees. | 97—Total Number. | 98—In Maine. |
| Atlantic Shore Line Railway | 73,709 | 49,138 | 8,688 | 26,064 | 3 | 6 | 6 |
| Augusta, Hallowell and Gardiner Railroad | 325,963 | †113,276 | ..... | 204,717 | 38 | 21 | 18 |
| Bangor, Hampden and Winterport Railway | 397,336 | 64,818 | ..... | 99,881 | 18 | 23 | 18 |
| Bangor, Orono and Old Town Railway | 1,028,874 | 63,263 | ..... | 324,187 | 20 | 64 | 58 |
| Bangor Street Railway | 1,309,618 | 13,500 | ..... | 372,892 | 53 | 12 | 9 |
| Benton and Fairfield Railway | 46,357 | 11,269 | ..... | ..... | ..... | 4 | 2 |
| Biddeford and Saco Railroad | 615,874 | 80,918 | 1 | 276,537 | ..... | 53 | 44 |
| Calais Street Railway | 482,241 | 58,892 | 13,140 | 183,960 | 20 | 12 | 12 |
| Fryeburg Horse Railroad | 10,931 | ..... | ..... | ..... | ..... | 19 | 19 |
| Lewiston, Brunswick and Bath Street Railway | 4,231,885 | 77,294 | ..... | 1,122,959 | 190 | 185 | 27 |
| Norway and Paris Street Railway | 110,064 | 55,734 | 11,272 | 45,091 | 5 | 10 | 8 |
| Penobscot Central Railway | 12,216 | 604 | 275 | 11,100 | 20 | 80 | 20 |
| Portland Railroad | 8,410,263 | ..... | ..... | 1,955,703 | 294 | 160 | 133 |
| Portsmouth, Kittery and York Street Railway | 1,448,953 | 93,481 | ..... | 346,830 | 53 | 144 | 27 |
| Portland and Yarmouth Electric Railway | 1,241,889 | ..... | ..... | 305,668 | 34 | 13 | 7 |
| Rockland, Thomaston and Camden Street Railway | 1,248,889 | 75,023 | 9,455 | 314,658 | 75 | 34 | 34 |
| Sanford and Cape Porpoise Railway | 370,483 | 16,004 | 3,833 | 177,695 | 35 | 18 | 15 |
| Skowhegan and Norridgewock Railway | 54,323 | 9,448 | 2,016 | 23,184 | 4 | 10 | 8 |
| Somerset Traction Company | 120,780 | 9,660 | 3,631 | 85,463 | 10 | 8 | 8 |
| Waterville and Fairfield Railway | 517,885 | 109,030 | 11,765 | 112,116 | ..... | 49 | 37 |
| Westbrook, Windham and Naples Railway | 163,956 | ..... | ..... | ..... | 8 | 7 | 7 |

RAILROAD COMMISSIONERS' REPORT.

† On 7 miles of road, 2,064 per day during 16 days operation, Togus extension. † Biddeford and Saco, 9,002; Biddeford and Old Orchard, 14,078.

Tabulated Statements from Reports of Street Railway Companies—Concluded.

| STREET RAILWAYS. | ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1901. | | | | | | |
|---|---|----------------------|-----------------------------|------------|-------------------|------------|---|
| | 99—To Passengers. | 100—To Employees. | 101—To Other Persons. | 102—Fatal. | 103—Not Fatal. | 104—Total. | 105—Total during Preceding Year. |
| Atlantic Shore Line Railway..... | | | | | | | |
| Augusta, Hallowell and Gardiner Railroad | | | | | | | |
| Bangor, Hampden and Winterport Railway | | | | | | | |
| Bangor, Orono and Old Town Railway | | | | | | | 1 |
| Bangor Street Railway | 2 | | | 2 | | 2 | |
| Benton and Fairfield Railway | | | | | | | |
| Biddeford and Saco Railroad..... | | | | | | | 4 |
| Calais Street Railway | | | | | | | |
| Fryeburg Horse Railroad | | | | | | | |
| Lewiston, Brunswick and Bath Street Railway..... | | | 2 | 2 | | 2 | 12 |
| Norway and Paris Street Railway | | | | | | | |
| Penobscot Central Railway | | | | | | | |
| Portland Railroad..... | 4 | | | | 4 | 4 | 11 |
| Portsmouth, Kittery and York Street Railway | | | | | | | |
| Portland and Yarmouth Electric Railway | | | | | | | 1 |
| Rockland, Thomaston and Camden Street Railway | 1 | 1 | 1 | 1 | 2 | 3 | 1 |
| Sanford and Cape Porpoise Railway | | | | | | | 1 |
| Skowhegan and Norridgewock Railway..... | | | | | | | |
| Somerset Traction Company | | | | | | | |
| Waterville and Fairfield Railway | | | | | | | |
| Westbrook, Windham and Naples Railway | | | | | | | |

COMPARATIVE STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

16

| STREET RAILWAYS. | COST, CAPITAL STOCK AND NET DEBT PER MILE OF MAIN TRACK OWNED, INCLUDING SECOND TRACK. | | | | | | |
|--|--|----------------|--|----------------------------------|--------------------|---------------|-------------------------|
| | 106—Construction. | 107—Equipment. | 108—Land, Buildings, and Other Permanent Property. | 109—Total Permanent Investments. | 110—Capital Stock. | 111—Net Debt. | 112—Stock and Net Debt. |
| Atlantic Shore Line Railway..... | \$17,572 33 | \$4,700 00 | \$853 50 | \$21,419 46 | \$19,108 28 | ..... | \$19,108 28 |
| Augusta, Hallowell and Gardiner Railroad | †21,878 56 | ..... | 52 03 | 21,930 59 | 9,610 78 | \$18,929 24 | 28,540 02 |
| Bangor, Hampden and Winterport Railway | 16,280 04 | 8,007 12 | 1,370 60 | 25,657 76 | 13,274 33 | 12,109 69 | 25,384 02 |
| Bangor, Orono and Old Town Railway | 15,911 74 | ..... | ..... | 15,911 74 | 7,716 04 | 9,431 90 | 17,147 94 |
| Bangor Street Railway..... | Data not given. | ..... | ..... | ..... | ..... | ..... | ..... |
| Benton and Fairfield Railway..... | 7,324 57 | 2,456 79 | 873 47 | 10,654 83 | 4,854 36 | 6,209 95 | 11,064 31 |
| Biddeford and Saco Railroad..... | 15,354 69 | 7,766 29 | 5,540 27 | 28,661 25 | 5,256 24 | 22,219 11 | 27,475 35 |
| Calais Street Railway | 37,250 00 | 4,950 00 | 7,500 00 | 50,000 00 | 25,000 00 | 28,324 30 | 53,324 30 |
| Fryeburg Horse Railroad | 2,164 06 | 264 63 | 74 66 | 2,503 35 | 1,691 66 | 158 89 | 1,850 55 |
| Lewiston, Brunswick and Bath Street Railway | †29,893 19 | ..... | ..... | 29,893 19 | 11,453 88 | 18,666 53 | 30,320 41 |
| Norway and Paris Street Railway..... | †20,187 77 | ..... | ..... | 20,187 77 | 11,737 09 | 9,007 48 | 20,744 57 |
| Penobscot Central Railway..... | 9,766 90 | 3,088 10 | 2,187 39 | 15,042 39 | 9,523 80 | 9,523 80 | 19,047 60 |
| Portland Railroad | 19,489 83 | 4,891 42 | 47,489 83 | 71,871 08 | 26,419 37 | 40,013 39 | 66,432 76 |
| Portland, Kittery and York Street Railway | †29,626 70 | ..... | ..... | 29,626 70 | 14,264 51 | 14,939 95 | 29,204 46 |
| Portland and Yarmouth Electric Railway | †50,892 46 | ..... | ..... | 50,892 46 | 23,474 17 | 27,475 41 | 50,949 58 |
| Rockland, Thomaston and Camden Street Railway..... | †32,096 04 | ..... | ..... | 22,096 04 | 15,024 03 | 16,218 80 | 31,242 83 |
| Sanford and Cape Porpoise Railway..... | 20,656 86 | 3,309 47 | 1,695 79 | 25,662 12 | 11,327 12 | 14,448 42 | 25,776 54 |
| Skowhegan and Norridgewock Railway..... | †10,036 95 | ..... | 355 35 | 10,442 30 | 8,695 65 | 12,542 97 | 21,238 62 |
| Somerset Traction Company | 6,965 70 | 1,989 06 | 1,718 50 | 10,673 26 | 2,483 33 | 7,733 44 | 10,216 77 |
| Waterville and Fairfield Railway..... | †58,580 72 | ..... | ..... | 58,580 72 | 42,105 24 | 61,398 65 | 103,503 89 |
| Westbrook, Windham and Naples Railway..... | 18,786 70 | 1,924 51 | 535 97 | 21,247 18 | 4,751 28 | 17,357 21 | 22,108 49 |

† Covers equipment.

† Covers all property.

RAILROAD COMMISSIONERS' REPORT.

Comparative Statements from Reports of Street Railway Companies—Continued.

| STREET RAILWAYS. | GROSS INCOME FROM OPERATION. | | | | EXPENSES OF OPERATION. | |
|--|------------------------------|-------------------------------|-----------------------------|----------------------------------|------------------------------|-------------------------------|
| | 113—Per Mile Operated. | 114—Per Round Trip Run. | 115—Per Car Mile Run. | 116—Per Passenger Carried. | 117—Per Mile Operated. | 118—Per Round Trip Run. |
| Atlantic Shore Line Railway..... | \$2,347 43 | \$0.4242 | \$0.1414 | \$0.0500 | \$1,090 63 | \$0.1970 |
| Augusta, Hallowell and Gardiner Railroad..... | 3,327 99 | | .2029 | .0503 | 2,267 80 | |
| Bangor, Hampden and Winterport Railway..... | 4,029 85 | | .2473 | .0621 | 2,522 10 | |
| Bangor, Orono and Old Town Railway..... | 3,589 05 | | .1655 | .0521 | 2,546 71 | |
| Bangor Street Railway..... | 7,994 64 | | .1800 | .0512 | 6,110 80 | |
| Benton and Fairfield Railway..... | 1,963 95 | | | | 1,693 52 | |
| Biddeford and Saco Railroad..... | 5,623 28 | | .1547 | .0694 | 3,943 32 | |
| Calais Street Railway..... | 3,482 31 | 1.8551 | .1325 | .0505 | 3,049 06 | 1.6243 |
| Fryeburg Horse Railroad..... | 200 23 | | | .0548 | 168 26 | |
| Lewiston, Brunswick and Bath Street Railway..... | 3,867 17 | | .1885 | .0500 | 2,788 46 | |
| Norway and Paris Street Railway..... | 2,562 71 | .4842 | .1210 | .0495 | 2,211 88 | .4368 |
| Penobscot Central Railway..... | 162 63 | 15.5200 | .3845 | | 86 43 | 8.2509 |
| Portland Railroad..... | 10,793 46 | | .2284 | .0533 | 7,080 61 | |
| Portsmouth, Kittery and York Street Railway..... | 4,954 68 | | .2214 | .0530 | 3,208 69 | |
| Portland and Yarmouth Electric Railway..... | 4,519 36 | | .1889 | .0465 | 3,117 95 | |
| Rockland, Thomaston and Camden Street Railway..... | 5,420 25 | 9.5391 | .2866 | | 3,180 24 | 5.5980 |
| Sanford and Cape Porpoise Railway..... | 2,768 61 | 16.4200 | .3609 | | 2,011 63 | 12.1500 |
| Skowhegan and Norridgewock Railway..... | 533 78 | 1.5224 | .1323 | | 437 80 | 1.2487 |
| Somerset Traction Company..... | 1,379 42 | 4.5600 | .1936 | .1375 | 839 95 | 2.7700 |
| Waterville and Fairfield Railway..... | 9,486 65 | 3.8300 | .4018 | | 8,838 82 | 3.5600 |
| Westbrook, Windham and Naples Railway..... | 1,811 46 | | | .0644 | 1,983 57 | |

Comparative Statements from Reports of Street Railway Companies—Concluded.

| STREET RAILWAYS. | EXPENSES, ETC.—Concluded. | | NET INCOME FROM OPERATION. | | | |
|--|---------------------------|----------------------------------|----------------------------|-------------------------------|--------------------------|----------------------------------|
| | 119—Per Car Mile Run. | 120—Per Passenger Carried. | 121—Per Mile Operated. | 122—Per Round Trip Run. | 123—Per Car Mile Run. | 124—Per Passenger Carried. |
| Atlantic Shore Line Railway..... | \$0.0656 | \$0.0232 | \$1,256 80 | \$0.2272 | \$0.0758 | \$0.0268 |
| Augusta, Hallowell and Gardiner Railroad..... | .1383 | .0342 | 1,060 19 | .0646 | .0161 | .0232 |
| Bangor, Hampden and Winterport Railway..... | .1547 | .0389 | 1,507 75 | .0926 | .0151 | .0232 |
| Bangor, Orono and Old Town Railway..... | .1174 | .0370 | 1,042 34 | .0481 | .0151 | .0232 |
| Bangor Street Railway..... | .1376 | .0391 | 1,883 84 | .0424 | .0121 | .0232 |
| Benton and Fairfield Railway..... | | | 270 43 | | | |
| Biddeford and Saco Railroad..... | .1085 | .0187 | 1,679 96 | .0462 | .0207 | .0207 |
| Calais Street Railway..... | .1160 | .0442 | 433 25 | .2308 | .0165 | .0063 |
| Fryeburg Horse Railroad..... | | .0460 | 31 97 | | | .0088 |
| Lewiston, Brunswick and Bath Street Railway..... | | .0367 | 1,078 71 | | .0526 | .0133 |
| Norway and Paris Street Railway..... | .1092 | .0447 | 250 83 | .0474 | .0118 | .0048 |
| Penobscot Central Railway..... | .0242 | | 76 20 | 7.2691 | .1803 | |
| Portland Railroad..... | .1505 | .0350 | 3,712 85 | | .0779 | .0183 |
| Portsmouth, Kittery and York Street Railway..... | .1434 | .0343 | 1,745 99 | | .0780 | .0187 |
| Portland and Yarmouth Electric Railway..... | .1330 | .0320 | 1,401 41 | | .0559 | .0145 |
| Rockland, Thomaston and Camden Street Railway..... | .1682 | | 2,240 01 | 3.9411 | .1184 | |
| Sanford and Cape Porpoise Railway..... | .2622 | | 756 98 | 4.2700 | .0987 | |
| Skowhegan and Norridgewock Railway..... | .1085 | | 95 98 | .2737 | .0238 | |
| Somerset Traction Company..... | .1167 | .0835 | 539 47 | 1.7900 | .0769 | .0540 |
| Waterville and Fairfield Railway..... | .3744 | | 647 83 | .2700 | .0274 | |
| Westbrook, Windham and Naples Railway..... | | .0701 | †172 11 | | | †.0057 |

† Deficit.

RAILROAD COMMISSIONERS' REPORT.

Total Permanent Investments, Capital Stock, Net Debt, Capital Stock and Net Debt per Mile of Main Track Owned, including Second Track.

| STREET RAILWAYS. | 125—Perma- nent Investments. | 126—Perma- nent Investment per Mile Owned. | 127—Capital Stock per Mile. | 128—Net Debt per Mile. | 129—Capital Stock and Net Debt per Mile. |
|---|------------------------------------|--|-----------------------------------|------------------------------|---|
| Atlantic Shore Line Railway | \$33,628 57 | \$21,419 46 | \$19,108 28 | ..... | \$19,108 28 |
| Augusta, Hallowell and Gardiner Railroad | 273,825 53 | 21,930 60 | 9,610 78 | \$18,929 24 | 28,540 02 |
| Bangor, Hampden and Winterport Railway | 115,973 33 | 25,657 76 | 13,274 33 | 12,109 69 | 25,384 02 |
| Bangor, Orono and Old Town Railway | 257,770 26 | 15,911 74 | 7,716 04 | 9,431 90 | 17,147 94 |
| Bangor Street Railway | Data not given. | | | | |
| Benton and Fairfield Railway | 43,897 95 | 10,654 83 | 4,854 36 | 6,209 95 | 11,064 31 |
| Biddeford and Saco Railroad | 218,112 24 | 28,661 25 | 5,256 24 | 22,219 11 | 27,475 35 |
| Calais Street Railway | 200,000 00 | 50,000 00 | 25,000 00 | 28,324 30 | 53,324 30 |
| Fryeburg Horse Railroad | 7,510 07 | 2,503 35 | 1,691 66 | 158 89 | 1,850 55 |
| Lewiston, Brunswick and Bath Street Railway | 1,636,652 36 | 29,893 19 | 11,453 88 | 18,866 53 | 30,320 41 |
| Norway and Paris Street Railway | 43,000 00 | 20,187 77 | 11,737 09 | 9,007 48 | 20,744 57 |
| Penobscot Central Railway | 394,863 25 | 15,042 39 | 9,523 80 | 9,523 80 | 19,047 60 |
| Portland Railroad | 2,720,321 43 | 71,871 08 | 26,419 37 | 40,013 39 | 66,432 76 |
| Portsmouth, Kittery and York Street Railway | 459,213 84 | 29,626 69 | 14,264 51 | 14,939 95 | 29,204 46 |
| Portland and Yarmouth Electric Railway | 650,405 69 | 60,892 46 | 23,474 17 | 27,475 41 | 50,949 58 |
| Rockland, Thomaston and Camden Street Railway | 367,678 22 | 22,096 04 | 15,024 03 | 16,218 80 | 31,242 83 |
| Sanford and Cape Porpoise Railway | 527,870 25 | 25,662 12 | 11,327 12 | 14,448 42 | 25,775 54 |
| Skowhegan and Norridgewock Railway | 60,043 28 | 10,442 30 | 8,695 65 | 12,542 97 | 21,238 62 |
| Somerset Traction Company | 128,079 31 | 10,673 26 | 2,483 33 | 7,733 44 | 10,216 77 |
| Waterville and Fairfield Railway | 278,258 44 | 58,580 72 | 42,105 24 | 61,398 65 | 103,503 89 |
| Westbrook, Windham and Naples Railway | 123,871 10 | 21,247 18 | 4,761 28 | 17,357 21 | 22,108 49 |

APPENDIX.

ABSTRACT

OF THE

Returns of Railroad Companies

AND

STATISTICAL TABLES

FOR THE

Year Ending June 30, 1901.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Bangor and Aroostook Railroad Company.

Date of organization. February 13, 1891.

Under laws of what government, state or territory organized. General railroad laws of the State of Maine. Articles of association dated February 6, 1891, and special act of Legislature, approved March 5, 1891.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--------------------------|----------------------|---|
| A. A. Burleigh..... | Houlton, Me. | } Until successors are appointed. Three directors are chosen annually on the last Tuesday in August by the Senators and Representatives to the Legislature from the county of Aroostook. |
| F. W. Cram | Bangor, Me | |
| B. B. Thatcher..... | Bangor, Me | |
| C. A. Gibson..... | Bangor, Me | |
| H. P. Oliver..... | Bangor, Me | |
| Edward Stetson | Bangor, Me | |
| F. H. Appleton | Bangor, Me | |
| A. E. Hammond..... | Van Buren, Me | } Three directors are chosen annually on the last Tuesday in August by the Senators and Representatives to the Legislature from the county of Aroostook. |
| E. L. Cleveland, Jr..... | Houlton, Me..... | |
| Carl King | Caribou, Me | |

Total number of stockholders at date of last election, 24.

Date of last meeting of stockholders for election of directors, third Tuesday in October, 1900.

Post office address of general office, Bangor, Me.

Post office address of operating office, Bangor, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------------|-------------------------|---------------------|
| Chairman of the Board..... | F. W. Cram | Bangor, Me. |
| President | F. W. Cram..... | Bangor, Me. |
| First Vice President..... | A. A. Burleigh | Houlton, Me. |
| Secretary | F. H. Appleton | Bangor, Me. |
| Treasurer | Edward Stetson | Bangor, Me. |
| Cashier..... | F. C. Plaisted | Bangor, Me. |
| Attorney, or General Counsel... | Appleton & Chaplin..... | Bangor, Me. |
| Auditor | W. I. Tower..... | Bangor, Me. |
| General Manager | F. W. Cram | Bangor, Me. |
| Chief Engineer..... | Moses Burpee | Houlton, Me. |
| General Superintendent..... | W. M. Brown | Bangor, Me. |
| Superintendent of Telegraph... | W. M. Brown | Bangor, Me. |
| Traffic Manager | F. W. Cram..... | Bangor, Me. |
| General Freight Agent | G. F. Snow | Bangor, Me. |
| General Passenger Agent..... | G. M. Houghton..... | Bangor, Me. |
| General Ticket Agent..... | G. M. Houghton | Bangor, Me. |
| General Baggage Agent..... | G. M. Houghton..... | Bangor, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|---------------------|---------------------|------------------------------------|--|
| | From— | To— | | |
| Bangor and Aroostook Railroad. | Aroostook Jct.... | Caribou, Me | 154.14 | 154.14 |
| Branch | Old Town, Me.... | Greenville, Me .. | 76.00 | |
| Branch | Fort Fairfield Jct. | Fort Fairfield, Me. | 13.30 | |
| Branch | Ashland Junction | Ashland, Me..... | 42.64 | |
| Branch | Caribou, Me | Van Buren, Me. ... | 33.11 | 165.05 |
| Spurs ..... | ..... | ..... | 10.52 | 10.52 |
| Aroostook Northern..... | Caribou, Me | Limestone..... | 15.91 | |
| Bangor and Katahdin Iron Works Railway | Milo Junction | K. I. Works, Me .. | 19.02 | |
| Patten and Sherman | Patten Junction.. | Patten..... | 5.65 | 40.58 |
| Spurs ..... | ..... | ..... | .58 | .58 |
| Total ..... | ..... | ..... | ..... | 370.87 |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common .. | 10,500 | \$100 | \$1,050,000 | \$1,050,600 00 | | |
| Preferred . | 13,280 | 100 | 1,328,060 | 1,248,884 11 | | |
| Total | 23,780 | ..... | \$2,378,000 | \$2,298,884 11 | | |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: | | | | | | |
| Common ..... |  |  | ..... | ..... | 10,500 | \$1,040,500 00 |
| Preferred ..... |  |  | ..... | ..... | 12,466 | 1,248,884 11 |
| Total ..... |  |  | ..... | ..... | 22,966 | \$2,289,384 11 |

Some subscribers to preferred stock have made only partial payments, and certificates have not been issued.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of Bond or Obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate-%. | INTEREST. | | |
|--|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|---------|-----------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| First mortgage | Jan., 1893.. | July, 1943.. | \$3,360,000 00 | \$3,360,000 00 | \$3,360,000 00 | \$3,360,000 00 | 5 | Jan. and July.. | \$168,000 00 | \$168,000 00 |
| Second mortgage..... | Jan., 1895.. | July, 1945.. | 1,050,000 00 | 1,050,000 00 | 1,050,000 00 | 1,050,000 00 | 5 | Jan. and July.. | 52,500 00 | 52,500 00 |
| First mortgage, Piscataquis Division | Apr., 1899.. | Oct., 1929.. | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,549,087 19 | 5 | April and Oct.. | 75,000 00 | 75,000 00 |
| First mortgage, Van Buren extension | Apr., 1899.. | Oct., 1943.. | 500,000 00 | 500,000 00 | 500,000 00 | 500,000 00 | 5 | April and Oct.. | 25,000 00 | 25,000 00 |
| Total..... | ..... | ..... | \$6,410,000 00 | \$6,410,000 00 | \$6,410,000 00 | \$6,459,087 19 | .. | ..... | \$320,500 00 | \$320,500 00 |

RAILROAD COMMISSIONERS' REPORT.

FUNDED DEBT—CONTINUED.
EQUIPMENT TRUST OBLIGATIONS.
GENERAL STATEMENT.

| Series or other designation. | Date of Issue. | Term. | Number of payments. | Equipment Covered. |
|------------------------------|----------------------|---------------|---------------------|---|
| *Car Trust "A" bonds..... | October 1, 1896 | 10 years..... | 20 | 758 flat cars. 425 box cars. 20 stock cars. 15 caboose cars. |
| †Car Trust "B" bonds..... | July 1, 1900..... | 10 years..... | 20 | 1,218 6 caboose cars. 800 flat cars. 770 box cars. 50 stock cars. |
| ‡Car Trust "B" notes | July 16, 1900..... | 3 years | 6 | 1,626 Above. |

*\$20,000 and the interest at 6% is due and payable April 1 and October 1 of each year.

†\$40,000 and the interest at 5% is due and payable April 1 and October 1 of each year.

‡\$40,000 and the interest at 6% payable on July and January 15 of each year.

STATEMENT OF AMOUNT.

| Series or other designation. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS —PRINCIPAL. | | DEFERRED PAYMENTS —INTEREST. | | | | Rate—%. |
|------------------------------|-------------------------------------|-------------------------------|-----------------------|------------------------------|---------------------|-----------------------------|--------------------------|---------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount paid during year. | |
| Car Trust "A" | \$95,000 | \$400,000 00 | \$220,000 00 | \$126,000 00 | \$39,600 | \$14,400 00 | \$14,400 00 | 6 |
| Car Trust "B": | | | | | | | | |
| Notes | | 250,000 00 | 210,000 00 | 27,000 00 | 13,200 | 13,500 00 | 13,800 00 | 6 |
| Bonds | | 800,000 00 | 760,000 00 | 204,254 44 | 170,500 | 33,754 44 | 33,754 44 | 5 |
| Total . | \$95,000 | \$1,450,000 00 | \$1,190,000 00 | \$357,254 44 | \$223,300 | \$61,954 44 | \$61,954 44 | |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$6,410,000 00 | \$6,410,000 00 | \$320,500 00 | \$320,500 00 |
| Equipment trust obligations.... | 1,450,000 00 | 1,190,000 00 | 61,429 44 | 61,429 44 |
| Total..... | \$7,860,000 00 | \$7,600,000 00 | \$381,929 44 | \$381,929 44 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|--------------|---|--------------|
| Cash | \$212,794 29 | Loans and bills payable ... | \$17,807 18 |
| Due from agents..... | 29,820 46 | Audited vouchers and accounts | 112,825 57 |
| Due from solvent companies and individuals..... | 48,404 15 | Matured interest coupons unpaid (including coupons due July 1)..... | 117,132 50 |
| Net traffic balances due from other companies | 3,897 40 | Total—current liabilities. | \$247,765 25 |
| Total—cash and current assets. | \$294,916 30 | Balance—cash assets | 47,151 05 |
| | | Total | \$294,916 30 |

Materials and supplies on hand, \$136,615.29.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$2,298,884 11 | \$2,298,884 11 | ..... | 329.71 | \$6,972 44 |
| Bonds..... | 6,410,000 00 | 6,410,000 00 | ..... | 329.71 | 19,441 32 |
| Equipment trust obligations..... | 1,190,000 00 | 1,190,000 00 | ..... | 329.71 | 3,609 23 |
| Total | \$9,898,884 11 | \$9,898,884 11 | ..... | ..... | \$30,022 99 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRackage RIGHTS EXCLUDED),THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Bangor and Katahdin Iron Works Railway..... | \$120,000 00 | \$100,000 00 | \$220,000 00 | 19.02 | \$11,566 77 |
| Aroostook Northern Railroad | 90,000 00 | 225,000 00 | 315,000 00 | 15.91 | 20,440 25 |
| Patten & Sherman Railroad . | 36,000 00 | 80,000 00 | 116,000 00 | 5.65 | 20,530 97 |
| Grand total..... | \$246,000 00 | \$405,000 00 | \$651,000 00 | 40.58 | \$16,042 38 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|-------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | |
| | | | | | |
| Total construction | | | \$7,713,874 32 | \$8,064,970 24 | \$24,460 79 |
| Equipment | | | 853,222 52 | 1,908,404 91 | 5,788 13 |
| Freight cars | | \$1,055,182 39 | | | |
| Total equipment | | \$1,055,182 39 | \$853,222 52 | \$1,908,404 91 | \$5,788 13 |
| Total construction | | | 7,713,874 32 | 8,064,970 24 | 24,460 79 |
| Grand total cost construction, equipment, etc | | \$1,055,182 39 | \$8,567,096 84 | \$9,973,375 15 | \$30,248 92 |

The increase in cost of road is made up of accounts carried on the books for the past six years as property and B. & P. improvements, details of which can only be approximated as follows:

| | |
|---------------------------------------|--------------|
| Bridges | \$8,066 94 |
| Stations, etc | 8,528 40 |
| Water stations | 3,146 97 |
| Fencing | 7,266 42 |
| Rails, etc | 107,833 59 |
| Passenger cars | 39,300 00 |
| Locomotives | 34,500 00 |
| Changing track, ballasting, etc | 142,453 60 |
| Total | \$351,095 92 |

INCOME ACCOUNT.

| | | |
|--|----------------|--------------|
| Gross earnings from operation | \$1,449,454 48 | |
| Less operating expenses | 908,422 37 | |
| Income from operation | | \$541,032 11 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$ 381,929 44 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for | 1,554 65 | |
| Rents paid for lease of road | 23,001 00 | |
| Taxes | 4,938 82 | |
| Other deductions | 80,000 00 | |
| Total deductions from income | | \$491,423 91 |
| Net income | | \$49,608 20 |
| Surplus on June 30, 1900 | | 160,889 97 |
| Deductions for year | | \$210,498 17 |
| Surplus on June 30, 1901 | | 180,000 00 |
| | | \$30,498 17 |

Other deductions, \$80,000, is amount of payments for Car Trust "B." Deductions for the year, \$180,000.00. It is deemed best to show as "Equity in Car Trust" the payments made, which for Car Trust "A" to this time amounts to the above sum.

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, accounts of repayments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$361,551 16 | | |
| Less repayments— | | | |
| Excess fares refunded | | \$604 05 | |
| Other payments..... | | 1,480 21 | |
| Total deductions | | \$2,084 26 | |
| Total passenger revenue | | | \$359,466 90 |
| Mail | | | 33,115 66 |
| Express | | | 13,506 68 |
| Extra baggage and storage | | | 4,527 97 |
| Total passenger earnings..... | | | \$410,617 21 |
| Freight: | | | |
| Freight revenue..... | \$1,001,444 86 | | |
| Less payments— | | | |
| Total deductions | | 17,422 32 | |
| Total freight revenue..... | | | 984,022 54 |
| Total passenger and freight earnings... | | | \$1,394,639 75 |
| Other earnings from operation: | | | |
| Car mileage—balance..... | | 36,956 12 | |
| Hire of equipment—balance | | 15,728 00 | |
| Rents not otherwise provided for | | 2,130 61 | |
| Total other earnings | | | 54,814 73 |
| Total gross earnings from operation.. | | | \$1,449,454 48 |

STOCKS OWNED.

| Railway Stock. | Total par value. | Rate -% | Income or dividend received. | Valuation. |
|-----------------------------------|------------------|---------|------------------------------------|-------------|
| Aroostook Northern Railroad | \$90,000 00 | | | \$17,896 48 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|---------------------|
| Maintenance of way and structures: | |
| Repairs of roadway | \$203,745 19 |
| Renewals of rails | 16,529 80 |
| Renewals of ties | 25,274 69 |
| Repairs and renewals of bridges and culverts | 11,208 33 |
| Repairs and renewals of fences, road crossings, signs, and cattle guards | 4,596 00 |
| Repairs and renewals of buildings and fixtures | 23,178 08 |
| Repairs and renewals of docks and wharves | 128 59 |
| Stationery and printing | 476 21 |
| Other expenses | 242 49 |
| Total | \$285,379 38 |
| Maintenance of equipment: | |
| Superintendence | \$2,819 67 |
| Repairs and renewals of locomotives | 31,010 82 |
| Repairs and renewals of passenger cars | 15,704 16 |
| Repairs and renewals of freight cars | 37,855 88 |
| Repairs and renewals of work cars | 2,821 53 |
| Repairs and renewals of shop machinery and tools | 5,471 16 |
| Stationery and printing | 265 36 |
| Other expenses | 2,581 09 |
| Total | \$98,529 67 |
| Conducting transportation: | |
| Superintendence | \$8,422 34 |
| Engine and roundhouse men | 79,872 17 |
| Fuel for locomotives | 169,344 96 |
| Water supply for locomotives | 7,298 98 |
| Oil, tallow, and waste for locomotives | 4,443 17 |
| Other supplies for locomotives | 947 51 |
| Train service | 64,999 84 |
| Train supplies and expenses | 6,429 11 |
| Switchmen, flagmen, and watchmen | 12,420 69 |
| Telegraph expenses | 10,173 15 |
| Station service | 54,384 82 |
| Station supplies | 10,318 90 |
| Loss and damage | 6,323 54 |
| Injuries to persons | 1,871 16 |
| Clearing wrecks | 2,261 28 |
| Advertising | 5,564 22 |
| Commissions | 1,213 83 |
| Rents of buildings and other property | 2,649 08 |
| Stationery and printing | 4,794 33 |
| Other expenses | 2,139 70 |
| Total | \$455,872 78 |
| General expenses: | |
| Salaries of general officers | \$22,431 23 |
| Salaries of clerks and attendants | 17,856 29 |
| General office expenses and supplies | 10,486 86 |
| Insurance | 3,919 38 |
| Law expenses | 6,246 44 |
| Stationery and printing (general offices) | 2,978 68 |
| Other expenses | 4,721 66 |
| Total | \$68,640 54 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$285,379 38 |
| Maintenance of equipment | 98,529 67 |
| Conducting transportation | 455,872 78 |
| General expenses | 68,640 54 |
| Grand total | \$908,422 37 |

Percentage of expenses to earnings—entire line, 62.67.

RENTS PAID FOR LEASE OF ROAD.

| Name of Road. | Interest on bonds guaranteed. | Dividends on stock guaranteed. | Cash. | Total. |
|--|-------------------------------|--------------------------------|------------|-------------|
| Bangor and Katahdin Iron Works Railway.. | \$6,000 00 | ..... | \$4,100 00 | \$10,100 00 |
| Aroostook Northern Railroad | 11,250 00 | ..... | 51 00 | 11,301 00 |
| Patten and Sherman Railroad..... | 1,600 00 | ..... | ..... | 1,600 00 |
| Total rents | \$18,850 00 | ..... | \$4,151 00 | \$23,001 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------|--|----------------|-----------------|----------------------------|--------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$7,713,874 32 | | Cost of road..... | ..... | \$8,064,970 24 | \$351,095 92 | |
| 853,222 52 | | Cost of equipment..... | ..... | 1,908,404 91 | 1,055,182 39 | |
| 17,896 48 | | Stocks owned..... | ..... | 17,896 48 | | |
| 2,077 00 | | Lands owned..... | ..... | 5,614 90 | 3,537 90 | |
| \$18,170 61 | | Cash and current assets..... | ..... | 294,916 30 | ..... | \$23,254 31 |
| | | Other assets: | | | | |
| 75,120 28 | | Materials and supplies..... | ..... | 136,615 29 | 61,495 01 | |
| 391,188 74 | | Sundries..... | ..... | 60,179 66 | ..... | 331,009 08 |
| | | Grand total ... | ..... | \$10,488,597 78 | \$1,117,047 83 | |
| | | LIABILITIES. | | | | |
| \$2,298,884 11 | | Capital stock..... | ..... | \$2,298,884 11 | | |
| 6,670,000 00 | | Funded debt..... | ..... | 7,600,000 00 | \$930,000 00 | |
| 241,775 87 | | Current liabilities | ..... | 247,765 25 | 5,989 38 | |
| | | Accrued interest on funded debt not yet payable..... | ..... | 51,450 25 | 51,450 25 | |
| | | Equity in car trusts..... | ..... | 260,000 00 | 260,000 00 | |
| 160,889 97 | | Profit and loss.... | ..... | 30,498 17 | ..... | \$130,391 80 |
| | | Grand total ... | ..... | \$10,488,597 78 | \$1,117,047 83 | |

IMPORTANT CHANGES DURING THE YEAR.

Ballasting, about 66 miles, main line and sidings, taking 136,000 cubic yards.

Filling trestles Nos. 58 and 80, 890 lineal feet. Lowered summit of grade south of Brownville, by 9 feet.

Electric semaphore—2 at Houlton, 2 at Millinocket. Electric semaphore in automatic block signalling, Patten and Sherman.

Tie plates—45,500 placed in track.

Lease of Patten and Sherman Railroad taken for 99 years at a rental of 4% on \$80,000.00 of bonds. Patten and Sherman Railroad 5.6 miles, Patten Jct. to Patten.

Issued car trust bonds, series B, \$80,000.00, 5%, principal payable at rate at \$40,000 each April and October 1.

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|---|-----------------------|-------------------------|--------|--------------------------------------|
| | From— | To | Miles. | |
| 1st mortgage 5% gold Bond. | Brownville | Caribou | 154.14 | \$16,000 00 |
| 1st mortgage 5% gold bond . | Ft. Fairfield Jct.. | Ft. Fairfield | 13.80 | 16,000 00 |
| 1st mortgage 5% gold bond. | Ashland Jct | Ashland | 42.64 | 16,000 00 |
| 2d mortgage 5% gold bond.. | ..... | ..... | 210.00 | 5,000 00 |
| 1st mortgage 5% gold bond (Piscataquis Division).... | Old Town | Greenville | 76.00 | 19,736 84 |
| 1st mortgage 5% gold bond (Van Buren extension)... | Caribou | Van Buren... | 33.11 | 15,101 17 |

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|--|---------|------------------------------|----------------------------|-----------------------------|
| General officers.... | 11 | 3,439 | \$28,397 45 | \$8 25 |
| Other officers..... | 11 | 3,779 | 11,066 37 | 2 92 |
| General office clerks | 35 | 10,375 | 21,120 08 | 2 03 |
| Station agents | 66 | 19,495 | 33,333 39 | 1 71 |
| Other station men | 54 | 14,275 | 20,305 25 | 1 42 |
| Enginemen | 42 | 12,955 | 38,865 90 | 3 00 |
| Firemen | 45 | 13,995 | 26,307 92 | 1 87 |
| Conductors | 40 | 12,057 | 33,154 70 | 2 75 |
| Other trainmen | 88 | 24,277 | 42,340 26 | 1 75 |
| Machinists | 12 | 3,840 | 9,214 46 | 2 39 |
| Carpenters | 36 | 10,144 | 19,322 30 | 1 90 |
| Other shopmen | 85 | 27,722 | 45,818 67 | 1 65 |
| Section foremen | 70 | 20,762 | 36,333 94 | 1 75 |
| Other trackmen..... | 310 | 59,745 | 80,656 32 | 1 35 |
| Switchmen, flagmen, and watchmen..... | 11 | 3,171 | 3,964 76 | 1 25 |
| Telegraph operators and dispatchers..... | 23 | 6,673 | 10,908 93 | 1 63 |
| All other employees and laborers..... | 115 | 19,418 | 31,068 14 | 1 60 |
| Total (including "general officers")—Maine . | 1,045 | 266,122 | \$492,178 84 | \$1 84 |
| Less "general officers" | 11 | 3,439 | 28,397 45 | 8 25 |
| Total (excluding "general officers")—Maine. | 1,034 | 262,683 | \$463,781 39 | \$1 76 |
| Distribution of above: | | | | |
| General administration..... | 57 | 17,593 | \$60,583 90 | \$3 44 |
| Maintenance of way and structures | 486 | 99,925 | 148,058 40 | 1 48 |
| Maintenance of equipment..... | 133 | 41,706 | 74,355 43 | 1 73 |
| Conducting transportation | 369 | 106,898 | 209,181 11 | 1 95 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE, AND RATES. | | |
|--|---|---------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 348,558 | | | |
| Number of passengers carried one mile | 14,492,762 | | | |
| Number of passengers carried one mile per mile of road | 39,077 | | | |
| Average distance carried, miles | 41.58 | | | |
| Total passenger revenue | | 359,466 | 90 | |
| Average amount received from each passenger | | | 1 08 | 129 |
| Average receipts per passenger per mile | | | 2 | 480 |
| Total passenger earnings | | 410,617 | 21 | |
| Passenger earnings per mile of road | | | 1,107 | 17 2 |
| Passenger earnings per train mile | | | 86 | 278 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 814,797 | | | |
| Number of tons carried one mile | 74,646,024 | | | |
| Number of tons carried one mile per mile of road | 201,272 | | | |
| Average distance haul of one ton, miles | 91.61 | | | |
| Total freight revenue | | 984,022 | 54 | |
| Average amount received for each ton of freight | | | 1 20 | 769 |
| Average receipts per ton per mile | | | 1 | 318 |
| Total freight earnings | | 984,022 | 54 | |
| Freight earnings per mile of road | | | 2,653 | 28 15 |
| Freight earnings per train mile | | | 178 | 409 |
| Total traffic: | | | | |
| Gross earnings from operation | | 1,449,454 | 48 | |
| Gross earnings from operation per mile of road | | | 3,908 | 25 48 |
| Gross earnings from operation per train mile | | | 1 | 41 101 |
| Operating expenses | | 908,422 | 37 | |
| Operating expenses per mile of road | | | 2,449 | 43 619 |
| Operating expenses per train mile | | | 88 | 433 |
| Income from operation | | 541,032 | 11 | |
| Income from operation per mile of road | | | 1,458 | 81 8 |
| Car mileage, etc.: | | | | |
| Mileage of passenger cars | 1,696,977 | | | |
| Average number of passenger cars in train | 3.56 | | | |
| Average number of passengers in train | 30 | | | |
| Mileage of loaded freight cars—north or east | 1,950,173 | | | |
| Mileage of loaded freight cars—south or west | 3,555,779 | | | |
| Mileage of empty freight cars—north or east | 2,527,726 | | | |
| Mileage of empty freight cars—south or west | 707,892 | | | |
| Average number of freight cars in train | 15.84 | | | |
| Average number of loaded cars in train | 9.98 | | | |
| Average number of empty cars in train | 5.86 | | | |
| Average number of tons of freight in train | 135.33 | | | |
| Average number of tons of freight in each loaded car | 13.55 | | | |
| Average mileage operated during year | 370.87 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 475,689 | | | |
| Mileage of revenue freight trains | 551,552 | | | |
| Total revenue train mileage | 1,027,241 | | | |
| Mileage of nonrevenue trains | 393,122 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|-------------------------------|--|---|-----------------------------------|
| Total tonnage..... | 602,865 | 147,620 | 750,485 |
| Company's transportation..... | | 64,312 | 814,797 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BREAK. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|-------------------|--|----------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger..... | 2 | 15 | 15 | Westinghouse. | | |
| Freight..... | | 24 | 24 | Westinghouse..... | 16 | Gould. |
| Switching..... | | 2 | 1 | Westinghouse..... | 2 | Tower. |
| Total locomotives in service. | 2 | 41 | 40 | Westinghouse..... | 1 | Gould. |
| Total locomotives owned..... | 2 | 41 | 40 | | 13 | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars..... | | 24 | 24 | Westinghouse..... | 24 | Miller. |
| Combination cars..... | | 7 | 7 | Westinghouse..... | 7 | Miller. |
| Baggage, express and postal cars..... | | 12 | 12 | Westinghouse..... | 12 | Miller. |
| Total..... | | 43 | 43 | Westinghouse..... | 43 | Miller. |
| In freight service— | | | | | | |
| Box cars..... | 770 | 1289 | 1035 | Westinghouse..... | 426 | Gould. |
| Flat cars..... | 508 | 1655 | 1617 | Westinghouse..... | 845 | Smillie. |
| Stock cars..... | 50 | 70 | 50 | Westinghouse..... | 766 | Gould. |
| Total..... | 1328 | 3014 | 2702 | Westinghouse..... | 875 | Smillie. |
| Total..... | | | | | 20 | Gould. |
| Total..... | | | | | 50 | Smillie. |
| Total..... | | | | | 2982 | |
| In company's service— | | | | | | |
| Officers' and pay cars..... | | 1 | 1 | Westinghouse..... | 1 | Miller. |
| Derrick cars..... | | 1 | 1 | Westinghouse..... | | |
| Caboose cars..... | 6 | 25 | 6 | Westinghouse..... | 10 | Gould. |
| Other road cars..... | | 46 | | | 15 | Smillie. |
| Total..... | 7 | 73 | 8 | | 26 | |
| Total cars in service..... | 1335 | 3130 | 2753 | | 3051 | |
| Total cars owned..... | 1335 | 3130 | | | | |

MILEAGE.
MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|----------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Miles of single track..... | 154.14 | 176.15 | 40.58 | 370.87 | ..... | ..... | 370.87 |
| Miles of yard track and sidings | 31.33 | 25.08 | 5.67 | 62.08 | ..... | ..... | 62.08 |
| Total mileage operated | 185.47 | 201.23 | 46.25 | 432.95 | ..... | ..... | 432.95 |

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

| State or Territory. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage owned. | New line constructed during year. | RAILS. | |
|---------------------|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Maine | 154.14 | *175.57 | 329.71 | ..... | ..... | 329.71 |

* Branches and spurs here is less than in above table by .58, which amount is on leased lines.

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point—cents. |
|-------------|---------|--|
| Cedar | 125,767 | 23.8 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|------------------------------------|--------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthraccite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | ... | 13,117.69 | ..... | ..... | ..... | 475,689 | 55.15 |
| Freight | ... | 15,600.20 | ..... | ..... | ..... | 551,552 | 56.57 |
| Switching | ... | 9,051.64 | ..... | ..... | ..... | 317,992 | 56.93 |
| Construction | ... | 971.76 | ..... | ..... | ..... | 38,575 | 50.38 |
| Miscellaneous | ... | 1,120.32 | ..... | ..... | ..... | 36,555 | 61.30 |
| Total | ... | 39,861.61 | ..... | ..... | ..... | 1,420,363 | 56.13 |
| Av. cost at distributing point ... | ... | \$5.50 | ..... | ..... | ..... | ..... | ..... |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

| Kind of Accident. | EMPLOYEES. | | | | | | | |
|--|------------|-----------|-----------------------------------|----------|------------------|----------|---------|-----------|
| | Trainmen. | | Switchmen, flagmen, and watchmen. | | Other employees. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling or uncoupling | | 4 | | | | | | 4 |
| Derailements | | 1 | | | | | | 1 |
| Falling from trains, locomotives, or cars | | 1 | | | | | | 1 |
| Jumping on or off trains, locomotives, or cars | | 2 | | | | | | 2 |
| Struck by trains, locomotives, or cars | | 1 | | | | | | 1 |
| Other causes | | 2 | | | | | | 2 |
| Total | | 11 | | | | | | 11 |

| Kind of Accident. | OTHERS. | | | | | | | |
|--|-------------|----------|------------------|----------|---------|----------|---------|----------|
| | PASSENGERS. | | Not Trespassing. | | | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | | 1 | | | | | | 1 |
| Jumping on or off trains, locomotives, or cars | | 1 | | | | | | 1 |
| Struck by trains, locomotives or cars: | | | | | | | | |
| At highway crossings | | | | | | 2 | | 2 |
| At other points along track | | | | 1 | | | | 1 |
| Total | | 2 | | 1 | | 2 | | 5 |

| Summary. | | Total. | |
|--------------------|--|-----------|----------|
| | | Killed. | Injured. |
| Employees | | 11 | |
| Passengers | | 2 | |
| Others | | 3 | |
| Total | | 16 | |

ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

| Kind of Accident. | EMPLOYEES. | | | | | | | | Total Employees. | |
|---|--------------|----------|----------|----------|-----------|----------|------------------|----------|------------------|----------|
| | Station men. | | Shopmen. | | Trackmen. | | Other Employees. | | Killed. | Injured. |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | |
| Handling supplies, etc..... | | 1 | | | | 1 | | 1 | | 3 |
| Getting on or off locomotives or cars at rest | | | | 1 | | | | | | 1 |
| Other causes | | | | | | 1 | | 1 | | 2 |
| Total | | 1 | | 1 | | 2 | | 2 | | 6 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. Ft. In. | Minimum length. Ft. In. | Maximum length. Ft. In. | Item. | Number. | Height of lowest above surface of rail. |
|-------------|---------|------------------------------|----------------------------|----------------------------|-----------------------------|---------|---|
| Bridges: | | | | | Overhead Highway Crossings: | | |
| Stone ... | 8 | 80.6 | 6.00 | 16.0 | Bridges | 2 | 15.6 |
| Iron..... | 81 | 7966.10 | 13.00 | 185.3 | | | |
| Wooden | 6 | 294.6 | 10.00 | 129.0 | Overhead Railway Crossings: | | |
| Total . | 95 | 8341.10 | | | Bridges | 1 | 21.0 |
| Trestles .. | 35 | 3766.5 | 14.00 | 318.5 | | | |

Gauge of track, 4 feet, 8½ inches—370.87 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|---------------------------------|-----------------------------|
| 354.02 | 898.80 | Northern Telegraph Company | Northern Telegraph Company. |

Report of the Boston and Maine Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report? Boston and Maine Railroad Company.

Date of organization. June, 1835.

Under laws of what States organized? Commonwealth of Massachusetts, State of New Hampshire, State of Maine.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Boston and Maine Railroad of Massachusetts, Boston and Maine Railroad of New Hampshire, Maine, New Hampshire and Massachusetts Railroad of Maine.

* STATE OF MASSACHUSETTS.

1901. Chap. 223. An act relative to the Boston and Maine Railroad bonds forming part of the Fitchburg Railroad loan sinking fund.

1901. Chap. 466. An act relative to the maintenance of Willow and Union streets in the town of Hamilton.

* For all acts prior to 1901, passed in the states of Massachusetts, New Hampshire and Maine, see Railroad Commissioners' Report for 1900.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|-------------------------|----------------------|-----------------------------|
| Lucius Tuttle..... | Boston, Mass..... | October 9, 1901. |
| Samuel C. Lawrence..... | Medford, Mass..... | October 9, 1901. |
| *Joseph S. Ricker..... | Portland, Me..... | October 9, 1901. |
| Richard Olney..... | Boston, Mass..... | October 9, 1901. |
| A. W. Sulloway..... | Franklin, N. H..... | October 9, 1901. |
| Joseph H. White..... | Brookline, Mass..... | October 9, 1901. |
| Walter Hunnewell..... | Wellesley, Mass..... | October 9, 1901. |
| Henry R. Reed..... | Boston, Mass..... | October 9, 1901. |
| Lewis Cass Ledyard..... | New York, N. Y..... | October 9, 1901. |
| Henry M. Whitney..... | Brookline, Mass..... | October 9, 1901. |
| Henry F. Dimock..... | New York, N. Y..... | October 9, 1901. |
| William Whiting..... | Holyoke, Mass..... | October 9, 1901. |
| Charles M. Pratt..... | New York, N. Y..... | October 9, 1901. |
| Alexander Cochrane..... | Boston, Mass..... | October 9, 1901. |

Total number of stockholders at date of last election, 7,182.

Date of last meeting of stockholders for election of directors, October 10, 1900.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

* Died January 17, 1901.

OFFICERS.

| Title. | Name. | Location of Office. |
|--|--|-----------------------|
| Chairman of the Board..... | Lucius Tuttle..... | Boston, Mass. |
| President..... | Lucius Tuttle..... | Boston, Mass. |
| First Vice President..... | T. A. Mackinnon..... | Boston, Mass. |
| Second Vice President..... | Wm. F. Berry..... | Boston, Mass. |
| Corporation Clerk..... | Wm. B. Lawrence..... | Boston, Mass. |
| Treasurer..... | Herbert E. Fisher..... | Boston, Mass. |
| Assistant Treasurer..... | John F. Webster..... | Concord, N. H. |
| Attorney, or General Counsel..... | Richard Olney..... | Boston, Mass. |
| Comptroller and Gen. Auditor..... | Wm. J. Hobbs..... | Boston, Mass. |
| Assistant General Auditor..... | J. W. Richards..... | Boston, Mass. |
| Assistant General Manager..... | Frank Barr..... | Boston, Mass. |
| Chief Engineer..... | H. Bissell..... | Boston, Mass. |
| Assistant Chief Engineer..... | A. S. Cheever..... | Boston, Mass. |
| Assistant Chief Engineer..... | F. A. Merrill..... | Concord, N. H. |
| General Superintendent..... | D. W. Sanborn..... | Boston, Mass. |
| Division Superintendent..... | Wm. Merritt (West. Div.)..... | Boston, Mass. |
| Division Superintendent..... | W. T. Perkins (East. Div.)..... | Boston, Mass. |
| Division Superintendent..... | J. W. Sanborn (North. Div.)..... | Sanbornville, N. H. |
| Division Superintendent..... | C. E. Lee (W. N. & P. Div.)..... | Nashua, N. H. |
| Ass't Division Superintendent..... | H. W. Davis (W. N. & P. Div.)..... | Portland, Me. |
| Division Superintendent..... | W. G. Bean (South Div.)..... | Boston, Mass. |
| Ass't Division Superintendent..... | H. C. Robinson (So. Div.)..... | Boston, Mass. |
| Division Superintendent..... | W. R. Mooney (Con. Div.)..... | Concord, N. H. |
| Ass't Division Superintendent..... | Chas. A. Messer (Con. Div.)..... | Concord, N. H. |
| Division Superintendent..... | H. E. Folsom (Conn. and Pass. Division)..... | Lyndonville, Vt. |
| Ass't Division Superintendent..... | Wm. F. Ray (Conn. and Pass. Division)..... | Springfield, Mass. |
| Division Superintendent..... | Geo. E. Cummings (White Mountain Division)..... | Woodsville, N. H. |
| Division Superintendent..... | F. O. Melcher (Fitch. Div.)..... | Boston, Mass. |
| Ass't Division Superintendent..... | E. A. Smith (Fitch. Div.)..... | Boston, Mass. |
| Ass't Division Superintendent..... | M. P. Snyder (Fitch. Div.)..... | Mechanicsville, N. Y. |
| Superintendent of Telegraph..... | S. A. D. Forristall..... | Boston, Mass. |
| Freight Traffic Manager..... | M. T. Donovan..... | Boston, Mass. |
| Expt. Frt. Traffic Manager..... | A. S. Crane..... | Boston, Mass. |
| General Passenger and Ticket Agent..... | D. J. Flanders..... | Boston, Mass. |
| Assistant General Passenger and Ticket Agent..... | Geo. E. Sturtevant..... | Boston, Mass. |
| Assistant General Passenger and Ticket Agent..... | Frank E. Brown..... | Concord, N. H. |
| Assistant General Passenger and Ticket Agent..... | Geo. W. Storer..... | Boston, Mass. |
| General Baggage Agent..... | C. J. Wiggin..... | Boston, Mass. |
| Superintendent Union Station.. | Geo. H. Folger..... | Boston, Mass. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. |
|-------------------------------------|----------------------|----------------------|------------------------------------|
| | From— | To— | |
| Owned. | | | |
| Boston & Maine Railroad.— | | | |
| Western Division | Boston, Mass. | Portland, Me. | 115.31 |
| Eastern Division | Boston, Mass. | Portland, Me. | 108.29 |
| Northern Division | Conway Jc., Me. .. | Intervale Jc., N. H. | 73.37 |
| W. N. & P. Division | Portland, Me. | Rochester, N. H. .. | 53.86 |
| Southern Division | N. Camb'dge, Mass. | Northampton, Mas | 98.77 |
| Medford Branch | Medford Jc., Mass. | Medford, Mass. ... | 2.00 |
| Methuen Branch | Lawrence, Mass. .. | N. H. State Line .. | 3.75 |
| Somerset Branch | Rollingsford, N.H. | Somersetworth, N.H. | 2.75 |
| Dover & Winnipiseogee Branch | Dover, N. H. | Alton Bay, N. H. .. | 29.00 |
| East Boston Branch | East Boston, Mass. | Revere, Mass. | 3.47 |
| Charleston Branch | Freight track in | Charlestown. | 1.09 |
| Saugus Branch | Everett, Mass. ... | West Lynn, Mass. .. | 9.55 |
| Chelsea Branch | Revere Jc., Mass. | Saugus R. Jc., Mass | 3.34 |
| Swampscott Branch | Swampscott, Mass | Marblehead, Mass | 3.96 |
| Marblehead Branch | Salem, Mass. | Marblehead, Mass | 3.52 |
| Lawrence Branch | Salem, Mass. | N. Andover, Mass. | 19.89 |
| South Reading Branch | Peabody, Mass. ... | Wakef'ld Jc., Mass | 8.12 |
| Gloucester Branch | Beverly, Mass. ... | Rockport, Mass. ... | 16.94 |
| Essex Branch | Wenham, Mass. ... | Essex, Mass. | 6.00 |
| Asbury Grove Branch | Wenham, Mass. ... | Asbury Gr., Mass. | 1.06 |
| Salisbury Branch | Salisbury, Mass. .. | Amesbury, Mass. .. | 3.79 |
| Portsmouth and Dover Branch | Portsmouth, N. H. | Dover, N. H. | 10.88 |
| Wolfboro Branch | Sanbornville, N.H. | Wolfboro, N. H. ... | 12.03 |
| Union Branch | Green St., M. C. R.R | Portland, Me. | 1.12 |
| Newburyport City Branch | East'n R.R. tracks | Newb'rvp't wh'vs | 1.97 |
| Orchard Beach Branch | Saco River, Me. ... | O. Orch. Beach, Me. | 3.27 |
| West Amesbury Branch Railroad | Merrimac, Mass. .. | Newton, N. H. | 4.45 |
| *Lowell & Andover and L. & L. | Connection in | Lowell, Mass. | .25 |
| Portsmouth, N. H., Electric St. Ry. | ..... | ..... | 16.47 |
| Total owned ..... | ..... | ..... | 618.27 |
| Leased. | | | |
| Worcester, Nashua & Rochester. | Worcester, Mass. | Rochester, N. H. .. | 94.48 |
| Boston and Lowell Railroad | Boston, Mass. | Lowell, Mass. | 26.75 |
| Mystic Branch | Somerville, Mass. | Mystic wharves ... | 2.25 |
| Lexington Branch | Somerville, Mass. | Lexington, Mass. .. | 8.11 |
| Middlesex Central Branch | Lexington, Mass. | Concord, Mass. | 11.08 |
| Bedford & Billerica Branch | Bedford, Mass. ... | N. Billerica, Mass. | 7.63 |
| Woburn Branch | Winchester, Mass. | N. Woburn Jc., Mass | 6.20 |
| Stoneham Branch | Montvale Jc. Mass | Stoneham, Mass. ... | 2.50 |
| Lawrence Branch | Wilmington, Mass | Wilm'ton Jc. Mass | 3.21 |
| Salem and Lowell Branch | Peabody, Mass. ... | Tewksbury, Mass. | 16.80 |
| Lowell and Lawrence Branch | Lowell, Mass. | Lawrence, Mass. ... | 12.42 |
| Nashua and Lowell Railroad | Lowell, Mass. | Nashua, N. H. | 14.50 |
| Concord and Montreal Railroad. | Nashua, N. H. | Groveton, N. H. ... | 181.07 |
| Hooksett Branch | Hooksett, N. H. ... | Bow Jc., N. H. | 7.59 |
| Mt. Washington Branch | Wing Road, N. H. | Base Mt. Wash. ... | 20.17 |
| Nashua, Acton and Boston | No. Acton, Mass. .. | Nashua, N. H. | 20.12 |
| Manchester and North Weare | Manchester, N. H. | Henniker, N. H. ... | 24.50 |
| Lake Shore Branch | Lakeport, N. H. ... | Alton Bay, N. H. ... | 17.28 |
| Tilton and Belmont Branch | Belmont Jc., N. H. | Belmont, N. H. ... | 4.17 |
| Whitefield and Jefferson Br. } | Whitefield Jc. N. H. | Berlin Mills, N. H. | 33.69 |
| | Jefferson Meadw' | Jefferson, N. H. ... | |
| Profile and Franconia Notch Br } | Bethle'm Jc., N. H. | Profile House | 12.84 |
| | Bethle'm Jc., N. H. | Bethlehem, N. H. ... | |
| Manchester and Milford Branch. | Grasmere Jct. | East Milford, N. H. | 18.54 |
| Franklin and Tilton | Franklin, N. H. | Tilton, N. H. | 4.95 |
| New Boston Branch | Parkers, N. H. | New Boston, N. H. | 5.19 |
| Concord and Portsmouth Branch | Portsmouth, N. H. | Manchester, N. H. | 39.87 |

* Total length .37 miles of which .25 miles is owned and .12 miles leased.

PROPERTY OPERATED—CONCLUDED.

| Name. | TERMINALS. | | Miles of line for each road named. |
|--|--------------------------------------|-----------------------------|------------------------------------|
| | From— | To— | |
| Suncook Valley..... | Suncook, N. H. | Pittsfield, N. H. ... | 17.41 |
| Suncook Valley Extension | Pittsfield, N. H. ... | Cen. Barnstead... .. | 4.46 |
| Pemigewasset Valley | Plymouth, Vt. | Lincoln | 22.93 |
| | Campton | Campton Village. | |
| Northern Railroad | Concord, N. H. | White Riv. Jc., Vt. | 69.50 |
| Peterboro & Hillsboro Branch | Peterboro, N. H. | Hillsboro, N. H. | 18.51 |
| Bristol Branch. | Franklin, N. H. | Bristol, N. H. | 13.41 |
| Concord and Claremont Br. | Contoocook, N. H. | Hillsboro Bridge. | 70.90 |
| | Concord, N. H. | Claremont Jc. | |
| Connecticut & Pass. Rivers R. R. | White River Jc. | Jc. Canada Line. | 110.30 |
| Massawippi Valley Railway | Canada Line. | Lennoxville, P. Q. | 31.95 |
| Stanstead Branch | Stanstead Jc., P. Q. | Stanstead, P. Q. | 3.51 |
| Connecticut River Railroad | Springfield, Mass. | Keene, N. H. | 74.00 |
| Chicopee Falls Branch | Chicopee Jc., Mass. | Chicopee F's, Mass. | 2.35 |
| Easthampton Branch | Mt. Tom Jc. | Easthampt'n, Mass. | 3.50 |
| Danvers Railroad | Wakef'd Jc., Mass. | Danvers, Mass. | 9.26 |
| Newburyport Railroad. | Bradford, Mass. | Newburypt, Mass. | 26.98 |
| | Georgetown, Mass. | Danvers, Mass. | |
| Lowell and Andover Railroad | Lowell Jc., Mass. | Lowell, Mass. | 8.73 |
| Manchester and Lawrence | State Line | Manchester, N. H. | 22.39 |
| Kennebunk & Kennebunkport Br. | Kennebunk, Me. | Kennebunkpt, Me. | 4.50 |
| Stony Brook Branch | N. Chelmsf'd, Mass. | Ayer Jc., Mass. | 13.16 |
| Wilton Branch. | Nashua, N. H. | Wilton, N. H. | 15.50 |
| Peterborough Branch. | Wilton, N. H. | Greenfield, N. H. | 10.50 |
| Manchester and Keene Branch | Greenfield, N. H. | Keene, N. H. | 29.59 |
| *Lowell and Andover and L. & L. | Connection in | Lowell, Mass. | .12 |
| Fitchburg Railroad | Boston, Mass. | Fitchburg, Mass. | 49.65 |
| Fitchburg Railroad. | Greenfield, Mass. | Rotterdam Jc. N. Y. | 105.25 |
| Fitchburg Railroad. | Vt. State Line | Troy, N. Y. | 40.30 |
| Fitchburg Railroad. | Ashburnham Jc. | Bellows Falls, Vt. | 53.85 |
| | Boston, Mass., ice track in. | Boston, Mass. | |
| Watertown Branch. | W. Camb'ge, Mass. | Waltham, Mass. | 6.63 |
| Marlboro Branch. | S. Acton, Mass. | Marlboro, Mass. | 12.35 |
| Greenville Branch | Ayer, Mass. | Greenville, N. H. | 23.64 |
| Milford Branch | Squannacook Jc. | Milford, N. H. | 21.73 |
| Ashburnham Branch | S. Ashburnham | Ashburn'm, Mass. | 2.59 |
| Worcester Branch. | Worcester, Mass. | Winchend'n, Mass. | 35.74 |
| Peterborough Branch (F. Div.) | Winchend'n, Mass. | Peterboro', N. H. | 15.93 |
| Saratoga and Schylerville Br. | Saratoga Jc., N. Y. | Saratoga, N. Y. | 25.82 |
| | Schylerville, N. Y. | Schylerville, N. Y. | |
| Vermont & Massachusetts R. R. | Fitchburg, Mass. | Greenfield, Mass. | 55.78 |
| Turner's Falls Branch | Turner's Falls Jc. | Turner's F's, Mass. | 2.80 |
| Troy and Bennington Railroad | Hoosick Jc., N. Y. | State Line Vt. | 5.04 |
| Trackage Rights Branch | No. Acton, Mass. | Concord Jc., Mass. | 4.21 |
| Trackage Rights Branch. | Lennoxville, P. Q. | Sherbrooke, P. Q. | 2.95 |
| Trackage Rights Branch. | City of Troy, N. Y. . . . . | ..... | 2.13 |
| Total leased. . . . . | ..... | ..... | 1,646.42 |
| Total owned . . . . . | ..... | ..... | 618.27 |
| Grand total . . . . . | ..... | ..... | 2,264.69 |

*Total length .37 miles of which .25 miles is owned and .12 leased.

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

| Name. | Character of business. | Title (owned leased, etc.) | State or territory. |
|---------------------------------------|--|-------------------------------|--------------------------|
| Steamer Mt. Washington... | Passenger and freight on Lake Winnipiseogee .. | Owned..... | New Hampshire. |
| Steamer Lady of the Lake. | Passenger and freight on Lake Memphremagog. | Owned..... | New Hampshire and Maine. |
| Portsmouth Bridge | Toll bridge..... | Leased | Vermont. |
| Penigewassett Valley Stage Line | Stage line | One half interest leased | New Hampshire. |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|-------------------------|--|----------------------|-----------------------------|--------------------------------------|---------------------------------|--|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| B. & M., common..... | 239,967 ²⁵³ / ₁₀₀₀ | \$100 | \$23,996,725 30 | \$23,361,800 00 | *7% | \$1,456,012 ³⁹ / ₁₀₀ |
| B. & M., scrip..... | | | | 1,863 04 | | |
| P. S. & P. R. R., com.. | | | | 3,200 00 | | |
| P. & D. R. R., common | | | | 307 66 | | |
| B. & M. R. R., pref'd.. | 31,498 | 100 | 3,149,800 00 | 3,149,800 00 | †6% | 188,988 00 |
| Total | 271,465 ²⁵³ / ₁₀₀₀ | \$100 | \$27,146,525 30 | \$26,516,970 70 | | \$1,645,000 39 |

*October 1, 1900, 1 $\frac{1}{4}$ % on 200,811 shares \$351,419 25
 January 1, 1901, 1 $\frac{1}{4}$ % on 200,825 shares 351,443 75
 April 1, 1901, 1 $\frac{1}{4}$ % on 207,666 shares 363,415 50
 July 1, 1901, 1 $\frac{1}{4}$ % on 222,302 shares 389,028 50
 Amount paid in lieu of dividends on common stock exchanged
 for stock of road purchased 705 39
 \$1,456,012 39

No dividends paid on 11,282 shares owned by B. & M. R. R.

†September 1, 1900, 3% on 31,498 shares \$94,494 00
 March 1, 1901, 3% on 31,498 shares 94,494 00

\$188,988 00

CAPITAL STOCK—CONCLUDED.

| Manner of Payment for Capital Stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
|--|--------------------------------------|---|---|----------------------|
| Issued for cash—common ..... | ..... | ..... | 131,022 | \$14,341,295 37 |
| Issued in exchange for stock of sundry roads | ‡155 | ..... | 134,094 | |
| Total | 155 | ..... | 265,116 | \$14,341,295 37 |

| | |
|--|---------|
| ‡Issued in exchange for stock of roads purchased: | Shares. |
| Portland, Saco and Portsmouth R. R. (purchased Jan. 1, 1900) | 106 |
| Portland and Rochester Railroad (purchased Jan. 1, 1900) . . | 11 |
| Portsmouth and Dover Railroad (purchased Jan. 1, 1900) | 6 |
| | <hr/> |
| | 123 |
| Issued in exchange for Boston and Maine Railroad scrip..... | 32 |
| | <hr/> |
| | 155 |

Boston and Maine Railroad scrip is convertible into stock when presented in sums of \$100, or more, new scrip certificates being issued for the excess over \$100, or multiples thereof.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of Bond or Obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate—%. | INTEREST. | | |
|--|----------------|---------------|-----------------------------|-----------------|---------------------|---------------------------------|---------|------------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| Bonds | Jan. 1, 1894 | Jan. 1, 1944 | \$6,000,000 00 | \$6,000,000 00 | \$6,000,000 00 | \$5,700,000 00 | 4½ | Jan. and July 1 | \$270,000 00 | \$270,450 00 |
| Bonds | Aug. 1, 1892 | Aug. 1, 1942 | 2,500,000 00 | 2,500,000 00 | 2,500,000 00 | 2,515,458 60 | 4 | Feb. and Aug. 1 | 100,000 00 | 99,720 00 |
| Bonds | July 2, 1900 | July 1, 1950 | 5,454,700 00 | 5,454,000 00 | 5,454,000 00 | 5,454,000 00 | 3 | Jan. and July 1 | 163,252 50 | 81,262 50 |
| Improvement bonds | Feb. 2, 1885 | Feb. 2, 1905 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,036,352 70 | 4 | Feb. and Aug. 1 | 40,000 00 | 40,000 00 |
| Improvement bonds | Feb. 1, 1887 | Feb. 1, 1907 | 500,000 00 | 500,000 00 | 500,000 00 | 527,650 00 | 4 | Feb. and Aug. 1 | 20,000 00 | 20,000 00 |
| Improvement bonds | Feb. 1, 1887 | Feb. 1, 1937 | 2,000,000 00 | 1,919,000 00 | 1,919,000 00 | 1,947,000 00 | 4 | Feb. and Aug. 1 | 76,760 00 | 76,760 00 |
| Eastern Railroad certificates of indebtedness, U. S. gold. | Sept. 1, 1876 | Sept. 1, 1906 | 10,392,645 77 | 10,392,645 77 | 6,692,500 21 | 10,392,645 77 | 6 | Mar. and Sept. 1 | 402,050 00 | 403,335 00 |
| Eastern Railroad certificates of indebtedness, £ sterling. | Sept. 1, 1876 | Sept. 1, 1906 | 3,070,274 85 | 3,070,274 85 | 1,515,914 75 | 3,070,274 85 | 6 | Mar. and Sept. 1 | 91,349 07 | 92,137 44 |
| P. G. F. & C. bonds | June, 1877 | June, 1937 | 1,000,000 00 | 998,000 00 | 998,000 00 | 998,000 00 | 4½ | June and Dec. 1 | 44,910 00 | 45,337 50 |
| P. G. F. & C. bonds | Dec., 1872 | Dec. 1, 1892 | ..... | ..... | 2,000 00 | ..... | 4½ | June and Dec. 1 | 90 00 | ..... |
| Port. & Roch. R. R. bonds | May 4, 1892 | Oct. 1, 1907 | 113,500 00 | 113,500 00 | 113,500 00 | 111,496 25 | 4 | April and Oct. 1 | 4,540 00 | 4,320 00 |
| Central Mass. R. R. bonds | Oct. 1, 1886 | Oct. 1, 1906 | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 5 | April and Oct. 1 | 100,000 00 | *100,000 00 |
| Central Mass. R. R. bonds | Apr. 1, 1895 | Oct. 1, 1906 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 5 | April and Oct. 1 | 5,000 00 | *5,000 00 |
| Total ..... | ..... | ..... | \$34,131,120 62 | \$34,047,420 62 | \$28,794,914 96 | \$33,852,878 17 | ..... | ..... | \$1,317,951 57 | \$1,238,322 44 |
| Mortgage bonds ..... | ..... | ..... | 16,462,920 62 | 16,460,920 62 | 11,208,414 96 | 16,460,920 62 | ..... | ..... | 638,399 07 | 640,809 94 |
| Miscellaneous obligations ..... | ..... | ..... | 17,668,200 00 | 17,586,500 00 | 17,586,500 00 | 17,391,957 55 | ..... | ..... | 679,552 50 | 597,512 50 |
| Grand total ..... | ..... | ..... | \$34,131,120 62 | \$34,047,420 62 | \$28,794,914 96 | \$33,852,878 17 | ..... | ..... | \$1,317,951 57 | \$1,238,322 44 |

* Charged to rent of Central Massachusetts Railroad.

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|--------------------------------|-----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$14,460,920 62 | \$11,208,414 96 | \$638,399 07 | \$640,809 94 |
| Miscellaneous obligations..... | 17,586,500 00 | 17,586,500 00 | 679,552 50 | 597,513 50 |
| Total | \$34,047,420 62 | \$28,794,914 96 | \$1,317,951 57 | \$1,238,323 44 |

Total interest accrued, \$1,317,951.57—less interest on bonds of Cen. Mass. Rd. charged rent of roads, \$105,000.00. Interest as shown on page 32, \$1,212,951.57.

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1961. | |
|---|----------------|--|----------------|
| Cash, | \$1,953,436 58 | Loans and bills payable ... | \$500,000 00 |
| Bills receivable | 830,584 35 | Audited vouchers and acc'ts. | 1,711,838 69 |
| Due from agents | 1,546,190 35 | Wages and salaries | 470,628 04 |
| Due from solvent companies and individuals | 2,963,203 40 | Net traffic balances due to other companies | 741,251 04 |
| | | Dividends not called for | 12,616 25 |
| | | Matured interest coupons unpaid (including coupons due July 1) | 247,729 95 |
| | | Rents due July 1 | 1,188,599 01 |
| | | Concord and Montreal Railroad improvement fund.... | 189,960 24 |
| | | Dividend on common stock due July 1, 1961 | 389,028 50 |
| | | Total—current liabilities. | \$5,451,651 72 |
| Total—cash and current assets | \$7,293,414 68 | Balance—cash assets | 1,841,762 96 |
| | | Total | \$7,293,414 68 |

Materials and supplies on hand, \$2,669,746.16.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|-----------------|----------------------|--------------------------|----------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$26,516,970 70 | \$26,516,970 70 | ..... | 618.27 | \$42,889 |
| Bonds | 28,794,914 96 | 28,794,914 96 | ..... | 618.27 | 46,573 |
| Total | \$55,311,885 66 | 55,311,885 66 | ..... | 618.27 | \$89,462 |

RECAPITULATION.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|-----------------|-----------------|-----------------|--------------------------|----------|
| | | | | Miles. | Amount. |
| Boston and Maine Railroad..... | \$26,516,970 70 | \$28,794,914 96 | \$55,311,885 66 | 618.27 | \$89,462 |
| Worcester, Nashua and Rochester Railroad..... | 3,099,800 00 | 1,776,000 00 | 4,875,800 00 | 94.48 | 51,607 |
| Danvers Railroad..... | 58,300 00 | 125,000 00 | 183,300 00 | 9.26 | 19,795 |
| Newburyport Railroad..... | 200,900 00 | 300,000 00 | 500,900 00 | 26.48 | 18,566 |
| Lowell and Andover Railroad..... | 625,600 00 | ..... | 625,000 00 | 8.85 | 70,622 |
| Manchester and Lawrence Railroad..... | 1,000,000 00 | 274,000 00 | 1,274,000 00 | 22.39 | 56,960 |
| Kennebunk and Kennebunkport Railroad..... | 65,000 00 | ..... | 65,000 00 | 4.50 | 14,444 |
| Boston and Lowell Railroad..... | 6,529,400 00 | 8,528,000 00 | 15,057,400 00 | 96.95 | 155,311 |
| Stony Brook Railroad..... | 300,000 00 | ..... | 300,000 00 | 13.16 | 22,796 |
| Wilton Railroad..... | 240,000 00 | ..... | 240,000 00 | 15.50 | 15,484 |
| Peterborough Railroad..... | 385,000 00 | ..... | 385,000 00 | 10.50 | 36,667 |
| Connecticut and Passumpsic River Railroad..... | 2,500,000 00 | 1,900,000 00 | 4,400,000 00 | 110.30 | 39,891 |
| Massawippi Railway..... | 800,000 00 | ..... | 800,000 00 | 35.46 | 22,561 |
| Northern Railroad..... | 3,068,400 00 | ..... | 3,068,400 00 | 82.91 | 37,009 |
| Concord and Claremont, N. H., Railroad..... | 412,400 00 | 500,000 00 | 912,400 00 | 70.90 | 12,869 |
| Peterboro and Hillsboro Railroad..... | 45,000 00 | 165,000 00 | 210,000 00 | 18.51 | 11,345 |
| *Manchester and Keene Railroad..... | ..... | ..... | ..... | 29.59 | ..... |
| Connecticut River Railroad..... | 2,630,000 00 | 2,580,000 00 | 5,210,000 00 | 79.85 | 65,247 |
| Nashua and Lowell Railroad..... | 800,000 00 | ..... | 800,000 00 | 14.50 | 55,172 |
| Concord and Montreal Railroad..... | 7,197,600 00 | 6,550,000 00 | 13,747,600 00 | 290.62 | 47,304 |
| Whitefield and Jefferson Railroad..... | 789,300 00 | ..... | 789,300 00 | 33.69 | 23,426 |
| Nashua, Acton and Boston Railroad..... | 500,000 00 | 500,000 00 | 1,000,000 00 | 20.12 | 49,702 |
| Pemigewasset Valley Railroad..... | 541,500 00 | ..... | 541,500 00 | 22.93 | 23,615 |
| Concord and Portsmouth Railroad..... | 350,000 00 | ..... | 350,000 00 | 39.87 | 8,779 |

| | | | | | |
|--|-----------------|-----------------|------------------|----------|---------|
| Suncook Valley Railroad | 341,700 00 | ..... | 341,700 00 | 17.41 | 19,627 |
| Franklin and Tilton Railroad | 250,000 00 | ..... | 250,000 00 | 4.95 | 50,505 |
| New Boston Railroad..... | 84,000 00 | ..... | 84,000 00 | 5.19 | 16,185 |
| Fitchburg Railroad..... | 24,360,000 00 | 21,164,000 00 | 45,524,000 00 | 394.14 | 115,502 |
| Vermont and Massachusetts Railroad | 3,193,000 00 | 1,000,000 00 | 4,193,000 00 | 58.58 | 71,577 |
| Troy and Bennington Railroad..... | 150,800 00 | ..... | 150,800 00 | 5.04 | 29,921 |
| Grand total.... | \$87,034,070 70 | \$74,156,914 96 | \$161,190,985 66 | 2,255.40 | 71,469 |

* Owned jointly by Boston and Lowell and Concord and Montreal Railroads.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|--|------------------------------|------------------------------|--------------------|
| | Included in operating expenses. | Not included in operating ex- | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction: | | | | | |
| Engineering | | \$404 27 | \$1,563,203 52 | \$1,563,607 79 | \$2,529 00 |
| Right of way and station grounds..... | | 21,800 92 | 7,891,211 33 | 7,913,012 25 | 12,798 64 |
| Real estate..... | | | | | |
| Grading, bridge and culvert masonry | | 32,934 40 | 7,211,202 95 | 7,944,137 35 | 12,848 98 |
| Bridges, trestles and culverts..... | | 808 22 | 3,696,541 00 | 3,697,349 22 | 5,980 15 |
| Ties..... | | | | | |
| Rails..... | | | | | |
| Track fastenings | | | | | |
| Frogs and switches..... | | 4,715 35 | 7,204,143 29 | 7,208,858 64 | 11,659 73 |
| Ballast | | | | | |
| Track laying and surfacing | | | | | |
| Station buildings and fixtures..... | | | 3,689,684 27 | 3,689,684 27 | 5,967 75 |
| Shops, roundhouses and turntables..... | | | | | |
| Shop machinery and tools | | | 1,040,329 62 | 1,040,329 62 | 1,682 65 |
| Elimination of grade crossings..... | | 231,250 05 | 578,585 32 | 809,835 37 | 1,309 84 |
| Boston pass. terminals..... | | | 2,234,134 97 | 2,234,134 97 | 3,613 52 |
| Portsmouth Elect. Railway..... | | 4,671 63 | 387,735 96 | 392,407 59 | 634 69 |
| Central Mass. Railroad, purchase | | 5,240,460 53 | | 5,240,460 53 | 8,476 01 |
| Interest and discount..... | | | 82,028 44 | 82,028 44 | 132 67 |
| Total construction .. | | \$5,537,045 37 | 36,278,800 67 | 41,815,846 04 | \$67,633 63 |

| | | |
|---|-------------|-----------------------|
| Land purchased and used in operation of the road during the year..... | \$22,139 63 | |
| Less land sold..... | 735 39 | |
| | | \$21,404 24 |
| Elimination of grade crossings completed | | 231,250 05 |
| Double track between Salisbury, Mass., and Greenland, N. H., East-Division..... | | 39,258 92 |
| Portsmouth Electric Railway..... | | 4,671 63 |
| Purchase of Central Massachusetts Railroad..... | | 5,240,460 53 |
| | | \$5,537,045 37 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS—Concluded.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|---------------------------------|--|------------------------------|------------------------------|--------------------|
| | Included in operating expenses. | Not included in operating ex- penses. | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Equipment: | | | | | |
| Locomotives..... | | \$74,700 00 | \$1,546,140 06 | \$1,620,840 06 | \$2,621 57 |
| Passenger cars..... | | | | | |
| Sleeping, parlor and dining cars..... | | | | | |
| Baggage, express and postal cars..... | | 107,075 00 | 1,606,853 51 | 1,713,928 51 | 2,772 14 |
| Combination cars..... | | | | | |
| Freight cars..... | | 120,375 00 | 1,673,515 03 | 1,793,890 03 | 2,901 47 |
| Other cars of all classes..... | | | 23,566 31 | 23,566 31 | 38 12 |
| Electric street railway equipment..... | | 50,837 17 | | 50,837 17 | 82 22 |
| Total equipment..... | | \$352,987 17 | \$4,850,074 91 | \$5,203,062 08 | \$8,415 52 |
| Total construction.... | | 5,537,045 37 | 36,278,800 67 | 41,815,846 04 | 67,633 63 |
| Grand total cost construction, equipment, etc.... | | \$5,890,032 54 | 41,128,875 58 | 47,018,908 12 | \$76,049 15 |

EQUIPMENT OF CENTRAL MASSACHUSETTS ROAD PURCHASED APRIL 1, 1901.

| | | |
|--|-------------|---------------------|
| 10 locomotives..... | \$74,700 00 | |
| 20 passenger cars..... | 107,075 00 | |
| 300 freight cars..... | 120,375 00 | \$302,150 00 |
| Electric street railway equipment..... | | 50,837 17 |
| | | \$352,987 17 |

INCOME ACCOUNT.

| | | |
|---|-----------------|----------------|
| Gross earnings from operation..... | \$30,800,914 84 | |
| Less operating expenses..... | 21,522,187 38 | |
| Income from operation | | \$9,278,727 46 |
| Dividends on stocks owned..... | \$201,026 40 | |
| Interest on bonds owned..... | 5,618 00 | |
| Miscellaneous income—less expenses | 366,631 16 | |
| Income from other sources | | 573,275 56 |
| Total income | | \$9,852,003 02 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$1,212,951 57 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for | 31,844 66 | |
| Interest on real estate mortgages..... | 23,792 00 | |
| Rents paid for lease of road | 5,194,401 45 | |
| Taxes | 1,547,315 05 | |
| Sinking fund payment: | | |
| Account Boston and Maine Railroad bonds | 51,285 00 | |
| Account Eastern Railroad bonds..... | 100,000 00 | |
| Total deductions from income..... | | 8,161,589 73 |
| Net income | | \$1,690,413 29 |
| Dividends, 7 per cent, common stock..... | \$1,456,012 39 | |
| Dividends, 6 per cent, preferred stock..... | 188,988 00 | |
| Total | | 1,645,000 39 |
| Surplus from operations of year ending June 30, 1901. | | \$45,412 90 |
| Surplus on June 30, 1900..... | | 1,519,752 55 |
| Surplus on June 30, 1901..... | | \$1,565,165 45 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------------|
| Passenger: | | | |
| Passenger revenue | \$11,266,625 94 | | |
| Less repayments— | | | |
| Tickets redeemed | | \$20,660 00 | |
| Excess fares refunded | | 98,208 45 | |
| Total deductions | | \$118,868 45 | |
| Total passenger revenue | | | \$11,147,757 49 |
| Mail | \$438,760 43 | | |
| Express | 801,681 05 | | |
| Extra baggage and storage..... | 137,960 97 | | |
| | | | 1,378,402 45 |
| Total passenger earnings..... | | | \$12,526,159 94 |
| Freight: | | | |
| Freight revenue..... | \$17,660,414 48 | | |
| Less repayments— | | | |
| Overcharge to shippers. | | \$222,497 88 | |
| Total freight revenue | | | \$17,437,916 60 |
| Stock yards | \$5,110 27 | | |
| Elevators | 327,768 54 | | |
| Switching | \$141,910 74 | | |
| Storage and miscellaneous | 295,809 33 | | |
| | 437,720 07 | | 770,598 88 |
| Total freight earnings | | | \$18,208,515 48 |
| Total passenger and freight earnings..... | | | \$30,734,675 42 |
| Other earnings from operation: | | | |
| Telegraph companies..... | \$5,700 78 | | |
| Rents from tracks, yards and terminals .. | 38,506 13 | | |
| Steamer Mt. Washington | \$18,530 98 | | |
| Steamer Lady of the Lake..... | 3,501 53 | | |
| | 22,032 51 | | |
| Total other earnings. | | | 66,239 42 |
| Total gross earnings from operation | | | \$30,800,914 84 |

DETAIL OF TRANSPORTATION EARNINGS.

| | | |
|--|-----------------|------------------------|
| Total passenger earnings .. | \$12,526,159 94 | |
| Less storage of baggage..... | 29,391 31 | |
| | | \$12,496,768 63 |
| Total freight earnings | \$18,208,515 48 | |
| Less stock yards, elevators, storage and miscellaneous, .. | 628,688 14 | |
| | | 17,579,827 34 |
| Total transportation earnings | | \$30,076,595 97 |

STOCKS OWNED.

| Railway Stocks. | Total par value. | Rate—%. | Income or dividend received. | Valuation. | Shares. |
|--|---------------------|---------|------------------------------|-----------------------|---------|
| Maine Central Railroad..... | \$2,516,000 | 6 | \$150,960 00 | \$2,516,000 00 | 25,160 |
| Boston & Maine Railroad..... | 1,128,200 | 7 | ..... | 1,293,559 95 | 11,282 |
| York Harbor & Beach Railroad..... | 248,550 | ..... | ..... | 248,550 00 | 4,971 |
| Portland & Ogdensburg Railroad..... | 395,240 | 2 | 7,904 80 | 146,238 80 | 3,952.4 |
| St. Johnsbury & Lake Champlain R. R. | 40,450 | ..... | ..... | 4,303 56 | 809 |
| Newburyport Railroad..... | 137,000 | ..... | ..... | 4,110 00 | 1,370 |
| Danvers Railroad..... | 47,100 | ..... | ..... | 2,345 00 | 471 |
| St. John Bridge & Railway Extens'n Co. | 12,000 | 10 | 1,200 00 | 684 00 | 240 |
| Concord & Claremont, N. H., Railroad. | 3,200 | ..... | ..... | 640 00 | 32 |
| Montreal & Atlantic Railway Company | 37,300 | ..... | ..... | 3,000 00 | 373 |
| Suncook Valley Railroad..... | ..... | ..... | 3,783 60 | ..... | ..... |
| Pemigewasset Valley Railroad..... | ..... | ..... | 2,286 00 | ..... | ..... |
| Peterboro Railroad..... | ..... | ..... | 1,324 00 | ..... | ..... |
| New Boston Railroad..... | ..... | ..... | 400 00 | ..... | ..... |
| Mt. Washington Railway..... | ..... | ..... | 3,879 00 | ..... | ..... |
| Vermont Valley Railroad..... | ..... | ..... | 29,202 00 | ..... | ..... |
| Fitchburg Railroad..... | 5,454,700 | ..... | ..... | 5,454,549 75 | 54,547 |
| Total..... | \$10,019,740 | ..... | \$200,939 40 | \$9,673,981 06 | ..... |
| OTHER STOCKS. | | | | | |
| Portland Union Railway Station Co.... | \$25,000 | ..... | ..... | \$25,000 00 | 250 |
| Portland, Mt. Desert & Machias Steam- boat Company..... | 15,000 | ..... | ..... | 15,000 00 | 300 |
| Portsmouth Bridge Company..... | 40,000 | ..... | ..... | 4,000 00 | 400 |
| Wells River Bridge Company..... | 100 | ..... | ..... | 90 00 | 1 |
| *Windsor Company..... | ..... | ..... | 87 00 | ..... | 14.5 |
| Total..... | \$80,100 | ..... | \$87 00 | \$44,090 00 | ..... |
| Grand total..... | \$10,099,840 | ..... | \$201,026 40 | \$9,718,071 06 | ..... |

| | Shares. | Owned by | Rate. | Amount. |
|-----------------------------|---------|---|-------|-------------|
| Suncook Valley Railroad.... | 630½ | Concord & Montreal Railroad | 6 | \$3,783 60 |
| Pemigewasset Valley Ry..... | 381 | Concord & Montreal Railroad | 6 | 2,286 00 |
| Peterborough Railroad..... | 331 | Boston & Lowell Railroad.... | 4 | 1,324 00 |
| New Boston Railroad..... | 100 | Concord & Montreal Railroad | 4 | 400 00 |
| Mt. Washington Railway.... | 1,099 | Concord & Montreal Railroad | 3 | 3,297 00 |
| Mt. Washington Railway..... | 194 | Connecticut & Passumpsic River Railroad..... | 3 | 582 00 |
| Vermont Valley Railroad.... | 9,734 | Connecticut River Railroad.. | 6 | 29,202 00 |
| | | | | \$40,874 60 |

*Windsor Company, shares, 14½; owned by Fitchburg Railroad; rate, 6 per cent; amount, \$87.00.

BONDS OWNED.

| Name. | Total par value. | Rate—% | Income of interest received. | Valuation. |
|--|------------------|--------|------------------------------|--------------|
| Newburyport Railroad | \$300,000 00 | | | \$298,464 95 |
| Danvers Railroad | 125,000 00 | | | 125,000 00 |
| St. Johnsbury and Lake Champlain Railroad .. | 432,000 00 | | | 432,000 00 |
| Central Massachusetts Railroad | 100,000 00 | 5 | \$5,000 00 | 100,000 00 |
| Total | \$957,000 00 | | \$5,000 00 | \$955,464 95 |
| OTHER BONDS. | | | | |
| Woodsville Aqueduct Company | \$5,450 00 | 4 | \$218 00 | \$5,618 50 |
| *Woodsville Aqueduct Company | | | 400 00 | |
| Total | \$5,450 00 | | \$618 00 | \$5,618 50 |
| Grand total | \$962,450 00 | | \$5,618 00 | \$961,083 45 |

* Bonds Woodsville Aqueduct Company, par value \$10,000, owned by Concord & Montreal Railroad. Interest received, 4%=\$400.00.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property | Situation of property leased. | Name of company using property leased. | Item. | Total. |
|-------------------------------|--------------------------------|--|----------|-------------|
| Tracks: | | | | |
| Sundry track rentals | | | | \$13,414 12 |
| Terminals: | | | | |
| | Sterling Junction | N. Y., N. H. & H. R. R. | \$371 76 | |
| | Lowell..... | N. Y., N. H. & H. R. R. | 3,600 00 | |
| | Northampton | N. Y., N. H. & H. R. R. | 800 00 | |
| | Fitchburg | N. Y., N. H. & H. R. R. | 3,130 08 | |
| | Shelburn Falls... | N. Y., N. H. & H. R. R. | 2,500 00 | |
| | Wells River and Woodsville.... | Mon. & Wells Riv. R'd | 600 00 | |
| | Sherbrooke, P. Q. | Quebec Central R'y.. | 300 00 | |
| | Newport, Vt..... | Canadian Pacific R'y | 400 00 | |
| | St. Johnsbury, Vt. | St. Johnsbury & L. C. R. | 1,200 00 | |
| | Baldwinville.... | Boston & Albany R'd | 800 00 | |
| | Athol | Boston & Albany R'd | 1,400 00 | |
| | North Adam | Boston & Albany R'd | 700 00 | |
| | Petersburg Junc. | Chat. & Leb. Val. R'd | 560 00 | |
| | Eagle Bridge..... | Delaware & Hud. R'd | 480 00 | |
| | Johnsonville. | Green & Jon'ville R'y | 300 00 | |
| | Rotterdam | West Shore Railroad | 7,950 17 | |
| Total | | | | \$25,092 01 |
| Grand total rents rec'd. | | | | \$38,506 13 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net miscellaneous income. |
|-------------------------------------|---------------|----------------|---------------------------|
| Rents of tenements, lands, etc..... | \$359,465 04 | \$48,404 70 | \$311,060 34 |
| Bridge tolls | 8,937 00 | 1,430 00 | 7,507 00 |
| Interest received | 35,544 82 | | 35,544 82 |
| Sundry items | 12,519 00 | | 12,519 00 |
| Total | \$416,465 86 | \$49,834 70 | \$366,631 16 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|-----------------|
| Maintenance of way and structures : | |
| Repairs of roadway..... | \$2,013,257 28 |
| Renewals of rails..... | 179,830 80 |
| Renewals of ties..... | 477,992 95 |
| Repairs and renewals of bridges and culverts..... | 243,355 98 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 126,243 24 |
| Repairs and renewals of buildings and fixtures..... | 440,771 10 |
| Repairs and renewals of docks and wharves..... | 19,715 50 |
| Repairs and renewals of telegraph..... | 8,700 78 |
| Stationery and printing..... | 4,406 15 |
| Other expenses..... | 528 19 |
| Repairs electric line..... | 834 20 |
| Total..... | \$3,515,642 13 |
| Maintenance of equipment : | |
| Superintendence..... | \$92,086 23 |
| Repairs and renewals of locomotives..... | 1,379,836 75 |
| Repairs and renewals of passenger cars..... | 743,593 73 |
| Repairs and renewals of freight cars..... | 1,126,919 96 |
| Repairs and renewals of work cars..... | 24,984 39 |
| Repairs and renewals of shop machinery and tools..... | 119,103 40 |
| Stationery and printing..... | 7,192 60 |
| Other expenses..... | 66,813 54 |
| Total..... | \$3,560,530 60 |
| Conducting transportation : | |
| Superintendence..... | \$410,721 92 |
| Engine and roundhouse men..... | 1,909,131 73 |
| Fuel for locomotives..... | 3,322,981 17 |
| Water supply for locomotives..... | 137,541 59 |
| Oil, tallow and waste for locomotives..... | 40,218 23 |
| Other supplies for locomotives..... | 48,330 98 |
| Train service..... | 1,620,107 28 |
| Train supplies and expenses..... | 414,482 64 |
| Switchmen, flagmen and watchmen..... | 1,457,949 97 |
| Telegraph expenses..... | 296,770 84 |
| Station service..... | 2,157,408 11 |
| Station supplies..... | 296,194 23 |
| Car mileage—balance..... | 603,338 37 |
| Loss and damage..... | 86,924 40 |
| Injuries to persons..... | 264,591 14 |
| Clearing wrecks..... | 37,260 24 |
| Operating marine equipment..... | 20,496 57 |
| Advertising..... | 80,994 83 |
| Outside agencies..... | 88,879 99 |
| Stock yards and elevators..... | 87,754 67 |
| Rents for tracks, yards and terminals..... | 52,045 95 |
| Rents of buildings and other property..... | 19,950 00 |
| Stationery and printing..... | 175,129 25 |
| Other expenses..... | 1,374 25 |
| Electric motive power..... | 14,053 90 |
| Total..... | \$13,644,632 20 |
| General expenses : | |
| Salaries of general officers..... | \$87,652 92 |
| Salaries of clerks and attendants..... | 223,073 89 |
| General office expenses and supplies..... | 42,403 25 |
| Insurance..... | 145,301 71 |
| Law expenses..... | 185,232 14 |
| Stationery and printing (general offices)..... | 14,767 43 |
| Other expenses..... | 102,951 11 |
| Total..... | \$801,382 45 |
| Recapitulation of expenses : | |
| Maintenance of way and structure..... | \$3,515,642 13 |
| Maintenance of equipment..... | 3,560,530 60 |
| Conducting transportation..... | 13,644,632 20 |
| General expenses..... | 801,382 45 |
| Grand total..... | \$21,522,187 38 |

Percentage of expenses to earnings—entire line, 69.57.

RENTS PAID FOR LEASE OF ROAD.

| Name of Road. | Interest on bonds guaranteed. | Dividends on stock guaranteed. | Cash. | Total. |
|---|-------------------------------|--------------------------------|-----------------------|-----------------------|
| Fitchburg Railroad..... | | \$853,535 00 | \$927,405 00 | \$1,780,940 00 |
| Boston and Lowell Railroad..... | | | 764,089 00 | 764,089 50 |
| Concord and Montreal Railroad..... | | 503,730 50 | 270,000 00 | 773,730 50 |
| Connecticut River Railroad..... | | 260,500 00 | 98,675 00 | 359,175 00 |
| Worcester, Nashua and Rochester R. R. | | | 250,000 00 | 250,000 00 |
| Vermont and Massachusetts Railroad..... | | | 244,580 00 | 244,580 00 |
| Connecticut and Passumpsic River R. R. | | | 213,000 00 | 213,000 00 |
| Northern Railroad..... | | | 216,104 00 | 216,104 00 |
| Central Massachusetts Railroad..... | | | 163,627 45 | 163,627 45 |
| Nashua and Lowell Railroad..... | | | 73,000 00 | 73,000 00 |
| Lowell and Andover Railroad..... | | | 52,500 00 | 52,500 00 |
| Manchester and Lawrence Railroad.... | \$10,960 00 | | 102,000 00 | 112,960 00 |
| Stony Brook Railroad..... | | | 21,500 00 | 21,500 00 |
| Wilton Railroad..... | | | 20,400 00 | 20,400 00 |
| Peterboro Railroad..... | | | 15,700 00 | 15,700 00 |
| Concord and Portsmouth Railroad..... | | | 25,000 00 | 25,000 00 |
| Pemigewasset Valley Railroad..... | | | 32,790 00 | 32,790 00 |
| Suncook Valley Railroad..... | | | 14,700 00 | 14,700 00 |
| Massawippi Valley Railway..... | | | 40,000 00 | 40,000 00 |
| Kennebunk and Kennebunkport R. R. | | | 2,925 00 | 2,925 00 |
| New Boston Railroad..... | | | 2,800 00 | 2,800 00 |
| Troy and Bennington Railroad..... | | | 15,400 00 | 15,400 00 |
| Newport and Rickford Railroad..... | \$17,500 | | | |
| Sublet to Can. Pacific R'y..... | 18,000 | | | |
| | | | *500 00 | 500 00 |
| Total rents..... | \$10,960 00 | \$1,617,765 50 | \$3,565,675 95 | \$5,194,401 45 |

* Received.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|-------------------------------|---|---|-------------|--------------------|
| Tracks..... | Lennoxville, P. Q., to Sherbrooke, P. Q. .. | Grand Trunk Railway, | \$1,750 00 | |
| | North Acton to Concord Junction..... | N. Y., N. H. & H. R'd... | 3,082 20 | |
| | Between Troy and Albany, N. Y..... | Delaware & Hud. Co... | 2,134 75 | |
| | Winchendon..... | Ware River Railroad.. | 700 00 | |
| Total..... | | | | \$7,666 95 |
| Terminals..... | Springfield, Mass.... | Boston & Albany R'y.. | \$22,000 00 | |
| | Worcester, Mass.... | Boston & Albany R'y.. | 11,000 00 | |
| | Ware, Mass..... | Boston & Albany R'y.. | 234 00 | |
| | Belchertown, Mass.. | Central Vermont R'd.. | 144 00 | |
| | Grovetown, N. H.... | Grand Trunk Railway. | 261 00 | |
| | Mechanicsville, N. Y. | Delaware & Hud. Co.. | 1,560 00 | |
| | Albany, N. Y..... | Delaware & Hud. Co.. | 1,200 00 | |
| | Concord Jct., Mass.. | N. Y., N. H. & H. R'd... | 480 00 | |
| | Portland, Me..... | Port. Union R'y Sta.Co. | 7,500 00 | |
| Total..... | | | | \$44,379 00 |
| Grand total rents..... | | | | \$52,045 95 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|---------------|---|----------------|-----------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$ | | | | | |
| | 36,278,800 67 | Cost of road..... | | \$41,815,846 04 | \$5,537,045 37 | |
| | 4,850,074 91 | Cost of equipment..... | | 5,203,062 08 | 352,987 17 | |
| | 5,167,285 51 | Stocks owned..... | | 9,718,071 06 | 4,550,785 55 | |
| | 961,083 45 | Bonds owned..... | | 961,083 45 | | |
| \$69,260 24 | | Steamer Mt. Wash- ington..... | \$69,260 24 | | | |
| 52,261 43 | | Rickford, Vt., ele- vator..... | 52,261 43 | 121,521 67 | | |
| | 121,521 67 | | | | | |
| | 1,235,619 26 | Lands owned..... | | 1,321,825 50 | \$6,206 24 | |
| | 4,998,405 39 | Cash and current assets..... | | 7,293,414 68 | 2,295,009 29 | |
| 2,364,938 44 | | Other assets: | | | | |
| | | Materials and supplies..... | 2,669,746 16 | | | |
| | | Sinking fund, Eastern R. R.... | 8,213 61 | | | |
| 1,282 86 | | B. & M. R. R.... | 1,045,306 42 | | | |
| 955,553 52 | | Sundries..... | 354,817 10 | | | |
| 458,013 22 | | | | 4,078,083 29 | 298,295 25 | |
| | 3,779,788 04 | | | | | |
| \$ | 57,392,578 90 | Grand total ... | | 70,512,907 77 | 13,120,328 87 | |
| | | LIABILITIES. | | | | |
| | 25,052,725 30 | Capital stock..... | | \$26,516,970 70 | \$1,464,245 40 | |
| | | Premium on B. & M. R. R. common stock sold..... | | 1,829,800 40 | 1,829,800 40 | |
| | 21,330,333 61 | Funded debt..... | | 28,794,914 96 | 7,464,581 35 | |
| | 4,635,114 58 | Current liabilities | | 5,451,651 72 | 816,537 14 | |
| | 594,800 00 | Real estate mort- gages..... | | 594,800 00 | | |
| | 269,491 67 | Accrued interest on funded debt not yet payable | | 295,494 97 | 26,003 30 | |
| | 182,180 66 | Accrued rents not yet due..... | | 436,965 63 | 254,784 97 | |
| | 487,751 17 | Accrued taxes not yet due..... | | 552,059 33 | 64,308 16 | |
| | 1,177,276 68 | Sundry lease ac- counts..... | | 2,100,537 44 | 923,260 58 | |
| | 886,316 12 | Suspense account | | 941,764 71 | 53,448 59 | |
| 955,553 52 | | Sinking funds for redemption of B. & M. R. R. bonds | 1,045,306 42 | | | |
| | | For redemption of E. R. R. bonds... | 87,476 04 | | | |
| 1,282 86 | | | | 1,132,782 46 | 175,946 08 | |
| | 956,836 38 | Injury fund..... | | 150,000 00 | | |
| | 150,000 00 | Contingent fund.. | | 150,000 00 | | |
| | 1,519,752 55 | Profit and loss... | | 1,565,165 45 | 45,412 90 | |
| \$ | 57,392,578 90 | Grand total ... | | 70,512,907 77 | 13,120,328 87 | |

IMPORTANT CHANGES DURING THE YEAR.

Manchester and Milford Branch, Concord and Montreal Railroad, running from Grasmere Junction to East Milford, N. H., 18.54 miles, built and put in operation December 1, 1900.

Fitchburg Railroad leased for 99 years from July 1, 1900.

Issue of 17,352 shares, common stock, authorized to purchase stock of Central Massachusetts Railroad Company.

\$5,450,000.00 3 per cent 50 year gold bonds issued in exchange for Fitchburg Railroad; common stock taken up.

Central Massachusetts Railroad purchased April 1, 1901, Boston and Maine Railroad assuming all its indebtedness, funded and unfunded.

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|---|-----------------------------------|--------------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| *Eastern Railroad certificates of indebtedness..... | Boston, Mass., and branches | N. H. State Line.. | 110.72 | \$74.137 |
| Portland, Great Falls and Conway bonds..... | Conway Jct., Me.. | No. Conway, N. H. | 72.86 | 13.725 |
| †Central Massachusetts Railroad bonds..... | North Cambridge, Junction, Mass. | Northamp., Mass. | 98.77 | 20.249 |

*Equipment Mortgaged.—Equipment formerly owned by the Eastern Railroad, viz.: 87 locomotives, 212 passenger cars, 1,609 freight cars.

*Securities Mortgaged.—Sundry stocks formerly owned by the Eastern Railroad, viz.: Maine Central, Portland, Mt. Desert and Machias Steamboat Company, Portland and Rochester Railroad, also Wolfboro and Portsmouth, Great Falls and Conway stocks which have since been exchanged for that of the Boston and Maine stock.

†Equipment Mortgaged.—Equipment formerly owned by Central Massachusetts Railroad, viz.: 10 locomotives, 20 passenger cars, 300 flat cars.

†Income Mortgaged.—All.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|---------------------------|----------------------------|-----------------------------|
| General officers..... | 31 | 9,703 | \$189,968 10 | \$19 58 |
| Other officers..... | 67 | 21,315 | 127,398 07 | 5 98 |
| General office clerks..... | 861 | 265,459 | 581,430 84 | 2 19 |
| Station agents..... | 728 | 241,226 | 443,880 82 | 1 84 |
| Other station men..... | 3,173 | 1,013,628 | 1,779,948 29 | 1 76 |
| Enginemen..... | 1,084 | 337,762 | 1,102,801 34 | 3 27 |
| Firemen..... | 1,101 | 346,353 | 667,206 23 | 1 93 |
| Conductors..... | 990 | 322,201 | 904,726 42 | 2 81 |
| Other trainmen..... | 2,453 | 777,519 | 1,479,816 52 | 1 90 |
| Machinists..... | 599 | 181,550 | 436,989 95 | 2 41 |
| Carpenters..... | 995 | 293,196 | 586,421 22 | 2 00 |
| Other shopmen..... | 1,154 | 343,161 | 609,319 58 | 1 92 |
| Section foremen..... | 676 | 218,332 | 445,054 18 | 2 04 |
| Other trackmen..... | 3,680 | 1,119,851 | 1,615,808 93 | 1 44 |
| Switchmen, flagmen and watchmen..... | 1,672 | 575,892 | 855,417 44 | 1 49 |
| Telegraph operators and dispatchers..... | 347 | 117,121 | 200,913 62 | 1 72 |
| Employees—account floating equipment..... | 30 | 2,406 | 2,766 24 | 1 15 |
| All other employees and laborers..... | 2,271 | 726,478 | 1,145,788 91 | 1 58 |
| Total (including "general officers")..... | 21,912 | 6,912,553 | 13,226,656 70 | \$1 91 |
| Less "general officers"..... | 30 | 9,703 | 189,968 10 | 19 58 |
| Total (excluding "general officers")..... | 21,881 | 6,902,850 | 13,036,688 60 | 1 89 |
| Distribution of above: | | | | |
| General administration..... | 550 | 171,378 | \$530,465 09 | \$3 10 |
| Maintenance of way and structures..... | 5,454 | 1,666,137 | 2,728,565 93 | 1 64 |
| Maintenance of equipment..... | 2,916 | 871,917 | 1,703,600 05 | 1 95 |
| Conducting transportation..... | 12,992 | 4,203,121 | 8,264,025 63 | 1 97 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|---|--------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue..... | 38,496,814 | | | |
| Number of passengers carried one mile..... | 632,478,537 | | | |
| Number of passengers carried one mile per average mile of road..... | 280,233 | | | |
| Average distance carried, miles..... | 16.43 | | | |
| Total passenger revenue..... | | 11,147,757 | 49 | |
| Average amount received from each passenger..... | | | 28 | 958 |
| Average receipts per passenger per mile..... | | | 01 | 763 |
| Total passenger earnings..... | | 12,526,159 | 94 | |
| Passenger earnings per average mile of road..... | | | 5,549 | 99 |
| Passenger earnings per train mile..... | | | 1 | 15 537 |

TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE, AND RATES. | | |
|--|---|---------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 17,516,571 | | | |
| Number of tons carried one mile | 1,538,317,388 | | | |
| Number of tons carried one mile per aver. mile of road | 681,585 | | | |
| Average distance haul of one ton, miles..... | 87.82 | | | |
| Total freight revenue..... | | 17,437,916 | 60 | |
| Average amount received for each ton of freight | | | 99 | 551 |
| Average receipts per ton per mile..... | | | 01 | 134 |
| Total freight earnings..... | | 18,208,515 | 48 | |
| Freight earnings per average mile of road..... | | 8,067 | 68 | |
| Freight earnings per train mile..... | | 2 | 39 | 595 |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 30,800,914 | 84 | |
| Gross earnings from operation per average mile of road | | 13,647 | 02 | |
| Gross earnings from operation per train mile | | 1 | 68 | 620 |
| Operating expenses..... | | 21,522,187 | 38 | |
| Operating expenses per average mile of road..... | | 9,535 | 88 | |
| Operating expenses per train mile | | 1 | 17 | 823 |
| Income from operation..... | | 9,278,727 | 46 | |
| Income from operation per mile of road..... | | 4,111 | 14 | |
| Car mileage, etc.: | | | | |
| Mileage of passenger cars..... | 45,199,712 | | | |
| Average number of passenger cars in train..... | 4.17 | | | |
| Average number of passengers in train | 58 | | | |
| Mileage of loaded freight cars—north or east | 132,704,248 | | | |
| Mileage of loaded freight cars—south or west..... | | | | |
| Mileage of empty freight cars—north or east..... | 26,085,488 | | | |
| Mileage of empty freight cars—south or west..... | | | | |
| Average number of freight cars in train | 20.89 | | | |
| Average number of loaded cars in train | 17.46 | | | |
| Average number of empty cars in train | 3.43 | | | |
| Average number of tons of freight in train | 202.42 | | | |
| Average number of tons of freight in each loaded car.. | 11.59 | | | |
| Average mileage operated during year | 2,256.97 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 10,666,751 | | | |
| Mileage of locomotives employed in "helping" passenger trains..... | 5,651 | | | |
| Percentage of "helping" to revenue train mileage, .0053 per cent. | | | | |
| Mileage of revenue mixed trains | 174,963 | | | |
| Mileage of revenue freight trains..... | 7,424,741 | | | |
| Mileage of locomotives employed in "helping" freight trains | 345,305 | | | |
| Percentage of "helping" to revenue train mileage, 4.54 per cent. | | | | |
| Total revenue train mileage... .. | 18,266,455 | | | |
| Mileage of nonrevenue trains..... | 8,509,793 | | | |

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, whole tons—5,762,597; freight received from connecting roads and other carriers, whole tons—11,753,974; total freight tonnage, whole tons—17,516,571.

DESCRIPTION OF EQUIPMENT.

(OWNED BY BOSTON AND MAINE RAILROAD AND LEASED LINES.)

| Item. | Number added during year.* | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|--|----------------------------|------------------------------|------------------------------------|----------------|--|-----------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased | | | | | | |
| Passenger..... | 95 | 389 | 389 | Westinghouse | 70 | Trojan. |
| Freight..... | 126 | 377 | 372 | Westinghouse | 15 | Tower. |
| Switching..... | 40 | 189 | 134 | Westinghouse | 66 | Tower. |
| Total locomotives in service. | 261 | 955 | 895 | | 37 | Gould. |
| Total locomotives owned | ... | 955 | 895 | | 62 | Tower. |
| Cars—owned and leased: | | | | | 31 | Trojan. |
| In passenger service— | | | | | 5 | Gould. |
| First-class cars | 114 | 935 | 935 | Westinghouse | 704 | Miller. |
| Second-class cars | 8 | 8 | 8 | Westinghouse | 143 | Gould. |
| Combination cars | 63 | 235 | 235 | Westinghouse | 56 | National. |
| Parlor cars..... | 1 | 9 | 9 | Westinghouse | 24 | Janney. |
| Baggage, express and postal cars | 13 | 229 | 229 | Westinghouse.. | 4 | Miller. |
| Other cars in passenger service | 106 | 106 | 106 | Westinghouse.. | 4 | National. |
| Electric cars— | | | | | 150 | Miller. |
| Passenger..... | 6 | 18 | 8 | Christianson. | 48 | Gould. |
| Baggage..... | 1 | 1 | | | 37 | National. |
| Total..... | 312 | 1541 | 1530 | | 2 | Miller. |
| In freight service— | | | | | 5 | Janney. |
| Box cars..... | 3158 | 7559 | 5811 | Westinghouse.. | 129 | Gould. |
| Flat cars | †915 | 3443 | 2333 | Westinghouse.. | 2 | Trojan. |
| Stock cars..... | 62 | 145 | 126 | Westinghouse | 143 | Gould. |
| Coal cars | 2604 | 5635 | 2576 | Westinghouse.. | 2 | Trojan. |
| Refrigerator cars..... | 100 | 130 | 130 | Westinghouse | 123 | Gould. |
| Other cars in freight service | 161 | 228 | 166 | Westinghouse.. | 6 | Trojan. |
| Total | 5170 | 17140 | 11142 | | 1 | Standard. |
| | | | | | 166 | Gould. |
| | | | | | 15295 | |

* This includes following equipment record under lease of Fitchburg Railroad: Locomotives, 239; passenger cars, 300; freight cars, 5218; in company's service, 192.
† The decrease in flat cars is caused by 1425 cars being made into coal cars by addition of sideboards.

‡ 149 Miller, 43 Gould, 29 National, 8 Janney.

§ 25 Miller, 33 Gould, 14 National, 34 Trojan.

¶ 6721 Gould, 765 Trojan, 7 National, 25 Janney, 1 Standard, 22 Thurmond, 12 Burns, 4 Drexel, 2 Norton.

‡ 3037 Gould, 381 Trojan, 4 National, 8 Janney, 1 Standard, 3 Thurmond, 4 Dowling.

‡ 3498 Gould, 346 Trojan, 1 Standard, 1 Tower, 4 Hinson, 2 Norton.

DESCRIPTION OF EQUIPMENT—CONCLUDED.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|---|---------------------------|------------------------------|------------------------------------|----------------|--|-----------|
| | | | Number. | Name. | Number. | Name. |
| Cars in company's service— | | | | | | |
| Officers' and pay cars | 2 | 7 | 7 | Westinghouse | 1 | Gould. |
| Air brake instruction cars..... | 1 | 2 | 2 | Westinghouse | 6 | National. |
| Derrick cars | 3 | 54 | 30 | Westinghouse | 1 | Miller. |
| Caboose cars | 89 | 349 | 127 | Westinghouse.. | 1 | Gould. |
| Other road cars | 103 | 297 | 170 | Westinghouse.. | 45 | Gould. |
| Snow plows..... | 18 | 90 | 54 | Westinghouse.. | 2 | Trojan. |
| Total | 216 | 799 | 390 | ..... | *349 | ..... |
| Total cars in service ..... | ..... | 19480 | 13062 | ..... | †285 | ..... |
| Total cars owned..... | ..... | 19480 | 13062 | ..... | 8 | Gould. |
| Cars contributed to fast freight line service ..... | ..... | 681 | 532 | Westinghouse | 650 | Gould. |
| | | | | | 26 | Trojan. |
| | | | | | 5 | Thurm'd. |

* 33S Gould, 2 Trojan, 1 National, 8 Diamond.

† 260 Gould, 2 Janney, 1 National, 7 Miller, 13 Trojan, 2 Standard.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|----------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track | 449.60 | 168.67 | 1,637.13 | 9.29 | 2,264.69 | 18.54 | 3.94 | *2251.46 |
| Miles of second track ... | 137.39 | 29.21 | 325.84 | 9.07 | 501.51 | ..... | ..... | 492.44 |
| Miles of third track | 2.29 | ..... | 6.05 | ..... | 8.34 | ..... | ..... | 8.34 |
| Miles of fourth track .... | ..... | ..... | 2.02 | ..... | 2.02 | ..... | ..... | 2.02 |
| Miles of yard track and sidings | 259.29 | 70.86 | 856.88 | ..... | 1,187.03 | ..... | 215.53 | 971.50 |
| Total mileage operated. | 848.57 | 268.74 | 2,827.92 | 18.36 | 3,963.59 | 18.54 | 219.47 | 3725.76 |

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

| | | | | | | | | |
|-------------------------|--------|--------|----------|-------|----------|-------|-------|---------|
| Massachusetts | 176.78 | 90.83 | 521.82 | 4.21 | 793.64 | 18.54 | 1.16 | *788.27 |
| New Hampshire..... | 124.28 | 73.45 | 331.70 | ..... | 1,029.43 | ..... | ..... | 1029.43 |
| Maine | 148.54 | 4.39 | 4.30 | ..... | 157.43 | ..... | 2.78 | 154.65 |
| Vermont ..... | ..... | ..... | 123.95 | ..... | 123.95 | ..... | ..... | 123.95 |
| Canada ..... | ..... | ..... | 35.46 | 2.95 | 38.41 | ..... | ..... | 35.46 |
| New York..... | ..... | ..... | 119.70 | 2.13 | 121.83 | ..... | ..... | 119.70 |
| Total mileage operated. | 449.60 | 168.67 | 1,637.13 | 9.29 | 2,264.69 | 18.54 | 3.94 | 2251.46 |

* Trackage rights not included.

MILEAGE—CONCLUDED.

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

| State or Territory. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage owned. | New line constructed during year. | RAILS. | |
|--------------------------|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Massachusetts | 176.78 | 90.88 | 267.61 | .. .. | 1.16 | 266.45 |
| New Hampshire .. . | 124.28 | 73.45 | 197.73 | ..... | ..... | 197.73 |
| Maine..... | 148.54 | 4.39 | 152.93 | ..... | 2.78 | 150.15 |
| Total mileage owned..... | 449.60 | 168.67 | 618.27 | ..... | 3.94 | 614.33 |

MILEAGE OF ROAD OPERATED IN MAINE.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track | 148.54 | 4.39 | 4.50 | 157.43 | 2.78 | 154.65 |
| Miles of second track | 19.82 | ..... | ..... | 19.82 | ..... | 19.82 |
| Miles of yard track and sidings.. | 68.30 | .36 | .90 | 69.56 | 18.48 | 51.08 |
| Total mileage operated (all tracks)..... | 336.66 | 4.75 | 5.40 | 246.81 | 21.26 | 225.55 |

MILEAGE OF LINE OWNED IN MAINE.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage owned. | New line constructed during year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Total mileage owned (single track)..... | 148.54 | 4.39 | 152.93 | ..... | 2.78 | 150.15 |

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING THE YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---------------------------------|-----------|----------------------|--|----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point—cts. |
| Iron: | | | | Cedar | 43,593 | .36 |
| Second-hand..... | 2.65 | | \$18.32 | Chestnut..... | 17,801 | .43 |
| | | | | Oak..... | 2,669 | .35 |
| | | | | Hemlock..... | 2,654 | .25 |
| | | | | Pine..... | 13 | .44 |
| Steel: | | | | Switch (60 feet) ... | 3,446 | 1.00 |
| New | 1702.1788 | 75 to 85 | \$21.02 | | | |
| Second-hand..... | 322.1197 | 67 to 75 | 19.26 | | | |
| Total steel | 2025.743 | | \$20.71 | Total..... | 70,176 | .42 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | COKE—tons. | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|------------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | | | | |
| Passenger | | 228,764 | 131,242 | 360,006 | 11,102,240 | 64.853 |
| Freight | | 400,858 | 53,658 | 400,858 | 8,498,834 | 94.322 |
| Switching | 688 | 134,529 | | 188,875 | 6,495,946 | 58.151 |
| Construction | | 19,451 | | 19,451 | 679,228 | 57.362 |
| Total..... | 688 | 783,632 | 184,900 | 969,220 | 26,776,248 | 72.394 |
| Average cost at distributing point..... | 4.86 | \$3.48 | \$3.25 | | | |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

| Kind of Accident. | EMPLOYEES. | | | | | | | |
|---|-------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | Trainmen. | | Switchmen, flagmen and watchmen. | | Other employees. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Falling from trains, locomotives or cars..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Struck by trains, locomotives or cars..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |
| Total | 1 | ..... | ..... | ..... | ..... | 1 | 2 | ..... |
| Kind of Accident. | PASSENGERS. | | OTHERS. | | | | | |
| | | | Trespassing. | | Not trespassing. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Struck by trains, locomotives or cars— | | | | | | | | |
| At highway crossings..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |
| Other causes..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |
| Total ..... | ..... | ..... | 2 | ..... | ..... | ..... | 2 | ..... |
| Summary. | | | | | | | Total. | |
| | | | | | | | Killed. | Injured. |
| Employees..... | | | | | | | 2 | ..... |
| Others..... | | | | | | | 2 | ..... |
| Total | | | | | | | 4 | ..... |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|--------------------|-----------|-------------------|-----|-----------------|-----|-----------------|-----|------------------------------------|-----------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Stone ... | 16 | 429.7 | | 10.0 | | 68.0 | | Bridges | 25 | 14.9½ | |
| Iron..... | 49 | 3639.3 | | 592.6 | | 592.6 | | Conduits..... | 19 | 14.8 | |
| Wooden. | 9 | 463.10 | | 164.6 | | 164.6 | | Trestles..... | 1 | 15.0 | |
| Total . | 74 | 4532.8 | | | | | | Total | 45 | | |
| Trestles .. | 10 | 5182.11 | | 22.11 | | 1402.4 | | Overhead Railway Crossings: | | | |

Gauge of track, 4 feet, 8½ inches.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|-----------------------------|
| 145.63 | 1069.97 | Western Union Telegraph Co. | Western Union Telegraph Co. |

Report of the Bridgton and Saco River Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Bridgton and Saco River Railroad Company.

Date of organization. July, 1881.

Under laws of what government, state or territory organized. General laws of Maine.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|-----------------------------|------------------------------|-----------------------------|
| Wm. F. Perry. | Bridgton, Me | November, 1901. |
| Albion H. Burnham | Bridgton, Me | November, 1901. |
| Jos. A. Bennett. | Bridgton, Me | November, 1901. |
| Samuel S. Fuller | Bridgton, Me | November, 1901. |
| David C. Saunders | Bridgton, Me | November, 1901. |
| Albert A. Ingalls | South Bridgton, Me | November, 1901. |
| Almon Young | Hiram, Me | November, 1901. |

Total number of stockholders at date of last election, 81.

Date of last meeting of stockholders for election of directors, November 21, 1900.

Post office address of general office, Bridgton, Me.

Post office address of operating office, Bridgton, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------------------|------------------------------|---------------------|
| Chairman of the Board. | William F. Perry. | Bridgton, Me. |
| President. | William F. Perry. | Bridgton, Me. |
| Secretary. | Joseph A. Bennett | Bridgton, Me. |
| Treasurer | Perley P. Burnham | Bridgton, Me. |
| Attorney, or General Counsel. | Augustus H. Walker | Bridgton, Me. |
| General Manager | Joseph A. Bennett | Bridgton, Me. |
| General Freight Agent | Joseph A. Bennett | Bridgton, Me. |
| General Passenger Agent | Joseph A. Bennett | Bridgton, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--------------------------------|-----------------------|-------------------|------------------------------------|--|
| | From— | To— | | |
| Bridgton & Saco River Railroad | Harrison | Bridgton Junction | 21.25 | |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common .. | 2,200 | \$50 | \$110,000 | \$102,250 00 | 4% | \$4,090 00 |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: | | | | | | |
| Common | | | 6 | \$300 | 2,045 | \$102,250 00 |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate—%. | INTEREST. | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|---------------------------------|---------|---------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| 1st mort. | 1882.. | 1902.. | \$80,000 | \$80,000 | \$11,100 | \$80,000 | 6 | Mar. & Sep | \$666 00 | \$666 00 |
| 2d mort. | 1884.. | 1904.. | 30,000 | 26,500 | 1,100 | 26,500 | 6 | Mar. & Sep | 66 00 | 66 00 |
| Consol.. | 1898.. | 1908.. | 135,000 | 122,500 | 122,500 | 122,500 | 4 | June & Dec | 4,900 00 | 4,900 00 |
| Total . | ..... | ..... | \$245,000 | \$229,000 | \$134,700 | \$229,000 | | | \$5,632 00 | \$5,632 00 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$229,000 00 | \$134,700 00 | \$5,632 00 | \$5,632 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|-------------|---|-------------|
| Cash | \$4,857 94 | Loans and bills payable ... | \$15,000 00 |
| Due from solvent companies and individuals..... | 1,000 00 | Audited vouchers and accounts | 187 15 |
| Total—cash and current assets. | \$5,857 94 | Wages and salaries | 1,493 21 |
| Balance—current liabilities.. | 11,897 26 | Net traffic balances due to other companies | 1,074 84 |
| Total | \$17,755 20 | Total—current liabilities. | \$17,755 20 |

Materials and supplies on hand, \$1,332.46.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$102,250 00 | \$102,250 00 | ..... | 21.25 | \$4,811 76 |
| Bonds..... | 134,700 00 | 134,700 00 | ..... | ..... | 6,338 81 |
| Total | \$236,950 00 | \$236,950 00 | ..... | ..... | \$11,150 58 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|---------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating ex- | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction..... | | | \$216,366 70 | \$216,366 70 | |
| Right of way and station grounds..... | | \$707 80 | | 707 80 | |
| Total construction..... | | \$707 80 | \$216,366 70 | \$217,074 50 | \$10,215 50 |
| Equipment..... | | | \$36,462 97 | | |
| Baggage, express and postal cars..... | | \$1,800 00 | | | |
| Freight cars..... | | 1,789 85 | | | |
| Total equipment..... | | \$3,589 85 | \$36,462 97 | \$40,052 82 | \$1,884 84 |
| Total construction..... | | | | 217,074 50 | 10,215 27 |
| Grand total cost construction, equipment, etc..... | | | | \$257,127 32 | \$12,100 11 |

INCOME ACCOUNT.

| | | |
|---|-------------|-------------|
| Gross earnings from operation..... | \$39,341 70 | |
| Less operating expenses..... | 28,753 16 | |
| Income from operation..... | | \$10,588 54 |
| Miscellaneous income—less expenses..... | | 319 21 |
| Total income..... | | \$10,907 75 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$5,632 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 548 16 | |
| Taxes..... | 264 61 | |
| Total deductions from income..... | | 6,444 77 |
| Net income..... | | \$4,462 98 |
| Dividends, 4 per cent, common stock..... | | 4,090 00 |
| Surplus from operations of year ending June 30, 1901..... | | \$372 98 |
| Surplus on June 30, 1900..... | | 8,060 74 |
| *Deductions for year..... | | \$8,433 72 |
| Surplus on June 30, 1901..... | | 40 00 |
| Surplus on June 30, 1901..... | | \$8,393 72 |

* Under "deductions for the year," premiums paid in the exchange of \$1000 6% bonds for the new 4s.

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, accounts of repayments, etc. | Actual earnings. |
|---|-----------------|--|--------------------|
| Passenger: | | | |
| Total passenger revenue | | | \$12,373 10 |
| Mail | \$1,070 36 | | |
| Express | 3,540 69 | | |
| Extra baggage and storage | 223 05 | | 4,834 10 |
| Total passenger earnings..... | | | \$17,207 20 |
| Freight: | | | |
| Total freight revenue..... | | | \$22,134 50 |
| Total passenger and freight earnings.. | | | \$39,341 70 |
| Total gross earnings from operation.. | | | \$39,341 70 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net mis- cellaneous income. |
|--------------------------------------|------------------|-------------------|-----------------------------------|
| Interest on bank deposits, etc | \$75 11 | | |
| Bridgton Telegraph Company | 180 00 | | |
| Rent of derrick..... | 37 25 | | |
| Old material sold..... | 26 85 | | |
| Total..... | \$319 21 | | |

OPERATING EXPENSES.

| Item. | Amount. |
|--|-------------|
| Maintenance of way and structures: | |
| Repairs of roadway | \$5,404 64 |
| Renewals of ties | 945 75 |
| Repairs and renewals of bridges and culverts | 481 99 |
| Repairs and renewals of fences, road crossings, signs, and cattle guards | 29 36 |
| Repairs and renewals of buildings and fixtures | 554 19 |
| Repairs and renewals of telephone | 146 33 |
| Total | \$7,362 26 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives | \$1,527 57 |
| Repairs and renewals of passenger cars | 436 88 |
| Repairs and renewals of freight cars | 985 93 |
| Repairs and renewals of shop machinery and tools | 27 85 |
| Total | \$2,978 23 |
| Conducting transportation: | |
| Engine and roundhouse men | \$2,324 89 |
| Fuel for locomotives | 1,929 66 |
| Water supply for locomotives | 10 25 |
| Oil, tallow, and waste for locomotives | 187 64 |
| Other supplies for locomotives | 17 11 |
| Train service | 2,112 93 |
| Train supplies and expenses | 195 30 |
| Switchmen, flagmen, and watchmen | 956 30 |
| Telegraph expenses | 14 18 |
| Station service | 5,943 20 |
| Station supplies | 336 66 |
| Loss and damage | 2,460 02 |
| Advertising | 206 04 |
| Stationery and printing | 353 41 |
| Total | \$17,047 43 |
| General expenses: | |
| Salaries of general officers | \$1,020 00 |
| General office expenses and supplies | 85 58 |
| Insurance | 109 66 |
| Law expenses | 150 00 |
| Total | \$1,365 24 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$7,362 26 |
| Maintenance of equipment | 2,978 23 |
| Conducting transportation | 17,047 43 |
| General expenses | 1,365 24 |
| Grand total | \$28,753 16 |

Percentage of expenses to earnings—entire line, .73.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------------|--|----------------|--------------|----------------------------|------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$216,366 70 | Cost of road..... | | \$217,074 50 | \$707 80 | |
| | 36,462 97 | Cost of equipment..... | | 40,052 82 | 3,589 85 | |
| | 5,038 98 | Cash and current assets..... | | 5,857 94 | 818 96 | |
| | 691 44 | Other assets: Materials and supplies..... | | 1,332 46 | 641 02 | |
| | \$258,560 09 | Grand total | | \$264,317 72 | \$5,757 63 | |
| | | LIABILITIES. | | | | |
| | \$101,950 00 | Capital stock | | \$102,250 00 | \$300 00 | |
| | 134,700 00 | Funded debt | | 134,700 00 | | |
| | 11,350 36 | Current liabilities..... | | 17,755 20 | 6,404 84 | |
| | 713 42 | Accrued interest on funded debt not yet payable..... | | 904 12 | 190 70 | |
| | 1,785 57 | Equipment and permanent improvement account..... | | 314 68 | | \$1,470 89 |
| | 8,060 74 | Profit and loss..... | | 8,393 72 | 332 98 | |
| | \$258,560 09 | Grand total | | \$264,317 72 | \$5,757 63 | |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|------------------------------|----------------------|-------------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| 1st and 2d mortgage bonds. | Bridgton | Bridgton Junct... | 16 | 6,352 94 |
| Consolidated 4% bonds..... | Harrison | Bridgton Junct... | 21.25 | |

All equipment mortgaged. Income and securities not mortgaged.
 \$135,000 4% bonds authorized; \$122,500 issued; \$12,500 deposited with the Union Safe Deposit and Trust Company, Trustees, to pay the outstanding 6% bonds.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers..... | 2 | 624 | \$1,020 00 | \$1 63 |
| Station agents..... | 7 | 2,184 | 2,406 00 | 1 10 |
| Other station men..... | 8 | 2,302 | 3,548 45 | 1 54 |
| Enginemmen..... | 2 | 621 | 1,410 40 | 2 27 |
| Firemen..... | 2 | 585 | 877 50 | 1 50 |
| Conductors..... | 2 | 374 | 654 00 | 1 75 |
| Other trainmen..... | 3 | 875 | 1,290 80 | 1 47 |
| Machinists..... | 1 | 273 | 832 65 | 3 05 |
| Other shopmen..... | 2 | 367 | 633 54 | 1 72 |
| Section foremen..... | 4 | 1,265 | 1,987 33 | 1 57 |
| Other trackmen..... | 6 | 2,379 | 2,973 75 | 1 25 |
| Switchmen, flagmen, and watchmen..... | 2 | 730 | 956 30 | 1 31 |
| All other employees and laborers..... | ..... | 115 | 231 90 | 2 01 |
| Total (including "general officers")..... | 43 | 12,694 | \$18,823 62 | \$1 48 |
| Less "general officers"..... | 2 | 624 | 1,020 00 | 1 63 |
| Total (excluding "general officers")..... | 41 | 12,070 | \$17,803 62 | \$1 47 |
| Distribution of above: | | | | |
| General administration..... | 2 | 624 | \$1,020 00 | \$1 63 |
| Maintenance of way and structures..... | 12 | 3,737 | 5,146 83 | 1 37 |
| Maintenance of equipment..... | 3 | 662 | 1,512 84 | 2 28 |
| Conducting transportation..... | 26 | 7,671 | 11,143 95 | 1 43 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|---|--------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue..... | 19,809 | | | |
| Number of passengers carried one mile..... | 252,991 | | | |
| Number of passengers carried one mile per mile of road..... | 12,047 | | | |
| Average distance carried, miles..... | 12.77 | | | |
| Total passenger revenue..... | | 12,373 | 10 | |
| Average amount received from each passenger..... | | | 62 | 462 |
| Average receipts per passenger per mile..... | | | 04 | 890 |
| Total passenger earnings..... | | 17,207 | 20 | |
| Passenger earnings per mile of road..... | | | 819 | 39 |

TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE, AND RATES. | | |
|--|---|---------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue | 23,112 | | | |
| Number of tons carried one mile | 359,663 | | | |
| Number of tons carried one mile per mile of road..... | 17,127 | | | |
| Average distance haul of one ton, miles..... | 15.56 | | | |
| Total freight revenue..... | | 22,134 | 50 | |
| Average amount received for each ton of freight ... | | | 95 | 77 |
| Average receipts per ton per mile..... | | | 06 | 154 |
| Total freight earnings..... | | 22,134 | 50 | |
| Freight earnings per mile of road | | 1,054 | 02 | |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 39,341 | 70 | |
| Gross earnings from operation per mile of road | | 1,873 | 41 | |
| Operating expenses..... | | 28,733 | 16 | |
| Operating expenses per average mile of road.... | | 1,369 | 19 | 8 |
| Income from operation..... | | 10,588 | 54 | |
| Income from operation per mile of road..... | | 504 | 21 | 6 |
| Train mileage: | | | | |
| Mileage of revenue freight trains*..... | 41,760 | | | |
| Total revenue train mileage... .. | 41,760 | | | |
| Mileage of nonrevenue trains..... | 5,420 | | | |

*Mixed.

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|------------------------------------|------------|--|-------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Total locomotives owned..... | | 3 | 3 | Eames. | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars..... | | 2 | 2 | Eames..... | 2 | |
| Combination cars | | 1 | | | | |
| Baggage, express and postal cars | | 2 | 2 | Eames..... | 2 | |
| Total | | 5 | 4 | | 4 | |
| In freight service— | | | | | | |
| Box cars | | 18 | | | | |
| Flat cars | | 23 | | | | |
| Total | | 41 | | | | |
| Total cars owned..... | | 46 | 4 | Eames..... | 4 | |

MILEAGE OF ROAD OPERATED IN MAINE.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Miles of single track..... | 21.25 | ..... | ..... | ..... | ..... | ..... | 21.25 |
| Miles of yard track and sidings..... | ..... | 1.50 | ..... | ..... | ..... | ..... | 1.50 |
| Total mileage operated (all tracks)..... | 21.25 | 1.50 | ..... | ..... | ..... | ..... | 22.75 |

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point—cents. |
|-----------------|---------|--|
| Hackmatack..... | 2,041 | 10.0 |
| Oak..... | 1,379 | 13.6 |
| Cedar..... | 3,000 | 18.5 |
| Total..... | 6,420 | 14.7 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|------------------------------------|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Mixed trains..... | | 470 | ..... | ..... | 470 | 47,180 | 22 |
| Av. cost at distributing point ... | | \$4.10 | ..... | ..... | ..... | ..... | ..... |

BRIDGES, TRESTLES, TUNNELS, Etc.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-------------|---------|-------------------|-----|-----------------|-----|-----------------|-----|-----------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Iron..... | 3 | 97 | | 17.0 | | 50 | | Bridges | | | |
| Wooden | 10 | 244 | | 7.7 | | 61 | | Overhead Railway Crossings: | | | |
| Total . | 13 | 341 | | | | | | Bridges | | | |
| Trestles .. | 3 | 712.5 | | 112.5 | | 350 | | | | | |

Gauge of track, 2 feet—21.25 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|-------------------------------|-----------------------------|
| 16 | 32 | Bridgton Telegraph Company .. | Western Union Telegraph Co. |

Report of the Canadian Pacific Railway Company for the Year Ending June 30, 1901.

[International Railway of Maine.]

HISTORY.

Name of common carrier making this report? International Railway of Maine, Houlton Branch Railroad of Maine and Aroostook River Railroad of Maine.

Date of organization. 1881.

Under laws of what government, state or territory organized? Under laws of Maine.

What carrier operates this company? The Canadian Pacific Railway Company.

ORGANIZATION.

CANADIAN PACIFIC RAILWAY COMPANY, OPERATING LINES IN MAINE.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--|-----------------------|-----------------------------|
| Rt. Hon. Lord Strathcona and Mount Royal | Montreal | October, 1901. |
| Sir Wm. C. Van Horne, K.C.M.G. | Montreal | October, 1901. |
| Mr. R. B. Angus | Montreal | October, 1901. |
| Mr. T. G. Shaughnessy | Montreal | October, 1901. |
| Mr. E. B. Osler | Toronto | October, 1901. |
| Sir Sandford Fleming, K.C.M.G. | Ottawa | October, 1901. |
| Mr. Geo. R. Harris | Boston | October, 1901. |
| Mr. Wilmot D. Matthews | Toronto | October, 1901. |
| Mr. Thomas Skinner | London, England | October, 1901. |
| Gen'l Samuel Thomas | New York | October, 1901. |
| Mr. John W. Mackay | New York | October, 1901. |
| Mr. C. R. Hosmer | Montreal | October, 1901. |

Total number of stockholders at date of last election: International Railway of Maine, 13; Aroostook River Railroad of Maine, 15; Houlton Branch Railroad of Maine, 22.

Post office address of general office, Canadian Pacific Railway, Montreal, P. Q.
Post office address of operating office, Montreal, P. Q.

OFFICERS.

OF THE CANADIAN PACIFIC RAILWAY.

| Title. | Name. | Location of Office. |
|--|---------------------------|---------------------|
| Chairman of the Board..... | Sir Wm. C. Van Horne.. | Montreal. |
| President | Mr. T. G. Shaughnessy.. | Montreal. |
| Second Vice-President and Gen. Manager | Mr. D. McNicoll | Montreal. |
| Secretary and Ass't to President | Mr. C. Drinkwater..... | Montreal. |
| Treasurer..... | Mr. W. S. Taylor..... | Montreal. |
| Assistant to President..... | Mr. Wm. Whyte | Winnipeg. |
| Chief Solicitor | Mr. A. R. Creelman | Montreal. |
| Comptroller | Mr. I. G. Ogden | Montreal. |
| General Auditor | Mr. H. L. Penny | Montreal. |
| General Manager | Mr. D. McNicoll | Montreal. |
| Chief Engineer | Mr. P. A. Peterson | Montreal. |
| Gen'l Superintendent, Atl. Div. | Mr. Jas. Osborne | St. John, N. B. |
| Manager of Transportation..... | Mr. Thos. Tait | Montreal. |
| Manager of Telegraphs | Mr. Jos. Kent | Montreal. |
| Freight Traffic Manager..... | Mr. G. M. Bosworth..... | Montreal. |
| Passenger Traffic Manager | Mr. Robert Kerr..... | Montreal. |
| General Passenger Agent..... | Mr. C. E. E. Usher..... | Montreal. |
| General Baggage Agent | Mr. R. H. Morris | Montreal. |
| Supt. Slp. Par. and Dining Cars. | Mr. J. A. Sheffield | Montreal. |
| Supt. Car Service | Mr. G. S. Cantlie..... | Montreal. |
| Land Commissioner..... | Mr. F. T. Greffin | Winnipeg. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|----------------------------------|-----------------|-------------------|------------------------------------|--|
| | From— | To— | | |
| International Railway of Maine. | Boundary | Mattawamkeag .. | 144.5 | |
| Houlton Branch R. R. of Maine.. | Boundary | Houlton | 3.0 | |
| Aroostook River R. R. of Maine.. | Boundary | Presque Isle..... | 29.2 | 176.7 |
| Maine Central Railroad | Mattawamkeag .. | Vanceboro ..... | ..... | 56.1 |
| Total ..... | ..... | ..... | ..... | 232.8 |

The International Railway of Maine was sold to the Atlantic and Northwestern Railway December 6, 1886. The Atlantic and Northwestern Railway leased August 1, 1883, to Ontario and Quebec Railway, which railway is leased to the Canadian Pacific Railway in perpetuity.

The Houlton Branch Railroad of Maine and the Aroostook River Railroad of Maine are leased to the New Brunswick Railway, which railway is leased to the Canadian Pacific Railway for 990 years, from July, 1890.

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---|------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: common International R'y of Maine, Atlantic and Northwestern R'y 5% guaranteed stock lien on this road | | \$100 | \$1,445,000 | \$1,445,000 | | |
| Houlton Branch R. R. of Maine | | | 28,000 | 28,000 | | |
| Aroostook River R. R. of Maine | | | 800,000 | 800,000 | | |
| Total | | | \$2,273,000 | \$2,273,000 | | |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash—common | | | | | 22,730 | |

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of Bond or Obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|----------------|-----------|-----------------------------|----------------|---------------------|---------------------------------|----------------|------------------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | Rate—%. | When payable. | Amount accrued during year. | Amount paid during year. |
| International Railway of Me., Atlantic and North Western Railway first mortgage bonds—lien on this road.... | 1887 | 1937 | \$2,890,000 | \$2,890,000 | \$2,890,000 | 5 | January & July | \$144,500 * 115,500 | \$29,000 | \$29,000 |
| Aroostook River Railroad in Maine, New Brunswick R'y first mortgage bonds proportion ..... | ..... | ..... | 600,000 | 600,000 | 600,000 | 5 | Feb. & August. | 30,000 | 30,000 | 30,000 |
| Houlton Branch Railroad first mortgage bonds ..... | ..... | ..... | 24,000 | 24,000 | 24,000 | 6 | January & July | 1,440 | 1,440 | 1,440 |
| Grand total ..... | ..... | ..... | \$3,514,000 | \$3,514,000 | \$3,514,000 | ..... | ..... | \$60,440 | \$60,440 | \$60,440 |

* Less \$115,500, proportion of subsidy paid by Dominion Government.

FUNDED DEBT—CONTINUED.
EQUIPMENT TRUST OBLIGATIONS.
GENERAL STATEMENT.

| Series or other designation. | Date of Issue. | Term. | Number of payments. | Equipment Covered. |
|--|----------------------|---------------|---------------------|--------------------|
| International R'y of Maine, Series "N" | September 5, 1897 .. | Ten years ... | 20 | 500 box cars. |

STATEMENT OF AMOUNT.

| Series or other designation. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS — PRINCIPAL. | | DEFERRED PAYMENTS — INTEREST. | | | | |
|------------------------------|-------------------------------------|--------------------------------|---------------------|-------------------------------|---------------------|-----------------------------|--------------------------|---------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount paid during year. | Rate—%. |
| Series "N" .. | \$43,000 | \$180,000 | \$129,127 87 | \$64,781 20 | \$9,979 91 | \$8,808 84 | \$8,808 84 | % |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$3,514,000 00 | \$3,514,000 00 | \$60,440 00 | \$60,440 00 |
| Equipment trust obligations, principal and interest | 180,000 00 | 129,127 87 | 8,808 84 | 8,808 84 |
| Total | \$3,694,000 00 | \$3,643,127 87 | \$69,248 84 | \$69,248 84 |

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|-----------------------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$2,273,000 00 | \$2,273,000 00 | ..... | 176.7 | \$12,863 61 |
| Bonds | 3,514,000 00 | 3,514,000 00 | ..... | 176.7 | 19,886 81 |
| Equipment trust obligations | 129,127 87 | 129,127 87 | ..... | 144.5 | 893 62 |
| Total | \$5,916,127 87 | \$5,916,127 87 | ..... |  |  |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|----------------|----------------|----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| International Railway of Maine..... | \$1,445,000 00 | \$3,119,127 87 | \$4,464,127 87 | 144.5 | \$30,893 62 |
| Houlton Branch Railroad of Maine..... | 28,000 00 | 24,000 00 | 52,000 00 | 3.0 | 17,333 33 |
| Aroostook River Railroad of Maine..... | 800,000 00 | 600,000 00 | 1,400,000 00 | 29.2 | 47,945 00 |
| Total..... | \$2,273,000 00 | \$3,643,127 87 | \$5,916,127 87 | | |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|---------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating ex- | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction : | | | | | |
| Engineering | | \$515 63 | | | |
| Grading | | 611 70 | | | |
| Bridges, trestles and culverts..... | | 16,517 62 | | | |
| Rails..... | | 4,696 89 | | | |
| Fencing right of way ... | | 369 47 | | | |
| Crossings, cattle guards and signs..... | | 4,986 63 | | | |
| Station buildings and fixtures..... | | 1,443 19 | | | |
| Shop machinery and tools..... | | 785 75 | | | |
| General expenses | | 1,542 00 | | | |
| Total construction .. | | \$31,468 88 | \$6,500,589 94 | \$6,532,058 82 | \$36,966 94 |
| Equipment: | | | | | |
| Locomotives. | | | \$85,000 00 | \$85,000 00 | \$481 04 |
| Freight cars..... | | \$15,669 28 | 328,202 85 | 343,872 13 | 1,946 08 |
| Total equipment..... | | \$15,669 28 | \$413,202 85 | \$428,872 13 | \$2,427 12 |
| Total construction | | 31,468 88 | 6,500,589 94 | 6,532,058 82 | 36,966 94 |
| Grand total cost construction, equipment, etc | | \$47,138 16 | \$6,913,792 79 | \$6,960,930 95 | \$39,394 06 |

INCOME ACCOUNT.

| | | |
|---|--------------|--------------|
| Gross earnings from operation..... | \$476,614 26 | |
| Less operating expenses..... | 510,973 12 | |
| Deficit | | \$34,358 86 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$69,248 84 | |
| Rents paid for lease of road | 1,680 00 | |
| Taxes | 7,234 37 | |
| Total deductions from income..... | | 78,163 21 |
| Deficit..... | | \$112,522 07 |
| Deficit from operations of year ending June 30, 1901 (paid by Canadian Pacific Railway) | | \$112,522 07 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Total passenger revenue | | | \$90,393 07 |
| Mail | | | 29,155 82 |
| Express | | | 11,682 96 |
| Other items | | | 9,793 24 |
| Total passenger earnings..... | | | \$141,025 09 |
| Freight: | | | |
| Total freight revenue | | | 331,952 24 |
| Total passenger and freight earnings..... | | | \$472,977 33 |
| Other earnings from operation: | | | |
| Other sources..... | | | 3,636 93 |
| Total gross earnings from operation | | | \$476,614 26 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|--------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$80,354 57 |
| Renewals of rails..... | 3,981 10 |
| Renewals of ties..... | 21,314 05 |
| Repairs and renewals of bridges and culverts..... | 10,063 67 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 1,340 65 |
| Repairs and renewals of buildings and fixtures..... | 5,343 18 |
| Repairs and renewals of telegraph..... | 1,591 49 |
| Total..... | \$123,988 71 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives..... | \$21,572 05 |
| Repairs and renewals of passenger cars..... | 22,226 47 |
| Repairs and renewals of freight cars..... | 21,369 19 |
| Repairs and renewals of shop machinery and tools..... | 738 68 |
| Other expenses..... | 938 03 |
| Total..... | \$66,844 42 |
| Conducting transportation: | |
| Superintendence..... | \$3,516 48 |
| Engine and roundhouse men..... | 37,104 06 |
| Fuel for locomotives..... | 71,420 73 |
| Water supply for locomotives..... | 6,856 36 |
| Oil, tallow and waste for locomotives..... | 1,576 91 |
| Train service..... | 43,850 73 |
| Train supplies and expenses..... | 10,740 93 |
| Telegraph expenses..... | 9,133 37 |
| Station service..... | 20,783 89 |
| Station supplies..... | 6,645 70 |
| Car mileage—balance..... | 4,964 91 |
| Loss and damage..... | 1,792 60 |
| Injuries to persons..... | 9,166 63 |
| Clearing wrecks..... | 1,705 91 |
| Advertising..... | 6,954 02 |
| Outside agencies..... | 6,539 98 |
| Stock yards and elevators..... | 2 62 |
| Rents for tracks, yards and terminals..... | 23,800 00 |
| Rents of buildings and other property..... | 859 98 |
| Other expenses..... | 2,167 05 |
| Total..... | \$269,602 86 |
| General expenses: | |
| Salaries of general officers..... | \$16,468 47 |
| Salaries of clerks and attendants..... | 18,795 52 |
| General office expenses and supplies..... | 9,890 41 |
| Insurance..... | 1,163 50 |
| Stationery and printing (general offices)..... | 1,621 37 |
| Other expenses..... | 2,597 86 |
| Total..... | \$50,537 13 |
| Operating expenses—State of Maine: | |
| Maintenance of way and structure..... | \$123,988 71 |
| Maintenance of equipment..... | 66,844 42 |
| Conducting transportation..... | 269,602 86 |
| General expenses..... | 50,537 13 |
| Total..... | \$510,973 12 |

Percentage of expenses to earnings—Maine, 107.21.

RENTS PAID FOR LEASE OF ROAD.

| Name of Road. | Interest on bonds guaranteed. | Dividends on stock guaranteed. | Cash. | Total. |
|---------------------------------------|-------------------------------|--------------------------------|-------|------------|
| Houlton Branch Railroad of Maine | | \$1,680 00 | ..... | \$1,680 00 |

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|--------------------------------|----------------------------------|---|-------------|-------------|
| Maine Central R. R. tracks.... | Mattawamkeag and Vanceboro | Maine Central R. R.... | \$23,800 00 | \$23,800 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|----------------|--|----------------|----------------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$6,500,589 94 | Cost of road..... | ..... | \$6,532,058 82 | \$31,468 88 | |
| | 413,202 85 | Cost of equipment..... | ..... | 428,872 13 | 15,669 28 | |
| | 144,797 15 | Rolling st'k leases..... | ..... | 129,127 87 | ..... | \$15,669 28 |
| | \$7,058,589 94 | Grand total.... | ..... | \$7,090,058 82 | \$31,468 88 | |
| | | LIABILITIES. | | | | |
| | \$2,273,000 00 | Capital stock ..... | ..... | \$2,273,000 00 | | |
| | 3,514,000 00 | Funded debt ..... | ..... | 3,514,000 00 | | |
| | 144,797 15 | Equipment trust obligations ..... | ..... | 129,127 87 | ..... | \$15,669 28 |
| | 1,126,792 79 | Amount included by C. P. R'y in cost of road, C. P. R'y..... | ..... | 1,173,930 95 | \$47,138 16 | |
| | \$7,058,589 94 | Grand total.... | ..... | \$7,090,058 82 | \$31,468 88 | |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|---|----------------------|--------------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| International R'y of Maine: A. & N. W. R'y first mort. lien, on this road..... | Boundary..... | Mattawamkeag.. | 144.5 | \$20,000 |
| Aroostook River Railroad of Maine: N. B. R'y first mort. (pro- portion)..... | Boundary..... | Presque Isle. | 29.2 | 20,548 |
| Houlton Branch Railroad of Maine. | Boundary..... | Houlton | 3 | 8,000 |

All equipment, income and securities mortgaged.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|---------------------------|----------------------------|-----------------------------|
| General officers (Proportion only)..... | 10 | 3,130 | \$17,000 00 | \$5 43 |
| General office clerks (Proportion only) | 20 | 6,260 | 15,000 00 | 2 40 |
| Station agents | 17 | 4,714 | 9,043 99 | 1 92 |
| Other station men..... | 4 | 2,382 | 2,814 73 | 1 19 |
| Enginemen..... | 12 | 5,246 | 22,351 65 | 4 26 |
| Firemen..... | 12 | 5,246 | 13,143 29 | 2 50 |
| Conductors | 14 | 5,620 | 15,061 02 | 2 68 |
| Other trainmen | 26 | 12,129 | 22,013 54 | 1 82 |
| Machinists | 1 | 294 | 580 45 | 1 97 |
| Carpenters | 2 | 574 | 1,138 90 | 1 98 |
| Other shopmen | 23 | 8,288 | 11,915 96 | 1 44 |
| Section foremen | 30 | 9,764 | 17,155 12 | 1 76 |
| Other trackmen | 90 | 26,173 | 32,060 45 | 1 22 |
| Switchmen, flagmen and watchmen | 3 | 469 | 653 25 | 1 40 |
| Telegraph operators and dispatchers | 9 | 2,829 | 5,527 47 | 1 95 |
| All other employees and laborers | 42 | 8,577 | 15,741 46 | 1 84 |
| Total (including "general officers")—Maine. | 315 | 101,695 | \$201,201 28 | \$1 98 |
| Less "general officers" | 10 | 3,130 | 17,000 00 | 5 43 |
| Total (excluding "general officers")—Maine. | 305 | 98,565 | \$184,201 28 | \$1 87 |
| Distribution of above: | | | | |
| General administration..... | 31 | 9,755 | \$32,565 00 | \$3 34 |
| Maintenance of way and structures | 149 | 41,295 | 60,212 14 | 1 46 |
| Maintenance of equipment | 26 | 9,156 | 13,635 31 | 1 49 |
| Conducting transportation | 109 | 41,489 | 94,788 83 | 2 28 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|--|---|--------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 94,436 | | | |
| Number of passengers carried one mile | 5,946,534 | | | |
| Number of passengers carried one mile per mile of road | 25,543 | | | |
| Average distance carried, miles | 62.97 | | | |
| Total passenger revenue | | 90,393 | 07 | |
| Average amount received from each passenger | | | 95 | 719 |
| Average receipts per passenger per mile | | | 01 | 520 |
| Total passenger earnings | | 141,025 | 09 | |
| Passenger earnings per mile of road | | 605 | 78 | |
| Passenger earnings per train mile | | | 60 | 611 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 410,275 | | | |
| Number of tons carried one mile | 65,996,102 | | | |
| Number of tons carried one mile per mile of road | 283,489 | | | |
| Average distance haul of one ton, miles | 160.86 | | | |
| Total freight revenue | | 331,952 | 24 | |
| Average amount received for each ton of freight | | | 80 | 910 |
| Average receipts per ton per mile | | | | 503 |
| Total freight earnings | | 331,952 | 24 | |
| Freight earnings per mile of road | | 1,425 | 91 | |
| Freight earnings per train mile | | | 91 | 386 |
| Total traffic: | | | | |
| Gross earnings from operation | | 476,614 | 26 | |
| Gross earnings from operation per mile of road | | 2,047 | 31 | |
| Gross earnings from operation per train mile | | | 93 | 325 |
| Operating expenses | | 510,973 | 12 | |
| Operating expenses per mile of road | | 2,194 | 90 | |
| Operating expenses per train mile | | | 100 | 050 |
| Deficit from operation | | 34,358 | 86 | |
| Deficit from operation per mile of road | | | 147 | 59 |
| Car mileage, etc.: | | | | |
| Mileage of passenger cars | 1,036,589 | | | |
| Average number of passenger cars in train | 4.46 | | | |
| Average number of passengers in train | 26 | | | |
| Mileage of loaded freight cars—north or west | 1,255,858 | | | |
| Mileage of loaded freight cars—south or east | 3,581,762 | | | |
| Mileage of empty freight cars—north or west | 2,114,185 | | | |
| Mileage of empty freight cars—south or east | 68,919 | | | |
| Average number of freight cars in train | 19.33 | | | |
| Average number of loaded cars in train | 13.32 | | | |
| Average number of empty cars in train | 6.01 | | | |
| Average number of tons of freight in train | 181.69 | | | |
| Average number of tons of freight in each loaded car | 13.64 | | | |
| Average mileage operated during year | 232.80 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 147,460 | | | |
| Mileage of revenue mixed trains | 85,213 | | | |
| Mileage of revenue freight trains | 278,028 | | | |
| Total revenue train mileage | 510,701 | | | |
| Mileage of nonrevenue trains | 10,099 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|---------------------|--|---|-----------------------------------|
| Total tonnage | 10,537 | 399,738 | 410,275 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|------------------------------------|---------------------------|------------------------------|------------------------------------|----------------|--|---------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased | | | | | | |
| Freight. | | 10 | 10 | Westinghouse.. | 10 | Trojan. |
| Total locomotives in service. | | 10 | 10 | Westinghouse.. | 10 | Trojan. |
| Total locomotives owned | | 10 | 10 | Westinghouse.. | 10 | Trojan. |
| Cars—owned and leased: | | | | | | |
| In freight service— | | | | | | |
| Box cars | 1,000 | 1,000 | 1,000 | Westinghouse.. | 1,000 | Trojan. |
| Total | 1,000 | 1,000 | 1,000 | Westinghouse.. | 1,000 | Trojan. |
| In company's service— | | | | | | |
| Other road cars | | 6 | | | 6 | Trojan. |
| Total cars in service | | 1,006 | 1,000 | | 1,006 | |
| Less cars leased | | 289 | 289 | Westinghouse.. | 289 | Trojan. |
| Total cars owned | | 717 | 711 | | 717 | |

MILEAGE.
MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track | 176.7 | ..... | ..... | 56.10 | 232.8 | ..... | ..... | 176.7 |
| Miles of yard track and sidings | 17.3 | ..... | ..... | ..... | 17.3 | ..... | 3.7 | 13.6 |
| Total mileage operated. (all tracks) | 194.0 | ..... | ..... | 56.10 | 250.1 | ..... | 3.7 | 190.3 |

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

| State or Territory. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage owned. | New line constructed during year. | RAILS. | |
|---------------------|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Maine..... | 176.70 | ..... | 176.70 | ..... | ..... | 176.70 |

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING THE YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---------------------------------|-------|----------------------|--|----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point—cts. |
| Steel | 4 | 56 | \$31 25 | Cedar | 40,798 | .20 |
| | | | | Hemlock | 22,269 | .20 |
| | | | | Total..... | 63,067 | .20 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL— tons. | | WOOD— cords. | | Total fuel consumed — tons. | Miles run. | Average pounds consumed per mile. |
|--|----------------|-------------|-----------------|-------|--------------------------------|------------|--------------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 4,415 | ..... | 13 | 4,421.5 | 154,533 | 57.22 |
| Freight | | 12,851 | ..... | 31 | 12,866.5 | 385,428 | 66.76 |
| Switching | | 1,435 | ..... | 5 | 1,437.5 | 57,408 | 50.08 |
| Construction | | 460 | ..... | 1 | 460.5 | 18,385 | 50.10 |
| Total | | 19,161 | ..... | 50 | 19,186 | 615,754 | 62.32 |
| Average cost at distributing point..... | | \$3.56 | ..... | 75c. | | | |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES
OR CARS.

Derailments, 1 trainman injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | Maximum length. | Item. | Number. | Height of lowest above surface of rail. | |
|-------------|---------|----------------------|-----|--------------------|--------------------|--|---------|--|-----|
| | | Ft. | In. | | | | | Ft. | In. | Ft. | In. |
| Bridges: | | | | | | Overhead Highway Crossings: | | | |
| Stone ... | 2 | 35 | | 15 | 20 | | | | |
| Iron | 19 | 4135 | | 80 | 1207 | | | | |
| Wooden .. | 15 | 165 | | 6 | 15 | | | | |
| Total . | 36 | 4335 | | | | Overhead Railway Crossings: Bridges | 1 | 25 | |
| Trestles .. | 36 | 2622 | | 31 | 315 | | | | |

Gauge of track, 4 feet, 8½ inches—176.7 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

| | | | | OPERATED BY THIS COMPANY. |
|----------------|----------------|----------------|----------------|----------------------------|
| Miles of line. | Miles of wire. | Miles of line. | Miles of wire. | Name of Operating Company. |
| 203 | 862 | 203 | 862 |  | Canadian Pacific Railway Company. |

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|-----------------------------|
| 29 | 58 | Western Union Telegraph Co. | Western Union Telegraph Co. |
| 12 | 12 | Northern Telegraph Company. | Northern Telegraph Company. |

Report of the Franklin and Megantic Railway Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railway Company.

Date of organization. June 3, 1897.

Under laws of what government, state or territory organized. State of Maine.

Formed by bondholders of the Franklin and Megantic Railroad Company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Franklin and Megantic Railroad Company. Formation of new corporation by bondholders; authorized by Revised Statutes of Maine, Chapter 51, as amended by laws of 1883, Chapter 166.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--------------------------|----------------------|-----------------------------|
| Josiah S. Maxcy..... | Gardiner, Me | November 20, 1901. |
| Philip H. Winslow | Gardiner, Me. | November 20, 1901. |
| Geo. A. Farrington. | Gardiner, Me..... | November 20, 1901. |

Total number of stockholders at date of last election, 3.

Post office address of general office, Gardiner, Me.

Post office address of operating office, Gardiner, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------------|-------------------------|---------------------|
| Chairman of the Board..... | Josiah S. Maxcy..... | Gardiner, Me. |
| President. | Josiah S. Maxcy. | Gardiner, Me. |
| Secretary (Clerk) | Leslie C. Cornish..... | Augusta, Me. |
| Treasurer | Geo. A. Farrington | Gardiner, Me. |
| Attorney, or General Counsel... | Leslie C. Cornish..... | Augusta, Me. |
| General Manager | Josiah S. Maxcy..... | Gardiner, Me. |
| General Superintendent. | George M. Vose..... | Kingfield, Me. |
| General Freight Agent | Philip H. Winslow | Gardiner, Me. |
| General Passenger Agent | Philip H. Winslow | Gardiner, Me. |
| General Ticket Agent..... | Philip H. Winslow | Gardiner, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. |
|---------------------------------|-----------------|-----------------|------------------------------------|
| | From— | To— | |
| Franklin & Megantic Railway ... | Strong | Kingfield | 15.00 |
| Kingfield & Dead River Railway. | Kingfield | Bigelow | 16.00 |
| Total | | | 31.00 |

PROPERTY LEASED.

| Name. | TERMINALS. | | By what company operated. | Under what kind of contract operated. | Miles of line. |
|--------------------------------------|-------------|---------------|-----------------------------------|---------------------------------------|----------------|
| | From— | To— | | | |
| Kingfield & Dead River Railway | Kingfield.. | Bigelow | Franklin and Megantic Railway Co. | Agreement... | 16 |

The Kingfield and Dead River Railway Company having no rolling stock, the Franklin and Megantic Railway Company operate it under a short time agreement.

CAPITAL STOCK.

| Description. | Number of shares authorized | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--|-----------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock: common Franklin and Megantic R. R. Co. bonds and interest to be converted | 875 | \$100 | \$87,500 | \$70,000 00 | | |
| Total | 875 | \$100 | \$87,500 | \$87,500 00 | | |

CAPITAL STOCK—CONCLUDED.

| Manner of Payment for Capital Stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
|---|--------------------------------------|---|---|----------------------|
| Issued for reorganization: common... | 700 | \$70,000 00 | 700 | *\$70,000 00 |
| Franklin and Megantic R. R. Co. bonds and matured interest coupons to be converted..... | 175 | 17,500 00 | 175 | 17,500 00 |
| Total..... | 875 | \$87,500 00 | 875 | \$87,500 00 |

* Issued in exchange for bonds.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate—%. | INTEREST. | | |
|------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|---------|------------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| 1st mort. bonds. | Apr. 1 1901. | Apr. 1 1911. | \$50,000 00 | \$24,000 00 | \$24,000 00 | \$21,600 00 | 5 | Oct. 1 and Ap. 1 | \$300 00 | |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds..... | \$24,000 00 | \$24,000 00 | \$300 00 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1961. |
|---|---|
| Cash..... | Audited vouchers and acct's. |
| Due from agents..... | Wages and salaries..... |
| Due from solvent companies and individuals..... | Net traffic balances due to other companies..... |
| Other cash assets [excluding "materials and supplies"]..... | Total—current liabilities. |
| Total—cash and current assets..... | Balance—cash assets..... |
| | Total..... |

Materials and supplies on hand, \$638.95.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$87,500 00 | \$87,500 00 | ..... | 15 | \$5,833 00 |
| Bonds | 24,000 00 | 24,000 00 | ..... | 15 | 1,600 00 |
| Total | \$111,500 00 | \$111,500 00 | ..... | 15 | \$7,433 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|------------------------------|----------------|--------------|--------------|--------------------------|------------|
| | | | | Miles. | Amount. |
| Franklin & Megantic R'y..... | \$87,500 00 | \$24,000 00 | \$111,500 00 | 15 | \$7,433 00 |
| Kingfield & Dead River R'y.. | 54,000 00 | 32,000 00 | 86,000 00 | 16 | 5,375 00 |
| Grand total..... | \$141,500 00 | \$56,000 00 | \$197,500 00 | 31 | \$6,371 00 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|---------------------------------|--|---------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | | |
| | | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Total construction..... | | | | \$90,893 57 | \$6,059 57 | |
| Total equipment | | | | 5,110 00 | 340 67 | |
| Grand total cost construction, equipment, etc..... | | | | \$96,003 57 | \$6,400 24 | |

NOTE—Have no way of ascertaining cost of road, it being taken by bondholders of the Franklin & Megantic Railroad Company under process of foreclosure.

INCOME ACCOUNT.

| | | |
|--|-------------|-------------|
| Gross earnings from operation..... | \$31,347 97 | |
| Less operating expenses..... | 33,138 79 | |
| Deficit | | \$1,790 82 |
| Miscellaneous income—less expenses | | 44 16 |
| Deficit | | \$1,746 66 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$300 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 763 54 | |
| Rents paid for lease of road..... | 1,000 00 | |
| Taxes | 179 02 | |
| Total deductions from income..... | | 2,242 56 |
| Deficit..... | | \$3,989 22 |
| Deficit from operations of year ending June 30, 1901 | | 3,989 22 |
| Deficit on June 30, 1900..... | | \$6,782 76 |
| Additions for year | | 3,989 22 |
| Deficit on June 30, 1901..... | | \$10,771 98 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$7,556 51 | | |
| Less repayments— Tickets redeemed..... | | \$3 06 | |
| Total passenger revenue | | | \$7,553 45 |
| Mail | \$1,247 26 | | |
| Express | 1,208 29 | | |
| Extra baggage and storage | 45 16 | | |
| Other items | 4 40 | | 2,505 11 |
| Total passenger earnings | | | \$10,058 56 |
| Freight: | | | |
| Freight revenue..... | \$21,336 90 | | |
| Less repayments— Overcharge to shippers..... | | \$47 49 | |
| Total freight revenue | | | 21,289 41 |
| Total passenger and freight earnings..... | | | \$31,347 97 |
| Total gross earnings from operation..... | | | \$31,347 97 |

Miscellaneous income—rent of house, \$44.16.

OPERATING EXPENSES.

| Item. | Amount. |
|---|--------------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$7,813 59 |
| Renewals of ties..... | 679 90 |
| Repairs and renewals of bridges and culverts..... | 862 33 |
| Repairs and renewals of buildings and fixtures..... | 59 90 |
| Other expenses..... | 342 79 |
| Total | \$9,758 51 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives..... | \$1,499 33 |
| Repairs and renewals of passenger cars..... | 1,318 83 |
| Repairs and renewals of freight cars..... | 11 25 |
| Other expenses..... | 11 25 |
| Total | \$2,829 41 |
| Conducting transportation: | |
| Engine and roundhouse men..... | \$2,646 72 |
| Fuel for locomotives..... | 5,852 78 |
| Water supply for locomotives..... | 189 31 |
| Oil, tallow, and waste for locomotives..... | 244 51 |
| Other supplies for locomotives..... | 244 51 |
| Train service..... | 3,227 86 |
| Train supplies and expenses..... | 198 79 |
| Switchmen, flagmen and watchmen..... | 355 00 |
| Station service..... | 1,498 51 |
| Station supplies..... | 133 23 |
| Car mileage—balance..... | 430 54 |
| Loss and damage..... | 2,636 94 |
| Advertising..... | 215 41 |
| Stationery and printing..... | 237 33 |
| Other expenses..... | 109 86 |
| Total | \$17,376 79 |
| General expenses: | |
| Salaries of general officers..... | \$1,200 00 |
| General office expenses and supplies..... | 140 26 |
| Insurance..... | 137 00 |
| Other expenses..... | 1,696 82 |
| Total | \$3,174 08 |
| Recapitulation of expenses: | |
| Maintenance of way and structures..... | \$9,758 51 |
| Maintenance of equipment..... | 2,829 41 |
| Conducting transportation..... | 17,376 79 |
| General expenses..... | 3,174 08 |
| Grand total | \$33,138 79 |

Percentage of expenses to earnings—entire line, 1.06.

RENTS PAID FOR LEASE OF ROAD.

| Name of Road. | Interest on bonds guaranteed. | Dividends on stock guaranteed. | Cash. | Total. |
|--|-------------------------------|--------------------------------|-------|------------|
| Kingfield and Dead River Railway | \$1,000 00 | ..... | ..... | \$1,000 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|-------------|---|----------------|--------------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | | Cost of road ..... | ..... | \$90,893 57 | \$90,893 57 | |
| | | Cost of equipment ..... | ..... | 5,110 00 | 5,110 00 | |
| | \$6,118 38 | Cash and current assets ..... | ..... | 6,858 32 | 739 94 | |
| | 938 95 | Other assets: | | | | |
| | | Materials and supplies ..... | ..... | 638 95 | ..... | \$300 00 |
| | 6,782 76 | Profit and loss ..... | ..... | 10,771 98 | ..... |  |
| | \$13,840 09 | Grand total ..... | ..... | \$114,272 82 | \$100,432 73 | |
| | | LIABILITIES. | | | | |
| | | Capital stock ..... | ..... | \$87,500 00 | \$87,500 00 | |
| | \$13,840 09 | Funded debt ..... | ..... | 24,000 00 | 24,000 00 | |
| | | Current liabilities ..... | ..... | 2,072 82 | ..... | \$11,767 27 |
| | | Accrued interest on funded debt not yet payable ..... | ..... | 700 00 | 700 00 | |
| | \$13,840 09 | Grand total ..... | ..... | \$114,272 82 | \$100,432 73 | |

Cost of road and equipment represents amount of capital stock issued and improvements made by new company.

IMPORTANT CHANGES DURING THE YEAR.

Extension of road from Carrabasset to Bigelow, six (6) miles, put in operation the past year. Constructed by Kingfield and Dead River Railway Company.

The bondholders of the Franklin and Megantic Railroad Company completed the organization of the new corporation, the Franklin and Megantic Railway Company, March 29, 1901.

Issued stock, \$70,000.00, and \$17,500.00 to be issued when bonds are exchanged.

Issued bonds, \$24,000.00.

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|------------------------------|----------------------|-----------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| First mortgage bonds | Strong..... | Kingfield | 15.00 | \$1,600 |

All equipment mortgaged.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|--|---------|------------------------------|----------------------------|-----------------------------|
| General officers..... | 2 | 624 | \$1,200 00 | \$1 92 |
| General Office Clerks..... | 1 | 312 | 240 00 | 77 |
| Station agents..... | 4 | 1,187 | 1,498 51 | 1 26 |
| Enginemen..... | 3 | 967 | 1,531 35 | 1 58 |
| Firemen..... | 3 | 892 | 1,115 37 | 1 25 |
| Conductors..... | 4 | 1,264 | 2,030 36 | 1 61 |
| Other trainmen..... | 3 | 954 | 1,197 50 | 1 26 |
| Carpenters..... | 2 | 529 | 744 22 | 1 41 |
| Other shopmen..... | 2 | 699 | 749 50 | 1 07 |
| Section foremen..... | 6 | 1,759 | 2,390 26 | 1 36 |
| Other trackmen..... | 12 | 3,634 | 4,622 18 | 1 27 |
| Switchmen, flagmen, and watchmen..... | 1 | 355 | 355 00 | 1 00 |
| All other employees and laborers..... | 11 | 290 | 385 05 | 1 33 |
| Total (including "general officers") | 53 | 13,154 | \$17,819 30 | \$1 35 |
| Less "general officers"..... | 2 | 624 | 1,200 00 | 1 92 |
| Total (excluding "general officers") | 51 | 12,530 | \$16,619 30 | \$1 33 |
| Distribution of above: | | | | |
| General administration..... | 2 | 624 | \$1,200 00 | \$1 92 |
| Maintenance of way and structures..... | 29 | 5,683 | 7,397 49 | 1 30 |
| Maintenance of equipment..... | 4 | 1,228 | 1,493 72 | 1 22 |
| Conducting transportation..... | 18 | 5,619 | 7,728 09 | 1 38 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|--|--------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 12,684 | | | |
| Number of passengers carried one mile..... | 198,894 | | | |
| Number of passengers carried one mile per mile of road | 6,415 | | | |
| Average distance carried, miles. | 15.68 | | | |
| Total passenger revenue | | 7,553 | 45 | |
| Average amount received from each passenger. | | | 59 | 551 |
| Average receipts per passenger per mile. | | | 03 | 798 |
| Total passenger earnings | | 10,058 | 56 | |
| Passenger earnings per mile of road | | 324 | 46 | 968 |
| Passenger earnings per train mile..... | | | 20 | 564 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 32,081 | | | |
| Number of tons carried one mile | 755,070 | | | |
| Number of tons carried one mile per mile of road..... | 24,357 | | | |
| Average distance haul of one ton, miles..... | 23.54 | | | |
| Total freight revenue. | | 21,289 | 41 | |
| Average amount received for each ton of freight ... | | | 66 | 361 |
| Average receipts per ton per mile..... | | | 02 | 820 |
| Total freight earnings..... | | 21,289 | 41 | |
| Freight earnings per mile of road | | 686 | 75 | 516 |
| Freight earnings per train mile..... | | | 76 | 288 |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 31,347 | 97 | |
| Gross earnings from operation per mile of road | | 1,011 | 22 | 484 |
| Gross earnings from operation per train mile..... | | | 51 | 918 |
| Operating expenses | | 33,133 | 79 | |
| Operating expenses per mile of road | | 1,068 | 99 | 323 |
| Operating expenses per train mile | | | 54 | 884 |
| Income from operation..... | | | | |
| Income from operation per mile of road } * | | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 32,466 | | | |
| Mileage of revenue mixed trains | 16,446 | | | |
| Mileage of revenue freight trains..... | 11,468 | | | |
| Total revenue train mileage.... | 60,380 | | | |
| Mileage of nonrevenue trains..... | 3,974 | | | |

* Deficit.

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road — whole tons. | Freight received from connecting roads and other carriers — whole tons. | Total freight tonnage — whole tons. |
|--------------------|---|---|---|
| Total tonnage..... | 29,209 | 2,872 | 32,081 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|------------------|--|---------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger..... | 2 | 2 | 2 | Eames Vacuum. | 2 | Miller. |
| Total locomotives in service..... | 2 | 2 | | | | |
| Total locomotives owned..... | 2 | 2 | | | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| Combination cars..... | 1 | 1 | 1 | Eames Vacuum.... | 1 | Miller. |
| Baggage, express and postal cars..... | 1 | 1 | 1 | Eames Vacuum.. | 1 | Miller. |
| Total..... | 2 | 2 | 2 | | 2 | |
| In freight service— | | | | | | |
| Box cars..... | 7 | 7 | | | | |
| Flat cars..... | 41 | 41 | | | | |
| Total..... | 48 | 48 | | | | |
| Total cars in service..... | | 50 | | | | |
| Total cars owned..... | | 50 | | | | |

MILEAGE.

MILEAGE OF ROAD OPERATED.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Total mileage operated (all tracks)..... | 15 | 1.70 | 16 | 31 | 6 | 1.70 | 31 |

Branch track to Gilbert's, 1.7 miles, not included in mileage operated as it was not used the past year.

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point—cents. |
|-------|---------|--|
| | | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|--------------------------------------|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 674.48 | | | 674.48 | 32,466 | 41.55 |
| Freight | | 579.96 | | | 579.96 | 27,914 | 41.55 |
| Construction | | 82.56 | | | 82.56 | 3,974 | 41.55 |
| Total | | 1,337.00 | | | 1,337.00 | 64,354 | 41.55 |
| Av. cost at distributing point | | \$4.09 | | | | | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | Maximum length. | Item. | Number. | Height of lowest above surface of rail. | |
|-------------|---------|-------------------|-----|-----------------|-----------------|-----------------------------|---------|---|-----|
| | | Ft. | In. | | | | | Ft. | In. | Ft. | In. |
| Bridges: | | | | | | Overhead Highway Crossings: | | | |
| Stone ... | | | | | | Trestles | 2 | 17 | |
| Iron | | | | | | | | | |
| Wooden | | | | | | Overhead Railway Crossings: | | | |
| Total . | | | | | | | | | |
| Trestles .. | | 823 | | | 327 | | | | |

Gauge of track, 2 feet—16.70 miles. Gauge of track, 2 feet—16 miles.

Report of the Georges Valley Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report? Georges Valley Railroad Company.

Date of organization. August 10, 1889.

Under laws of what government, state or territory organized? State of Maine, general law.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|-----------------------|-------------------------|-----------------------------|
| James Mitchell..... | West Newton, Mass. | October 1, 1901. |
| William T. Cobb | Rockland, Me. | October 1, 1901. |
| W. W. Case | Rockland, Me..... | October 1, 1901. |
| S. M. Bird..... | Rockland, Me..... | October 1, 1901. |
| A. F. Crockett..... | Rockland, Me..... | October 1, 1901. |
| A. L. Jones..... | Rockland, Me..... | October 1, 1901. |
| I. C. Thurston | Rockland, Me..... | October 1, 1901. |

Total number of stockholders at date of last election, 102.

Date of last meeting of stockholders for election of directors, October 2, 1900.

Post office address of general office, Union, Me.

Post office address of operating office, Union, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|----------------------------|----------------------|---------------------|
| Chairman of the Board..... | James Mitchell..... | Union, Maine. |
| President | James Mitchell..... | Union, Maine. |
| Secretary | W. S. Mitchell | Union, Maine. |
| Treasurer..... | W. S. Mitchell | Union, Maine. |
| General Manager | James Mitchell..... | Union, Maine. |
| Superintendent | W. S. Mitchell | Union, Maine. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|-------------------------------|-----------------|-----------------|------------------------------------|--|
| | From— | To— | | |
| Georges Valley Railroad | Warren | Union | 8.00 | |
| Branch | Main line | Lime kilns..... | .50 | |
| Total | | | 8.50 | |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|----------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common .. | 1,000 | \$100 | \$100,000 | \$100,000 | | |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|---------------------------------|-----------|---------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | Rate-%. | When payable. | Amount accrued during year. | Amount paid during year. |
| 1st mort. bonds. | 1893 | 1913 | \$50,000 | \$50,000 | \$50,000 | \$49,808 97 | 6 | Jan. & July. | \$3,000 | \$3,000 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$50,000 00 | \$50,000 00 | \$3,000 00 | \$3,000 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|------------|---|------------|
| Cash | \$660 19 | Loans and bills payable ... | \$1,948 62 |
| Total—cash and current assets. | \$660 19 | | |
| Balance—current liabilities .. | 1,288 43 | | |
| Total | \$1,948 62 | Total—current liabilities. | \$1,948 62 |

Materials and supplies on hand, \$250.00.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$100,000 00 | | | 8.50 | \$11,764 70 |
| Bonds..... | 50,000 00 | | | | |
| Total | \$150,000 00 | | | 8.50 | \$11,764 70 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|---------------------------------|--|---------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | | |
| | | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Total construction..... | | | | \$86,982 00 | \$80,982 00 | \$9,527 29 |
| Total equipment | | | | 4,172 36 | 4,172 36 | |
| Grand total cost construction, equipment, etc..... | | | | \$85,154 36 | \$85,154 36 | \$10,018 16 |

INCOME ACCOUNT.

| | | |
|--|-------------|------------|
| Gross earnings from operation..... | \$14,030 36 | |
| Less operating expenses..... | 10,118 22 | |
| Total income..... | | \$3,912 14 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$3,000 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 175 58 | |
| Taxes..... | 76 57 | |
| Total deductions from income..... | | 3,252 15 |
| Net income..... | | \$659 99 |
| Surplus from operations of year ending June 30, 1901. . . | | \$659 99 |
| Surplus on June 30, 1900..... | | 2,337 49 |
| Surplus on June 30, 1901..... | | \$3,987 48 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Total passenger revenue..... | | | \$1,883 51 |
| Mail..... | \$366 36 | \$55 25 | 311 11 |
| Express..... | 417 27 | | 417 27 |
| Total passenger earnings..... | | | \$2,611 89 |
| Freight: | | | |
| Freight revenue..... | \$14,807 05 | \$3,547 42 | \$11,259 63 |
| Other items..... | | | 158 84 |
| Total freight earnings..... | | | \$11,418 47 |
| Total passenger and freight earnings..... | | | \$14,030 36 |
| Total gross earnings from operation..... | | | \$14,030 36 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net mis- cellaneous income. |
|---------------|------------------|-------------------|-----------------------------------|
| Interest..... | \$40 38 | | \$40 38 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|--------------------|
| Maintenance of way and structures: | |
| Repairs of roadway | \$1,442 28 |
| Renewals of ties | 1,404 51 |
| Repairs and renewals of bridges and culverts | 251 18 |
| Repairs and renewals of fences, road crossings, signs, and cattle guards | 30 20 |
| Repairs and renewals of buildings and fixtures | 26 02 |
| Other expenses | 503 50 |
| Total | \$3,657 69 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives | \$148 05 |
| Repairs and renewals of passenger cars | 310 60 |
| Repairs and renewals of freight cars | 2 14 |
| Total | \$460 79 |
| Conducting transportation: | |
| Engine and roundhouse men | \$1,427 55 |
| Fuel for locomotives | 996 55 |
| Other supplies for locomotives | 140 52 |
| Train service | 805 00 |
| Train supplies and expenses | 47 76 |
| Station service | 960 00 |
| Station supplies | 82 72 |
| Car mileage—balance | 57 63 |
| Stationery and printing | 82 55 |
| Total | \$4,609 28 |
| General expenses: | |
| Salaries of general officers | \$1,200 00 |
| General office expenses and supplies | 133 21 |
| Law expenses | 1 00 |
| Stationery and printing (general offices) | 56 25 |
| Total | \$1,390 46 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$3,657 69 |
| Maintenance of equipment | 460 79 |
| Conducting transportation | 4,609 28 |
| General expenses | 1,390 46 |
| Grand total | \$10,118 22 |

Percentage of expenses to earnings, 79.24.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------------|---|----------------|--------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$80,982 00 | Cost of road..... | | \$80,982 00 | | |
| | 4,172 36 | Cost of equipment | | 4,172 36 | | |
| | 3,248 25 | Cash and current assets | | 660 19 | | |
| | 800 00 | Other assets: Materials and supplies .. . | | 250 00 | | |
| | 2,327 49 | Profit and loss..... | | 2,987 48 | | |
| | \$90,530 10 | Grand total | | \$89,052 03 | | |
| | | LIABILITIES. | | | | |
| | \$100,000 00 | Capital stock | | \$100,000 00 | | |
| | 50,000 00 | Funded debt | | 50,000 00 | | |
| | 4,596 23 | Current liabilities | | 1,288 43 | | |
| | \$154,596 23 | Grand total | | \$151,288 43 | | |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|------------------------------|----------------------|-------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| 1st mortgage 6% 20 years.... | Warren..... | Union | 8.50 | \$5,882 35 |

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number days worked. | Total yearly compensation. | Average daily compensation. |
|--|---------|---------------------------|----------------------------|-----------------------------|
| General officers..... | 2 | 365 | \$1,239 00 | \$3 39 |
| Station agents | 3 | 939 | 960 00 | 1 02 |
| Enginemen..... | 1 | 313 | 600 00 | 1 92 |
| Firemen..... | 1 | 313 | 436 10 | 1 35 |
| Conductors..... | 1 | 313 | 759 62 | 2 41 |
| Section foremen | 1 | 313 | 469 50 | 1 50 |
| Other trackmen | 3 | 647 | 873 24 | 1 35 |
| Switchmen, flagmen and watchmen. | 1 | 313 | 365 00 | 1 00 |
| Total (including "general officers") | 13 | 3,580 | \$5,702 46 | \$1 59 |
| Less "general officers"..... | 2 | 365 | 1,239 00 | |
| Total (excluding "general officers")..... | 11 | 3,215 | \$4,463 46 | \$1 39 |
| Distribution of above: | | | | |
| General administration..... | 2 | 365 | \$1,239 00 | \$3 39 |
| Maintenance of way and structures | 4 | 960 | 1,342 74 | 1 40 |
| Conducting transportation | 7 | 2,255 | 3,120 72 | 1 39 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|---|--------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Total passenger revenue | | 1,883 | 51 | |
| Total passenger earnings | | 2,611 | 89 | |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 29,196 | | | |
| Total freight revenue | | 11,259 | 63 | |
| Total freight earnings | | 11,418 | 47 | |
| Total traffic: | | | | |
| Gross earnings from operation | | 14,030 | 36 | |
| Operating expenses per mile of road | | 10,118 | 22 | |
| Car mileage, etc.: | | | | |
| Average mileage operated during year | 8.50 | | | |
| Train mileage: | | | | |
| Mileage of revenue mixed trains | 10,016 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|---------------------|--|---|-----------------------------------|
| Total tonnage | 22,090 | 7,106 | 29,196 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|-----------------------------------|---------------------------|------------------------------|------------------------------------|-------|--|-------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased | | | | | | |
| Passenger | | 1 | | | | |
| Total locomotives in service..... | | 1 | | | | |
| Total locomotives owned | | 1 | | | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| Combination cars | | 1 | | | | |
| Total..... | | 1 | | | | |
| In freight service— | | | | | | |
| Box cars..... | | 2 | | | | |
| Flat cars.. | | 3 | | | | |
| Total | | 5 | | | | |
| Total cars in service | | 6 | | | | |
| Total cars owned..... | | 6 | | | | |

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Total mileage operated. (all tracks)..... | 8 | .50 | ..... | ... | 8.50 | ..... | ..... | 8.50 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL— tons. | | WOOD— cords. | | Total fuel consumed — tons. | Miles run. | Average pounds consumed per mile. |
|--------------------|----------------|-------------|-----------------|-------|--------------------------------|------------|--------------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Mixed trains | | | | | | 10,016 | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | Maximum length. | Item. | Number. | Height of lowest above surface of rail. |
|-----------|---------|-------------------|-----|-----------------|-----------------|-----------------------------|---------|---|
| | | Ft. | In. | | | | | |
| Bridges: | | | | | | | | |
| Iron..... | 1 | 50 | | | | Overhead Highway Crossings: | | |
| Wooden. | 1 | 144 | | | | | | |
| Total . | 2 | 194 | | | | Overhead Railway Crossings: | | |

Gauge of track, 4 feet, 8½ inches—8.50 miles.

Report of the Grand Trunk Railway Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Grand Trunk Railway Company of Canada.

Date of organization. 1852.

Under laws of what government, state or territory organized.

Grand Trunk, Dominion of Canada.

Atlantic and St. Lawrence chartered in Maine, February 10, 1845.

Atlantic and St. Lawrence chartered in New Hampshire, June 30, 1847.

Atlantic and St. Lawrence chartered in Vermont October 27, 1848.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--|----------------------------------|-----------------------------|
| Sir Chas. Rivers Wilson, G. C. M. G., C. B. | London, Eng. | |
| Joseph Price | London, Eng. | |
| George Allen | London, Eng. | |
| George Von Chauvin | London, Eng. | |
| Col. Frederick Firebrace, R. E. | London, Eng. | |
| Alexander Hubbard | London, Eng. | |
| Sir Henry Mather Jackson, Bart. | London, Eng. | |
| Lewis James Seargent | London, Eng. | |
| Rt. Hon. Lord Welby of Allington, G. C. B. | London, Eng. | |
| Sir W. Lawrence Young, Bart. | London, Eng. | |
| John Alan Clutton-Brock | Bickley, Kent. | |
| Alfred W. Smithers | Homefield, Knockholt, Sevenoaks. | |

Date of last meeting of stockholders for election of directors, 30th of April, 1901.

Post office address of general office, Dashwood House, 9 New Broad St., London, E. C.

Post office address of operating office, Montreal, Canada.

OFFICERS.

| Title. | Name. | Location of Office. |
|---|--------------------------|---------------------|
| President | Sir Chas. Rivers Wilson, | London, Eng. |
| Vice President | Joseph Price | London, Eng. |
| Second Vice President and General Manager | George B. Reeve | Montreal, Que. |
| Third Vice President | Frank W. Morse | Montreal, Que. |
| Secretary | Walter Lindley | London, Eng. |
| Treasurer | Frank Scott | Montreal, Que. |
| General Solicitor | John Bell | Bellville, Ont. |
| Comptroller | William Wainwright | Montreal, Que. |
| General Auditor | H. W. Walker | Montreal, Que. |
| Chief Engineer | Joseph Hobson | Montreal, Que. |
| General Superintendent | F. H. McGuigan | Montreal, Que. |
| Traffic Manager | John W. Loud | Montreal, Que. |
| General Freight Agent | John Pullen | Montreal, Que. |
| General Passenger Agent | W. E. Davis | Montreal, Que. |
| General Ticket Agent | G. T. Bell | Montreal, Que. |
| General Baggage Agent | J. E. Quick | Toronto, Ont. |

PROPERTY OPERATED—STATE OF MAINE.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|--------------------------------|--------------------|------------------------------------|--|
| | From— | To— | | |
| Norway Branch Railroad..... | South Paris, Me.. | Norway, Me | 1.36 | |
| Atlantic and St. Lawrence R. R.. | Boundary line New Hampshire | Portland, Me | 82.60 | |
| Lewiston and Auburn Branch Railroad | Lewiston Junc ... | Lewiston, Me..... | 5.41 | |
| Total..... | | | | 89.37 |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|---------------------------|---|------------------------------------|--|
| | From— | To— | | |
| Grand Trunk R'y & branches | Boundary line Vt. | Point Edward, Ont Windsor, Ont., & Point Levi, Que. | 2,976.49 | |
| Grand Trunk R'y & branches | Boundary line Vt. | Island Pond, Vt .. | 15.64 | |
| Norway Branch | South Paris, Me.. | Norway, Me | 1.36 | |
| United States and Canada.... | International Boundary | Massena S'ps, N. Y. | 22.18 | |
| Champlain and St. Lawrence | Rouse Point, N. Y. | Canada Boundary Line | 1.21 | 3,016.88 |
| Michigan Air Line | Lenox, Mich..... | Jackson, Mich.... | ..... | 105.60 |
| Atlantic and St. Lawrence ... | Portland, Me | Island Pond, Vt .. | 149.58 | |
| Lewiston and Auburn | Lewiston Jc., Me. | Lewiston, Me..... | 5.41 | |
| Chicago, Detroit and Canada Grand Trunk Junction..... | Detroit, Mich..... | Fort Gratiot, Mich | 59.37 | |
| Cincinnati, Saga. & Makinaw | Durand, Mich | West Bay City, Mich. | 53.00 | |
| Buffalo and Lake Huron | Goderich, Ont | Fort Erie, Ont ... | 162.00 | 429.36 |
| International Railway... .. | Chaudiere Jc | Point Levi, Que .. | ..... | 3,551.84 |
| Total | | | | 5.77 |
| | | | | 3,557.61 |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|----------------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|----------------|
| | | | | | Rate. | Amount. |
| Capital stock: common | | | \$113,482,437 50 | \$109,356,584 39 | | |
| 4% guaranteed stock... preferred | | | 25,404,000 00 | 25,402,996 09 | 4% | \$1,016,119 84 |
| 1st preference | | | 16,644,000 00 | 16,644,000 00 | 6% | 997,714 36 |
| 2d preference..... | | | 12,312,666 67 | 12,312,666 67 | 3% | 369,146 48 |
| 3d preference..... | | | 34,884,535 43 | 34,884,535 43 | | |
| Total | | | \$202,727,639 60 | \$198,606,782 58 | | \$2,382,980 68 |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount issued. | INTEREST. | | | |
|--------------------------------------|----------------|-----------|------------------|-----------|---------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | Rate—%. | When payable. | Amount accrued during year. | Amount paid during year. |
| 2d equitable bonds | | 1919 | \$1,815,266 67 | 6 | ..... | \$108,916 00 | |
| Northern Railway 3d mortgage.... | | | 75,920 00 | 6 | ..... | 4,533 29 | |
| Northern Railway 1st mortgage.... | | 1902 | 2,541,373 33 | 5 | ..... | 127,068 66 | |
| Montreal & Lake Champlain Jct.... | | 1902 | 422,426 67 | 5 | ..... | 21,121 34 | |
| Midland Railway sectional. | | 1908 | 2,074,173 33 | 5 | ..... | 365,042 50 | |
| Midland Railway consolidated ... | | 1912 | 4,946,966 66 | 5 | ..... | 42,246 73 | |
| Grand Trunk, Geo. Bay & L. Erie.. | | 1903 | 864,806 67 | 5 | ..... | 23,324 12 | |
| Wellington Grey & Bruce | | 1901 | 420,480 00 | * | ..... |  |  |
| Debenture stock: | | | | | | | |
| Grand Trunk | | † | 20,782,491 67 | 5 | ..... | 1,039,124 58 | |
| Great Western..... | | † | 13,252,322 67 | 5 | ..... | 662,616 12 | |
| Grand Trunk consolidated | | † | 67,813,072 60 | 4 | ..... | 2,632,049 05 | |
| Northern consolidated..... | | † | 1,693,551 33 | 4 | ..... | 67,742 04 | |
| Bonds matured: | | | | | | | |
| Northern extension | | | 4,866 66 | | | | |
| Great Western 5½..... | | | 4,380 00 | | | | |
| Canadian government debentures. | | | 15,142,633 33 | | | | |
| Total mortgage bonds | | | \$131,854,731 59 | ..... | ..... | \$5,093,784 43 | |

* Varying.

† Perpetual.

Amount of authorized issue, amount outstanding, and cash realized on amount issued, not in report.

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|------------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$131,854,731 59 | ..... | \$5,093,784 43 | \$5,093,784 43 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1961. | |
|---|----------------|---|----------------|
| Cash..... | \$752,977 67 | Audited vouchers and acc'ts. | \$1,512,648 87 |
| Due from solvent companies and individuals | 1,826,397 05 | Wages and salaries | 956,909 05 |
| Net traffic balances due from other companies and agents | 1,011,863 80 | Dividends not called for | 83,046 00 |
| Other cash assets [excluding "materials and supplies"] | 792,825 77 | Matured interest coupons unpaid (including coupons due July 1)..... | 2,320,959 02 |
| Total—cash and current assets | \$4,384,064 29 | Miscellaneous | 1,396 239 67 |
| Balance—current liabilities.. | 1,885,738 32 | | |
| Total | \$6,269,802 61 | Total—current liabilities. | \$6,269,802 61 |

Materials and supplies on hand, \$3,124,979.60.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|------------------|----------------------|--------------------------|--------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$202,727,639 60 | \$202,727,639 60 | ..... | 3,138.49 | \$64,594 00 |
| Bonds | 131,854,731 59 | 131,854,731 59 | ..... | 3,138.49 | 42,012 00 |
| Total | \$334,582,371 19 | \$334,582,371 19 | ..... | 3,138.49 | \$106,606 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|------------------|------------------|------------------|--------------------------|-----------|
| | | | | Miles. | Amount. |
| Grand Trunk Railway | \$202,727,639 60 | \$131,854,731 59 | \$334,582,371 19 | 3,138.49 | \$106,606 |
| Atlantic & St. Lawrence R.R. | 5,484,000 00 | 3,438,000 00 | 8,922,000 00 | 165.22 | 54,001 |
| Norway Branch R. R. | 8,750 00 | ..... | 8,750 00 | 1.36 | 6,434 |
| Lewiston & Auburn R'y | 300,000 00 | ..... | 300,000 00 | 5.41 | 55,453 |
| United States & Canada R.R. | 230,000 00 | 433,470 00 | 663,470 00 | 22.18 | 29,918 |
| Champlain & St. Lawrence R. R. | 50,000 00 | ..... | 50,000 00 | 1.21 | 41,322 |
| Chicago, Detroit & Canada Trunk Jct. R'y | 1,095,000 00 | 1,786,141 46 | 2,881,141 46 | 59.37 | 48,529 |
| Michigan Air Line R'y | 300,000 00 | 1,508,666 67 | 1,808,666 67 | 105.60 | 17,128 |
| Cincinnati, Saganaw & Mackinaw R. R. | 1,500,000 00 | ..... | 1,500,000 00 | 53.00 | 28,302 |
| Grand total | \$211,695,389 60 | \$139,021,009 72 | \$350,716,399 32 | 3,551.84 | \$98,742 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|--|---------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | | |
| | | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Grand total cost construction, equipment, etc. | | | | \$321,096,389 83 | \$323,131,223 25 | \$103,276 17 |

INCOME ACCOUNT.

| | | |
|---|-----------------|----------------|
| Gross earnings from operation. | \$22,907,466 81 | |
| Less operating expenses..... | 15,232,876 12 | |
| Income from operation..... | | \$7,674,590 69 |
| Dividends on stocks owned. | \$125,858 20 | |
| Interest on bonds owned..... | 502,795 31 | |
| Miscellaneous income—less expenses..... | 275,815 32 | |
| Income from other sources..... | | 904,468 83 |
| Total income | | \$8,579,059 52 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$5,093,784 43 | |
| Interest on interest-bearing current liabilities accrued not otherwise provided for..... | 75,433 34 | |
| Rents paid for lease of road..... | 733,843 44 | |
| Taxes..... | 229,151 71 | |
| Other deductions..... | 31,344 77 | |
| Total deductions from income | | 6,163,557 69 |
| Net income | | \$2,415,501 83 |
| Dividends, preferred stock..... | | 2,382,980 68 |
| Surplus from operations of year ending June 30, 1901 | | \$32,521 15 |
| Surplus on June 30, 1900..... | | 1,636 87 |
| Surplus on June 30, 1901..... | | \$34,158 02 |

EARNINGS FROM OPERATION—ENTIRE LINE.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Total passenger revenue..... | | | \$6,090,974 40 |
| Mail..... | | | 413,600 60 |
| Express..... | | | 660,579 24 |
| Total passenger earnings..... | | | \$7,165,154 24 |
| Total freight revenue. | | | 15,054,416 86 |
| Total passenger and freight earnings..... | | | \$22,219,571 10 |
| Other earnings from operation..... | | | 687,895 71 |
| Total gross earnings from operation— entire line..... | | | \$22,907,466 81 |

Total gross earnings from operation, Maine: $\frac{89.37}{3,557.61}$ miles. Mileage proportion for Maine to total transportation earnings, \$22,219,571.10=588,173.34.

STOCKS OWNED.

| Railway Stocks. | Total par value. | Rate—%. | Income or interest received. | Valuation. |
|-----------------------------------|------------------|---------|------------------------------|------------|
| Michigan Air Line Railway..... | \$300,000 00 | | | |
| OTHER STOCKS. | | | | |
| International Bridge Company..... | | | \$125,858 20 | |

BONDS OWNED.

| Name. | Total par value. | Rate—%. | Income or dividend received. | Valuation. |
|--|------------------|---------|------------------------------|------------|
| Toledo, Saginaw and Muskegon Railway..... | | | \$37,425 83 | |
| Central Vermont Railway..... | | | 30,052 00 | |
| Grand Trunk Western Railway | | | 140,171 48 | |
| Grand Trunk Junction Railway..... | | | 95,338 00 | |
| Detroit, Grand Haven and Milwaukee R'y, eq.. | | | 1,860 00 | |
| Detroit, Grand Haven and Milwaukee R'y, con. | | | 20,826 00 | |
| Michigan Air Line Railway | | | 52,122 00 | |
| St. Clair Tunnel Company..... | | | 125,000 00 | |
| Total | | | \$502,795 31 | |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net miscellaneous income. |
|--------------------------------|---------------|----------------|---------------------------|
| General interest account | \$275,815 32 | | \$275,815 32 |

GRAND TRUNK RAILWAY.

IOI

OPERATING EXPENSES.

| Item. | Amount. |
|---|-----------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$1,299,990 25 |
| Renewals of rails..... | 271,827 92 |
| Renewals of ties..... | 407,628 69 |
| Repairs and renewals of bridges and culverts..... | 677,433 11 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 99,363 06 |
| Repairs and renewals of buildings and fixtures..... | 380,356 36 |
| Repairs and renewals of docks and wharves..... | 15,345 15 |
| Repairs and renewals of telegraph..... | 2,028 74 |
| Stationery and printing..... | 1,492 42 |
| Other expenses..... | 125,095 84 |
| Total..... | \$3,280,561 54 |
| Maintenance of equipment: | |
| Superintendence..... | \$143,305 38 |
| Repairs and renewals of locomotives..... | 1,318,042 64 |
| Repairs and renewals of passenger cars..... | 372,781 17 |
| Repairs and renewals of freight cars..... | 984,166 19 |
| Repairs and renewals of work cars..... | 27,627 31 |
| Repairs and renewals of marine equipment..... | 4,104 83 |
| Repairs and renewals of shop machinery and tools..... | 123,424 03 |
| Stationery and printing..... | 6,618 79 |
| Other expenses..... | 123,125 50 |
| Total..... | \$3,053,195 84 |
| Conducting transportation: | |
| Superintendence..... | \$230,534 29 |
| Engine and roundhouse men..... | 1,357,995 88 |
| Fuel for locomotives..... | 2,360,834 56 |
| Water supply for locomotives..... | 87,045 53 |
| Oil, tallow and waste for locomotives..... | 59,291 10 |
| Other supplies for locomotives..... | 18,898 82 |
| Train service..... | 991,197 27 |
| Train supplies and expenses..... | 187,102 22 |
| Switchmen, flagmen and watchmen..... | 412,869 68 |
| Telegraph expenses..... | 271,957 69 |
| Station service..... | 1,004,837 42 |
| Station supplies..... | 117,639 67 |
| Switching charges—balance..... | 17,546 47 |
| Car mileage—balance..... | 296,099 00 |
| Hire of equipment—balance..... | 28,408 40 |
| Loss and damage..... | 87,939 71 |
| Injuries to persons..... | 73,154 36 |
| Clearing wrecks..... | 27,415 33 |
| Operating marine equipment..... | 26,988 61 |
| Advertising..... | 78,609 07 |
| Outside agencies..... | 275,860 15 |
| Commissions..... | 68,716 60 |
| Stock yards and elevators..... | 3,420 72 |
| Rents for tracks, yards and terminals..... | 36,254 29 |
| Rents of buildings and other property..... | 79,377 19 |
| Stationery and printing..... | 87,178 02 |
| Other expenses..... | 19,847 38 |
| Total..... | \$8,317,021 42 |
| General expenses: | |
| Salaries of general officers..... | \$114,608 42 |
| Salaries of clerks and attendants..... | 159,021 95 |
| General office expenses and supplies..... | 42,415 79 |
| Insurance..... | 94,177 57 |
| Law expenses..... | 99,383 80 |
| Stationery and printing (general offices)..... | 14,302 70 |
| Other expenses..... | 58,187 09 |
| Total..... | \$582,097 32 |
| Recapitulation of expenses: | |
| Maintenance of way and structure..... | \$3,280,561 54 |
| Maintenance of equipment..... | 3,053,195 84 |
| Conducting transportation..... | 8,317,021 42 |
| General expenses..... | 582,097 32 |
| Total..... | \$15,232,876 12 |

Percentage of expenses to earnings—Maine, 81.84.

RENTS PAID FOR LEASE OF ROAD.

| Name of Road. | Interest on bonds guaranteed. | Dividends on stock guaranteed. | Cash. | Total. |
|---|-------------------------------|--------------------------------|--------------|--------------|
| Atlantic & St. Lawrence Railroad | | \$330,598 00 | | |
| Lewiston & Auburn Railway..... | | 18,000 00 | | |
| Chicago, Detroit & Canada Grand Trunk Junction Railway..... | | 22,966 28 | | |
| Buffalo & Lake Huron | | | \$340,696 66 | |
| Cincinnati, Saganaw & Mackinaw R. R. | | | 21,612 50 | |
| Total rents | | \$371,564 28 | \$362,279 16 | \$733,843 44 |

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|--------------------------|-------------------------------|---|-------|-------------|
| Sundry rents | | | | \$36,254 29 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|------------------|---------------------------|----------------|------------------|----------------------------|--------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$321,096,389 83 | { Cost of road.. } | | | | |
| | 3,730,748 44 | { Cost of equip- } | | | | |
| | 7,435,298 47 | ment..... | | | | |
| | | Bonds owned..... | | \$323,131,223 25 | \$2,034,833 42 | |
| | | Cash and current | | 7,042,981 88 | 3,312,233 44 | |
| | | assets..... | | 4,384,064 29 | | 3,051,234 18 |
| | 1,893,256 08 | Other assets: | | | | |
| | | Materials and sup- | | 3,124,979 60 | 1,231,723 52 | |
| | | plies | | | | |
| | \$334,155,692 82 | Grand total | | \$337,683,249 02 | \$3,527,556 20 | |
| | | LIABILITIES. | | | | |
| | \$198,600,782 58 | Capital stock | | \$198,600,782 58 | | |
| | 128,623,678 59 | Funded debt | | 131,854,731 59 | \$3,231,053 00 | |
| | 6,172,106 26 | Current liabilities | | 6,269,802 61 | 97,696 35 | |
| | 757,488 52 | Accrued interest | | | | |
| | | on funded debt | | 923,774 22 | 166,285 70 | |
| | | not yet payable, | | 34,158 02 | 32,521 15 | |
| | 1,636 87 | Profit and loss.... | | | | |
| | \$334,155,892 82 | Grand total | | \$337,683,249 02 | \$3,527,556 20 | |

EMPLOYEES AND SALARIES—STATE OF MAINE.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers | 3 | 193 | \$3,621 63 | \$18 76 |
| Other officers..... | 16 | 2,581 | 7,533 10 | 2 92 |
| General office clerks..... | 13 | 3,806 | 5,025 09 | 1 32 |
| Station agents..... | 21 | 7,665 | 13,656 80 | 1 78 |
| Other station men | 153 | 59,763 | 96,889 00 | 1 62 |
| Enginemen..... | 45 | 12,026 | 37,880 85 | 3 15 |
| Firemen..... | 31 | 12,026 | 23,450 06 | 1 95 |
| Conductors..... | 25 | 5,029 | 13,478 50 | 2 68 |
| Other trainmen..... | 60 | 10,058 | 20,116 40 | 2 00 |
| Machinists | 18 | 5,789 | 10,950 59 | 1 89 |
| Carpenters | 45 | 12,491 | 24,109 80 | 1 93 |
| Other shopmen | 25 | 7,226 | 14,752 68 | 2 04 |
| Section foremen | 20 | 6,439 | 10,986 22 | 1 70 |
| Other trackmen..... | 58 | 18,769 | 23,015 55 | 1 23 |
| Switchmen, flagmen and watchmen..... | 49 | 19,633 | 32,747 92 | 1 67 |
| Telegraph operators and dispatchers..... | 7 | 3,110 | 4,089 75 | 1 32 |
| All other employees and laborers | 126 | 41,653 | 67,681 67 | 1 63 |
| Total (including "general officers")—Maine. | 715 | 228,257 | \$410,085 61 | \$1 80 |
| Less "general officers"..... | 3 | 193 | 3,621 62 | 18 76 |
| Total (excluding "general officers")—Maine. | 712 | 228,064 | \$406,463 99 | \$1 78 |
| Distribution of above: | | | | |
| General administration..... | 16 | 3,999 | \$8,646 72 | \$2 16 |
| Maintenance of way and structures..... | 168 | 48,182 | 72,060 85 | 1 48 |
| Maintenance of equipment..... | 133 | 42,624 | 78,762 02 | 1 85 |
| Conducting transportation | 398 | 133,452 | 250,616 02 | 1 88 |

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE, AND RATES. | | |
|---|--|---------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 7,094,309 | | | |
| Total passenger revenue | | 6,090,974 | 40 | |
| Average amount received from each passenger | | | 85 | 857 |
| Total passenger earnings | | 7,165,154 | 84 | |
| Passenger earnings per mile of road | | 2,014 | 04 | |
| Passenger earnings per train mile | | | 91 | 472 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue.... | 10,790,468 | | | |
| Number of tons carried one mile | 2,366,999,365 | | | |
| Number of tons carried one mile per mile of road | 665,334 | | | |
| Average distance haul of one ton, miles | 219.28 | | | |
| Total freight revenue | | 15,054,416 | 86 | |
| Average amount received for each ton of freight | | | 139 | 515 |
| Average receipts per ton per mile | | | 636 | |
| Total freight earnings | | 15,054,416 | 86 | |
| Freight earnings per mile of road | | 4,231 | 61 | |
| Freight earnings per train mile | | | 137 | 219 |
| Total traffic: | | | | |
| Gross earnings from operation | | 22,907,466 | 81 | |
| Gross earnings from operation per mile of road | | 6,439 | | |
| Gross earnings from operation per train mile | | | 129 | 180 |
| Operating expenses | | 15,232,876 | 12 | |
| Operating expenses per mile of road | | 4,281 | 77 | |
| Operating expenses per train mile | | | 85 | 900 |
| Income from operation | | 7,674,590 | 69 | |
| Income from operation per mile of road | | 2,157 | 23 | |
| Car mileage, etc: | | | | |
| Mileage of passenger cars | 31,669,367 | | | |
| Average number of passenger cars in train | 4.04 | | | |
| Mileage of loaded freight cars—north or east. | 189,721,111 | | | |
| Mileage of loaded freight cars—south or west. | | | | |
| Mileage of empty freight cars—north or east. | 77,442,258 | | | |
| Mileage of empty freight cars—south or west. | | | | |
| Average number of freight cars in train | 24.35 | | | |
| Average number of loaded cars in train | 17.30 | | | |
| Average number of empty cars in train | 7.05 | | | |
| Average number of tons of freight in train | 215.72 | | | |
| Average number of tons of freight in each loaded car. | 12.48 | | | |
| Average mileage operated during year | 3,557.61 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 6,760,523 | | | |
| Mileage of revenue mixed trains | 1,072,656 | | | |
| Mileage of revenue freight trains | 9,899,852 | | | |
| Total revenue train mileage | 17,733,031 | | | |
| Mileage of nonrevenue trains | 4,313,552 | | | |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|------------------------------------|-------|--|-------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Total locomotives owned..... | | 805 | | | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | | 447 | | | | |
| Second-class cars..... | | 111 | | | | |
| Combination cars | | 95 | | | | |
| Emigrant cars | | 7 | | | | |
| Baggage, express and postal cars | | 177 | | | | |
| Total | | 837 | | | | |
| In freight service— | | | | | | |
| Box cars..... | | 16,854 | | | | |
| Flat cars | | 4,486 | | | | |
| Stock cars..... | | 2,240 | | | | |
| Coal cars | | 1,835 | | | | |
| Bark vans..... | | 339 | | | | |
| Total | | 24,754 | | | | |
| In company's service— | | | | | | |
| Officers' and pay car..... | | | | | | |
| Gravel cars | | | | | | |
| Derrick cars | | | | | | |
| Caboose cars..... | | | | | | |
| Other road cars..... | | | | | | |
| Total cars in service | | 26,081 | | | | |
| Total cars owned..... | | 26,081 | | | | |

All rolling stock is equipped with air brake and automatic couplers.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|--------------------------------------|-------------------------|--------|----------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track | 3,016.58 | | 105.60 | 429.36 | 5.77 | 3,557.61 | | 3,557.61 |
| Miles of second track | 456.00 | | | | | 456.00 | | 456.00 |
| Miles of yard track and sidings..... | 741.97 | | 10.45 | 148.58 | | 901.00 | 10.25 | 890.75 |
| Total mileage operated (all tracks)..... | 4,214.85 | | 116.05 | 577.94 | 5.77 | 4,914.61 | 10.25 | 4,904.36 |

MILEAGE—CONCLUDED.

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

| State or Territory. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Line operated under lease. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|-------------------------|-----------------------------------|--------|---------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Canada | 3,144.26 | | | | 3,144.26 | | | 3144.26 |
| Maine | 82.60 | | | 6.77 | 89.37 | | | 89.37 |
| New Hampshire..... | 52.06 | | | | 52.06 | | | 52.06 |
| Vermont..... | 30.56 | | | | 30.56 | | | 30.56 |
| New York..... | 23.39 | | | | 23.39 | | | 23.39 |
| Michigan..... | | | 105.60 | 112.37 | 217.97 | | | 217.97 |
| Total mileage operated (single track) | 3,332.89 | | 105.60 | 119.14 | 3,557.61 | | | 3557.61 |

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

| State or Territory. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage owned. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------|-----------------------------------|--------|---------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Canada..... | 3,144.26 | | 2,976.76 | | | 3144.26 |
| Maine | 82.60 | | | | | 82.60 |
| New Hampshire | 52.06 | | | | | 52.06 |
| Vermont..... | 30.56 | | | | | 30.56 |
| New York..... | 23.39 | | 1.21 | | | 23.39 |
| Total mileage owned (single track) | 3,332.87 | | 2,977.97 | | | 3332.87 |

MILEAGE OF ROAD OPERATED IN MAINE (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track | 82.60 | | 6.77 | 89.37 | | 89.37 |
| Miles of yard track and sidings.. | 43.12 | | | 43.12 | | 43.12 |
| Total mileage operated (all tracks)..... | 125.72 | | 6.77 | 132.49 | | 132.49 |

MILEAGE OF LINE OPERATED IN MAINE.

| | | | | | | |
|------------|-------|--|------|-------|--|-------|
| Maine..... | 82.60 | | 6.77 | 89.37 | | 89.37 |
|------------|-------|--|------|-------|--|-------|

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING THE YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---------------------------------|----------|----------------------|--|-----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point—cts. |
| Steel | 2,804.28 | 50 | \$30 00 | Cedar | 30,306 | 31½ |
| | | | | Pine..... | 7,208 | 44 |
| | | | | Oak | 10,652 | 43 |
| | | | | Culls | 2,278 | 19 |
| | | | | (35 switch sets \$70 each.) | | |
| | | | | Total..... | 50,444 | 35 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|--------------------------------------|-------------|-------------|-------------|--------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 6,432.50 | | 30.00 | 6,447.50 | 213,670 | 60.35 |
| Freight | | 28,309.00 | | 180.00 | 28,399.00 | 473,316 | 120.00 |
| Switching | | 4,790.00 | | 10.00 | 4,795.00 | 215,998 | 44.40 |
| Construction | | 1,835.25 | | 6.00 | 1,888.25 | 85,504 | 43.00 |
| Total | | 41,366.75 | | 226.00 | 41,479.75 | 988,478 | 83.93 |
| Av. cost at distributing point | | \$3.28 | | \$1.10 | | | |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS—STATE OF MAINE.

| Kind of Accident. | EMPLOYEES. | | | | | | | |
|--|------------|----------|-----------------------------------|----------|------------------|----------|---------|----------|
| | Trainmen. | | Switchmen, flagmen, and watchmen. | | Other employees. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling or uncoupling | | | | 1 | | | | 1 |
| Collisions | 3 | | | 5 | | | 3 | 5 |
| Deraillments | 1 | | | 1 | | | 1 | 1 |
| Parting of trains | | 2 | | | | | | 2 |
| Falling from trains, locomotives, or cars | | 3 | | 2 | | | | 5 |
| Jumping on or off trains, locomotives, or cars | | 1 | | 2 | | 1 | | 4 |
| Struck by trains, locomotives, or cars | | | | | 1 | 2 | 1 | 2 |
| Overhead obstructions | | 1 | | | | | | 1 |
| Other causes | | 3 | | | | | | 3 |
| Total | 4 | 10 | | 11 | 1 | 3 | 5 | 24 |

| Kind of Accident. | OTHERS. | | | | | | | |
|--|-------------|----------|---------|----------|-------------------------------|----------|---------|----------|
| | PASSENGERS. | | | | Not Trespassing. trespassing. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Falling from trains, locomotives or cars | | | | 1 | | | | 1 |
| Struck by trains, locomotives or cars: | | | | | | | | |
| At highway crossings | | | | | | 1 | | 1 |
| At other points along track | | | | 1 | | | | 1 |
| Total | | | | 2 | | 1 | | 3 |

| Summary. | Total. | |
|------------------|---------|----------|
| | Killed. | Injured. |
| Employees | 5 | 24 |
| Passengers | | 3 |
| Others | | |
| Total | 5 | 27 |

ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS—MAINE.

| Kind of Accident. | EMPLOYEES. | | | | | | | | Total Employees. | |
|-----------------------------|--------------|----------|----------|----------|-----------|----------|------------------|----------|------------------|----------|
| | Station men. | | Shopmen. | | Trackmen. | | Other Employees. | | Killed. | Injured. |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | |
| Handling traffic..... | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| Handling supplies, etc..... | | | | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Total..... | | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 |

BRIDGES, TRESTLES, TUNNELS, Etc.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-------------------|---------|-------------------|-----|-----------------|-----|-----------------|-----|-----------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Stone ... | 1 | 15 | | 15 | | 15 | | Trestles | 4 | 15.10 | |
| Iron and steel .. | 35 | 2,335.4 | | 14 | | 324 | | Overhead Railway Crossings: | | | |
| Total . | 36 | 2,350.4 | | | | | | Bridges | 3 | 16.5 | |
| Trestles .. | 2 | 200 | | 60 | | 140 | | | | | |

Gauge of track, 4 feet, 8½ inches—89.37 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|---------------------------------|---------------------------------|
| 89.37 | | The Great Northwestern Tel. Co. | The Great Northwestern Tel. Co. |

**Report of the Kennebec Central Railroad Company for the
Year Ending June 30, 1901.
[Narrow Gauge—Two Feet.]**

HISTORY.

Name of common carrier making this report? Kennebec Central Railroad Company.

Date of organization. October 3, 1889.

Under laws of what government, state or territory organized? State of Maine.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|----------------------|----------------------|-----------------------------|
| Weston Lewis..... | Gardiner, Me | September 16, 1901. |
| A. C. Stilphen | Gardiner, Me | September 16, 1901. |
| J. S. Maxcy | Gardiner, Me | September 16, 1901. |
| F. S. Thorne | Gardiner, Me | September 16, 1901. |
| J. C. Atkins..... | Gardiner, Me | September 16, 1901. |

Total number of stockholders at date of last election, 79.

Date of last meeting of stockholders for election of directors, September 17, 1900.

Post office address of general office, Gardiner, Me.

Post office address of operating office, Gardiner, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|------------------------------|-------------------------|---------------------|
| Chairman of the Board..... | Weston Lewis | Gardiner, Me. |
| President | Weston Lewis | Gardiner, Me. |
| Secretary | H. S. Webster..... | Gardiner, Me. |
| Treasurer..... | P. H. Winslow..... | Gardiner, Me. |
| Attorney..... | A. C. Stilphen | Gardiner, Me. |
| Auditor | A. C. Stilphen..... | Gardiner, Me. |
| General Manager | Weston Lewis | Gardiner, Me. |
| Chief Engineer | Frederic Danforth | Gardiner, Me. |
| General Superintendent..... | F. A. Lawton | Gardiner, Me. |
| General Freight Agent..... | P. H. Winslow..... | Gardiner, Me. |
| General Passenger Agent..... | P. H. Winslow..... | Gardiner, Me. |
| General Ticket Agent | P. H. Winslow | Gardiner, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---------------------------------|----------------|-------------|------------------------------------|--|
| | From— | To— | | |
| Kennebec Central Railroad | Randolph | Togus | 5 | |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common .. | 500 | \$100 | \$50,000 | \$40,000 | 6% | \$2,400 00 |
| Payments on stock not issued | | | | 1,250 | | |
| Total | 500 | \$100 | \$50,000 | \$41,250 | | \$2,400 00 |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: | | | | | | |
| Common | | | | | 400 | \$40,000 00 |
| Payments on stock not issued | | | | | | 1,250 00 |
| Total | | | | | 400 | \$41,250 00 |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate—%. | INTEREST. | | |
|------------------------------|------------------|-----------------|-----------------------------|----------------|---------------------|---------------------------------|---------|---------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| 1st mort. bonds. | Nov. 15, 1890... | Nov. 15, 1910.. | \$40,000 | \$40,000 | \$30,000 | \$30,000 | 5 | May & Nov. | \$1,500 | \$1,500 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$40,000 00 | \$30,000 00 | \$1,500 00 | \$1,500 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|------------|---|------------|
| Cash | \$2,777 64 | Audited vouchers and accounts..... | \$774 71 |
| Due from agents | 420 11 | Wages and salaries | 444 64 |
| Due from solvent companies and individuals | 782 35 | Total—current liabilities. | \$1,219 35 |
| Total—cash and current assets. | \$3,980 10 | Balance—cash assets | 2,760 75 |
| | | Total | \$3,980 10 |

Materials and supplies on hand, \$301.62.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|----------------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$41,250 00 | \$41,250 00 | ..... | 5 | \$8,250 00 |
| Bonds..... | 30,000 00 | 30,000 00 | ..... | 5 | 6,000 00 |
| Total | \$71,250 00 | \$71,250 00 | ..... | 5 | \$14,250 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|-----------------------------|----------------|--------------|-------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Kennebec Central Railroad.. | \$41,250 00 | \$30,000 00 | \$71,250 00 | 5 | \$14,250 00 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|---------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating ex- | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction: | | | | | |
| Engineering | | | \$4,639 57 | \$4,639 57 | \$927 91 |
| Right of way and station grounds | | | 5,564 99 | 5,564 99 | 1,112 99 |
| Real estate | | | 2,200 00 | 2,200 00 | 440 00 |
| Grading | | | 17,609 05 | 17,609 05 | 3,521 81 |
| Bridges, trestles and culverts... .. | | | 338 32 | 338 32 | 67 66 |
| Ties and superstructure | | | 11,455 68 | 11,455 68 | 2,291 13 |
| Rails..... | | | 10,241 05 | 10,241 05 | 2,048 21 |
| Crossings, cattle guards and signs..... | | | 275 48 | 275 48 | 55 09 |
| Station buildings and fixtures..... | | | 5,943 18 | 5,943 18 | 1,188 63 |
| Shops, roundhouses and turntables..... | | | 3,250 00 | 3,250 00 | 650 00 |
| Total construction .. | | | \$61,517 32 | \$61,517 32 | \$12,303 46 |
| Equipment: | | | | | |
| Locomotives. | | | \$8,224 85 | \$8,224 85 | \$1,644 97 |
| Passenger cars | | | 9,663 07 | 9,663 07 | 1,932 61 |
| Freight cars..... | | | 2,173 41 | 2,173 41 | 434 68 |
| Total equipment..... | | | \$20,061 33 | \$20,061 33 | \$4,012 26 |
| Total construction .. | | | 61,517 32 | 61,517 32 | 12,303 46 |
| Grand total cost construction, equipment, etc | | | \$81,578 65 | \$81,578 65 | \$16,315 73 |

INCOME ACCOUNT.

| | | |
|--|-------------|-------------|
| Gross earnings from operation..... | \$16,119 16 | |
| Less operating expenses..... | 10,381 21 | |
| Income from operation | \$5,737 95 | |
| Total income | | \$5,737 95 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$1,500 00 | |
| Taxes | 314 52 | |
| Total deductions from income..... | | 1,814 52 |
| Net income | | \$3,923 43 |
| Dividends, 6 per cent, common stock..... | | 2,400 00 |
| Surplus from operations of year ending June 30, 1901 | | \$1,523 43 |
| Surplus on June 30, 1900..... | | 11,720 09 |
| Surplus on June 30, 1901..... | | \$13,243 52 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, accounts of repayments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger: | | | |
| Passenger revenue..... | | | \$7,401 04 |
| Mail | | | 310 80 |
| Express | | | 413 96 |
| Other items | | | 44 56 |
| Total passenger earnings..... | | | \$8,170 36 |
| Freight: | | | |
| Freight revenue..... | \$7,762 81 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$4 01 | |
| Total freight revenue..... | | | \$7,758 80 |
| Total passenger and freight earnings..... | | | \$15,929 16 |
| Other earnings from operation: | | | |
| Rents not otherwise provided for.... | | | 190 00 |
| Total gross earnings from operation.. | | | \$16,119 16 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|-------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$1,801 85 |
| Renewals of ties..... | 133 00 |
| Repairs and renewals of bridges and culverts..... | 109 94 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 122 18 |
| Repairs and renewals of buildings and fixtures..... | 42 83 |
| Total | \$2,209 80 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives..... | \$633 32 |
| Repairs and renewals of passenger cars..... | 164 39 |
| Repairs and renewals of freight cars..... | 82 19 |
| Total | \$879 90 |
| Conducting transportation: | |
| Superintendence..... | \$550 00 |
| Engine and roundhouse men..... | 1,504 79 |
| Fuel for locomotives..... | 1,100 73 |
| Water supply for locomotives..... | 129 40 |
| Other supplies for locomotives..... | 84 03 |
| Train service..... | 1,248 05 |
| Train supplies and expenses..... | 113 25 |
| Switchmen, flagmen and watchmen..... | 427 05 |
| Station service..... | 960 00 |
| Station supplies..... | 236 58 |
| Advertising..... | 141 75 |
| Stationery and printing..... | 85 52 |
| Total | \$6,581 15 |
| General expenses: | |
| Salaries of general officers..... | \$500 00 |
| Insurance..... | 96 50 |
| Law expenses..... | 51 00 |
| Other expenses..... | 62 86 |
| Total | \$710 36 |
| Recapitulation of expenses: | |
| Maintenance of way and structures..... | \$2,209 80 |
| Maintenance of equipment..... | 879 90 |
| Conducting transportation..... | 6,581 15 |
| General expenses..... | 710 36 |
| Grand total..... | \$10,381 21 |

Percentage of expenses to earnings—entire line, .64.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|-------------|--|----------------|-------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$61,517 32 | Cost of road..... | | \$61,517 32 | | |
| | 20,061 33 | Cost of equipment | | 20,061 33 | | |
| | 3,286 62 | Cash and current assets..... | | 3,980 10 | \$693 48 | |
| | | Other assets: | | | | |
| | 301 62 | Materials and supplies | | 301 62 | | |
| | \$85,166 89 | Grand total | | \$85,860 37 | \$693 48 | |
| | | LIABILITIES. | | | | |
| | \$40,000 00 | Capital stock | | \$40,000 00 | | |
| | 1,250 00 | Capital stock pay-ments | | 1,250 00 | | |
| | 30,000 00 | Funded debt..... | | 30,000 00 | | |
| | 2,049 30 | Current liabilities | | 1,219 35 | | \$829 95 |
| | 147 50 | Accrued interest on funded debt not yet payable..... | | 147 50 | | |
| | 11,720 09 | Profit and loss.... | | 13,243 52 | 1,523 43 | |
| | \$85,166 89 | Grand total | | \$85,860 37 | \$693 48 | |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|--------------------------------|----------------------|----------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| First mortgage bonds | Randolph | Togus. | 5 | \$8,000 |

All equipment mortgaged.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|--|---------|------------------------------|----------------------------|-----------------------------|
| General officers..... | 1 | 312 | \$500 00 | \$1 60 |
| Other officers | 1 | 333 | 550 00 | 1 65 |
| Station agents..... | 2 | 628 | 960 00 | 1 53 |
| Enginemen..... | 2 | 455 | 910 00 | 2 00 |
| Firemen..... | 2 | 396 | 594 79 | 1 50 |
| Conductors..... | 1 | 325 | 650 00 | 2 00 |
| Other trainmen | 1 | 374 | 588 05 | 1 60 |
| Section foremen | 1 | 322 | 644 00 | 2 00 |
| Other trackmen..... | 3 | 875 | 1,094 58 | 1 25 |
| Switchmen, flagmen, and watchmen..... | 1 | 365 | 427 05 | 1 17 |
| Total (including "general officers") | 15 | 4,385 | \$6,928 47 | \$1 58 |
| Less "general officers" | 1 | 312 | 500 00 | 1 60 |
| Total (excluding "general officers")..... | 14 | 4,073 | \$6,428 47 | \$1 58 |
| Distribution of above: | | | | |
| General administration..... | 2 | 645 | \$1,050 00 | \$1 63 |
| Maintenance of way and structures | 4 | 1,197 | 1,738 58 | 1 45 |
| Maintenance of equipment..... | 1 | 365 | 427 05 | 1 17 |
| Conducting transportation..... | 8 | 2,178 | 3,712 84 | 1 70 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|--|--------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 71,699 | | | |
| Number of passengers carried one mile..... | 350,927 | | | |
| Number of passengers carried one mile per mile of road | 70,185 | | | |
| Average distance carried, miles. | 4.89 | | | |
| Total passenger revenue | | 7,401 | 04 | |
| Average amount received from each passenger. | | | 10 | 322 |
| Average receipts per passenger per mile. | | | 02 | 108 |
| Total passenger earnings | | 8,170 | 36 | |
| Passenger earnings per mile of road | | 1,634 | 07 | 2 |
| Passenger earnings per train mile..... | | | 42 | 180 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 5,512 | | | |
| Number of tons carried one mile | 27,560 | | | |
| Number of tons carried one mile per mile of road..... | 5,512 | | | |
| Average distance haul of one ton, miles..... | 5.00 | | | |
| Total freight revenue. | | 7,758 | 80 | |
| Average amount received for each ton of freight ... | | | 1 | 40 |
| Average receipts per ton per mile..... | | | 28 | 152 |
| Total freight earnings..... | | 7,758 | 80 | |
| Freight earnings per mile of road | | 1,561 | 76 | |
| Freight earnings per train mile..... | | | 3 | 10 |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 16,119 | 16 | |
| Gross earnings from operation per mile of road | | 3,223 | 83 | 2 |
| Gross earnings from operation per train mile..... | | | 83 | 217 |
| Operating expenses. | | 10,381 | 21 | |
| Operating expenses per mile of road..... | | 2,076 | 24 | 2 |
| Operating expenses per train mile | | | 53 | 594 |
| Income from operation..... | | 5,737 | 95 | |
| Income from operation per mile of road..... | | 1,147 | 59 | |
| Car mileage, etc.: | | | | |
| Average number of passengers in train..... | 18 | | | |
| Average number of tons of freight in each loaded car. | 11.02 | | | |
| Average mileage operated during year | 5 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 16,870 | | | |
| Mileage of revenue mixed trains | 2,500 | | | |
| Total revenue train mileage..... | 19,370 | | | |
| Mileage of nonrevenue trains..... | 3,250 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road— whole tons. | Freight received from connecting roads and other carriers— whole tons. | Total freight tonnage— whole tons. |
|--------------------|--|--|--|
| Total tonnage..... | | 5,512 | 5,512 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|-----------------------------------|---------------------------|------------------------------|------------------------------------|--------|--|-------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger..... | 2 | 2 | 2 | Eames. | | |
| Total locomotives in service..... | 2 | 2 | 2 | Eames. | | |
| Total locomotives owned..... | 2 | 2 | 2 | Eames. | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | 2 | 2 | 2 | Eames. | | |
| Combination cars | 1 | 1 | 1 | Eames. | | |
| Excursion cars | 2 | 2 | 2 | Eames. | | |
| Total | 5 | 5 | 5 | Eames. | | |
| In freight service— | | | | | | |
| Box cars | 2 | 2 | | | | |
| Flat cars | 6 | 6 | | | | |
| Total | 8 | 8 | | | | |
| Total cars in service..... | 13 | 13 | 5 | Eames. | | |
| Total cars owned..... | 13 | 13 | 5 | Eames. | | |

MILEAGE.

MILEAGE OF ROAD OPERATED.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Total mileage operated (all tracks) | 5 | ..... | ..... | 5 | ..... | ..... | 5 |

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point—cents. |
|-------------|---------|--|
| Cedar | 950 | 14 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|------------------------------------|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 206.93 | | | 206.93 | 16,870 | 24.53 |
| Freight and mixed | | 30.67 | | | 30.67 | 2,500 | 24.53 |
| Switching | | 39.87 | | | 39.87 | 3,250 | 24.53 |
| Total | | 277.47 | | | 277.47 | 22,620 | 24.53 |
| Av. cost at distributing point ... | | \$3.97 | | | \$3.97 | | |

BRIDGES, TRESTLES, TUNNELS, Etc.

| Item. | Number. | Aggregate length. | | Minimum length. | Maximum length. | Item. | Number. | Height of lowest above surface of rail. |
|-------------|---------|-------------------|-----|-----------------|-----------------|-----------------------------|---------|---|
| | | Ft. | In. |  |  |  |  |  | Ft. | In. |
| Bridges: | | | | | | Overhead Highway Crossings: | | |
| Total . | | | | | | Overhead Railway Crossings: | | |
| Trestles .. | 1 | 45 | | | | | | |
| | 1 | 42 | | | | | | |

Gauge of track, 2 feet—5 miles.

Report of the Lime Rock Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report? Lime Rock Railroad Company.

Date of organization. 1864.

Under laws of what government, state or territory organized? State of Maine.
By special charter amended 1873, 1887 and 1889.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--------------------------|-------------------------|--------------------------------|
| Robert Winsor | Boston, Mass | Last Tuesday in January, 1902. |
| Alfred Winsor..... | Boston, Mass | Last Tuesday in January, 1902. |
| H. H. Skinner..... | Springfield, Mass | Last Tuesday in January, 1902. |
| Fred E. Richards..... | Portland, Me..... | Last Tuesday in January, 1902. |
| H. L. Shepherd | Rockport, Me..... | Last Tuesday in January, 1902. |
| A. F. Crockett | Rockland, Me | Last Tuesday in January, 1902. |
| W. T. Cobb..... | Rockland, Me. | Last Tuesday in January, 1902. |

Total number of stockholders at date of last election, 8.

Date of last meeting of stockholders for election of directors, January, 1900.

Post office address of general office, Rockland, Me.

Post office address of operating office, Rockland, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------------|-------------------------|---------------------|
| Chairman of the Board..... | Fred E. Richards | Portland, Me. |
| President | Fred E. Richards | Portland, Me. |
| Secretary | Stephen C. Perry..... | Portland, Me. |
| Treasurer.. | Joseph Remick.... | Boston, Mass. |
| Attorney, or General Counsel... | C. E. Littlefield... .. | Rockland, Me. |
| General Superintendent..... | Geo. P. White.. | Rockland, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--------------------|-------------------------|-------|------------------------------------|--|
| | From— | To— | | |
| ..... | Limestone quarries..... | ..... | 11 30 | |
| ..... | Trackage rights.. | ..... | 1.27 | |
| Total..... | ..... | ..... | 12.57 | |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common .. | 4,500 | \$100 | \$450,000 | \$450,000 | 4% | \$18,000 00 |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: | | | | | | |
| Common .. | | | | | 4,500 | \$48,000 00 |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate—%. | INTEREST. | | | |
|------------------------------|-----------------|----------------|-----------------------------|----------------|---------------------|---------------------------------|-----------|---------------|-----------------------------|--------------------------|-------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. | |
| Consol. mort. | July 1, 1899... | July 1, 1929.. | \$425,000 | \$400,000 | \$400,000 | * | \$400,000 | 4 | Jan. & July. | \$21,530 63 | \$21,530 63 |

* Refunded old bonds.

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Total | \$400,000 00 | \$400,000 00 | \$21,530 63 | \$21,530 63 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|------------|---|------------|
| Cash | \$1,970 96 | | |
| Bills receivable | 2,620 30 | | |
| Due from solvent companies and individuals | 781 20 | | |
| Total—cash and current assets. | \$5,372 46 | Balance—cash assets | \$5,372 46 |

Materials and supplies on hand, \$4,238.14.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$450,000 00 | | | 11.30 | \$39,823 00 |
| Bonds | 400,000 00 | | | | 35,398 00 |
| Total | \$850,000 00 | | | 11.30 | \$75,221 00 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|--|---------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | | |
| | | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Construction: | | | | | | |
| Engineering | | | | \$5,435 08 | \$5,435 08 | |
| Right of way | | \$2,078 46 | | 89,251 89 | 91,330 35 | |
| Grading (road built by contract) | | | | 19,000 00 | 19,000 00 | |
| Bridges, trestles and culverts | | 1,515 14 | | 150,452 06 | 151,967 20 | |
| Ties | | | | 6,762 86 | 6,762 86 | |
| Rails, frogs, switches and spikes | | | | 41,666 91 | 41,666 91 | |
| Fencing right of way | | | | 1,115 43 | 1,115 43 | |
| Shops, roundhouses, etc. | | | | 10,852 13 | 10,852 13 | |
| Tools | | | | 664 48 | 664 48 | |
| Miscellaneous structures | | | | 20,540 38 | 20,540 38 | |
| Interest and discount | | | | 13,190 73 | 13,190 73 | |
| General expenses | | | | 23,533 77 | 23,533 77 | |
| Total construction | | \$3,593 60 | | \$382,465 72 | \$386,059 32 | \$34,164 54 |
| Equipment: | | | | | | |
| Locomotives | | | | \$18,811 53 | \$18,811 53 | |
| Other cars of all classes | | | | 96,184 69 | 96,184 69 | |
| Total equipment | | | | \$114,996 22 | \$114,996 22 | \$10,176 66 |
| Total construction | | \$3,593 60 | | 382,465 72 | 386,059 32 | 34,164 54 |
| Grand total cost construction, equipment, etc. | | \$3,593 60 | | \$497,461 94 | \$501,055 54 | \$44,341 20 |

INCOME ACCOUNT.

| | | |
|---|-------------|-------------|
| Gross earnings from operation..... | \$80,346 17 | |
| Less operating expenses..... | 40,964 24 | |
| Income from operation | | \$39,381 93 |
| Miscellaneous income—less expenses..... | | 1,592 95 |
| Total income..... | | \$40,974 88 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$21,530 63 | |
| Taxes..... | 948 53 | |
| Total deductions from income..... | | \$22,479 16 |
| Net income..... | | \$18,495 72 |
| Dividends four per cent, common stock..... | | \$18,000 00 |
| Surplus from operations of year ending June 30, 1901..... | | \$495 72 |
| Surplus on June 30, 1900..... | | 26,408 28 |
| Surplus on June 30, 1901..... | | \$26,904 00 |

EARNINGS FROM OPERATION—ENTIRE LINE.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---------------------------------------|-----------------|---|------------------|
| Freight revenue..... | | | \$78,905 17 |
| Other earnings from operation: | | | |
| Switching charges—balance..... | | | 1,441 00 |
| Total gross earnings from operation.. | | | \$80,346 17 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less ex- penses. | Net mis- cellane- ous income. |
|------------|------------------|---------------------|--|
| Rents..... | | | \$1,592 95 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|-------------|
| Maintenance of way and structures: | |
| Renewals of rails | \$8,180 52 |
| Renewals of ties | |
| Repairs and renewals of fences, road crossings, signs, and cattle guards | 12 93 |
| Repairs and renewals of buildings and fixtures | 185 98 |
| Repairs and renewals of trestles | 4,184 44 |
| Total | \$12,563 87 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives | \$2,651 06 |
| Repairs and renewals of freight cars | 3,806 90 |
| Total | \$6,457 96 |
| Conducting transportation: | |
| Superintendence | \$1,000 04 |
| Engine and roundhouse men | 2,427 57 |
| Fuel for locomotives | 3,116 31 |
| Water supply for locomotives | 147 74 |
| Oil, tallow and waste for locomotives | 150 67 |
| Train supplies and expenses | 7,414 34 |
| Switchmen, flagmen and watchmen | 1,345 36 |
| Hire of equipment—balance | 222 00 |
| Loss and damage | 25 00 |
| Other expenses | 1,198 15 |
| Total | \$17,047 18 |
| General expenses: | |
| Insurance | \$1,981 75 |
| Other expenses | 2,913 48 |
| Total | \$4,895 23 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$12,563 87 |
| Maintenance of equipment | 6,457 96 |
| Conducting transportation | 17,047 18 |
| General expenses | 4,895 23 |
| Grand total | \$40,964 24 |

Percentage of expenses to earnings, .5096.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------------|-------------------------------------|----------------|--------------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | D ecrease |
| \$382,465 72 | | Cost of road..... | \$386,059 32 | | | |
| 114,996 22 | \$497,461 94 | Cost of equipment..... | 114,996 22 | \$501,055 54 | \$3,593 60 | |
| | 35,625 00 | Real estate..... | | 35,625 00 | | |
| | 17,270 92 | Cash and current assets..... | | 5,372 46 | | \$11,898 46 |
| 609 80 | | Other assets: | | | | |
| | | Materials and supplies..... | 4,238 14 | | | |
| 62 02 | | Sundries..... | 62 02 | | | |
| | 31,207 90 | Refunding accounts..... | 22,600 84 | 32,851 00 | 1,643 10 | |
| | | Repairs to rolling stock .. | 5,950 00 | | | |
| | \$581,565 76 | Grand total .. | | \$574,904 00 | | \$6,661 76 |
| | | LIABILITIES. | | | | |
| | \$48,000 00 | Capital stock (\$45,000 paid in) .. | | \$48,000 00 | | |
| | 400,000 00 | Funded debt .. | | 400,000 00 | | |
| \$34,000 00 | 7,157 48 | Current liabilities .. | | | | \$7,157 48 |
| | | Depreciation account..... | \$34,000 00 | | | |
| 12,000 00 | | Contingent fund.. | 12,000 00 | | | |
| 54,000 00 | | Surplus fund..... | 54,000 00 | | | |
| | 100,000 00 | Profit and loss..... | | 100,000 00 | \$495 72 | |
| | 26,408 28 | | | 26,904 00 | | |
| | \$581,565 76 | Grand total .. | | \$574,904 00 | | \$6,661 76 |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|------------------------------|----------------------|-------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| Consolidated mortgage..... | Whole line..... | ..... | 11.30 | \$35,398 00 |

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|---------------------------|----------------------------|-----------------------------|
| General officers..... | 1 | 362 | \$1,000 04 | |
| Enginemen..... | 3 | 911 | 2,427 57 | |
| Firemen..... | 3 | 815 | 1,421 90 | |
| Conductors..... | 3 | 764 | 761 37 | |
| Other trainmen..... | 9 | 2,182 | 3,571 78 | |
| Machinists..... | 3 | 1,057 | 2,260 02 | |
| Carpenters..... | | | | |
| Section foremen..... | 2 | 402 | 732 86 | |
| Other trackmen..... | 10 | 1,963 | 2,965 25 | |
| Switchmen, flagmen and watchmen..... | 4 | 1,099 | 1,345 36 | |
| All other employees and laborers..... | 6 | 210 | 378 92 | |
| Total (including "general officers")..... | 44 | 9,770 | \$16,865 07 | |
| Less "general officers"..... | 1 | 362 | 1,000 04 | |
| Total (excluding "general officers")..... | 43 | 9,408 | \$15,865 03 | |
| Distribution of above: | | | | |
| General administration..... | 1 | 362 | \$1,000 04 | |
| Maintenance of way and structures..... | 12 | 2,370 | 3,698 11 | |
| Conducting transportation..... | 31 | 7,038 | 12,166 92 | |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|---|--------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 297,731 | | | |
| Total freight revenue | | 78,905 | 17 | |
| Average amount received for each ton of freight..... | | | 32 | 86 |
| Total freight earnings..... | | 78,905 | 17 | |
| Freight earnings per mile of road | | 6,277 | 26 | |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 80,346 | 17 | |
| Gross earnings from operation per mile of road | | 6,391 | 90 | |
| Operating expenses | | 40,964 | 24 | |
| Operating expenses per mile of road | | 3,258 | 89 | |
| Income from operation | | 39,381 | 93 | |
| Income from operation per mile of road | | 3,133 | 01 | |
| Car mileage, etc.: | | | | |
| Average number of tons of freight in each loaded car..... | 6 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|--------------------|--|---|-----------------------------------|
| Total tonnage..... | 215,815 | 24,276 | 240,091 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|-----------------------------------|---------------------------|------------------------------|------------------------------------|-------|--|-------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased | | | | | | |
| Freight..... | | 3 | | | | |
| Total locomotives in service..... | | 3 | | | | |
| Total locomotives owned..... | | 3 | | | | |
| Cars—owned and leased: | | | | | | |
| In freight service— | | | | | | |
| Flat cars..... | | 11 | | | | |
| Dump cars..... | | 401 | | | | |
| Total..... | | 412 | | | | |
| In company's service— | | | | | | |
| Caboose cars..... | | 1 | | | | |
| Hand cars, snow plows..... | | 6 | | | | |
| Total cars in service..... | | 419 | | | | |

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Total mileage operated. (all tracks)..... | 11.30 | ..... | ..... | 1.27 | 12.57 | ..... | 3.18 | 8.12 |

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING THE YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---------------------------------|-------|----------------------|--|----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point—dollars. | Kind. | Number. | Average price at distributing point—cts. |
| Steel: | | | | | | |
| Total steel | 49.75 | 56 | \$22 96 | Cedar | 1,307 | 26.1 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL— tons. | | WOOD— cords. | | Total fuel consumed — tons. | Miles run. | Average pounds consumed per mile. |
|---|----------------|-------------|-----------------|-------|--------------------------------|------------|--------------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Freight | 1,014.87 | ..... | ..... | ..... | 1,014.87 | | |
| Average cost at distributing point. | \$2.85 | | | | | | |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS,
LOCOMOTIVES, OR CARS.

One trainman struck by car and injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-------------|---------|-------------------|-----|-----------------|-----|-----------------|-----|-----------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Trestles .. | 11 | 15142.08 | | 48 | | 3396 | | Overhead Railway Crossings: | | | |

Gauge of track, 4 feet, 8½ inches - 11.30 miles.

Report of the Maine Central Railroad Company for the Year Ending June 30, 1901.

*HISTORY.

Name of common carrier making this report. Maine Central Railroad Company.

Date of organization. October 28, 1862.

†Under laws of what government, state or territory organized.

Special act of February 20, 1901.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--------------------------|----------------------|-----------------------------|
| William G. Davis | Portland, Me. | October 16, 1901. |
| George F. Evans | Portland, Me. | October 16, 1901. |
| William P. Frye | Lewiston, Me. | October 16, 1901. |
| Samuel C. Lawrence | Medford, Mass. | October 16, 1901. |
| Lewis Cass Ledyard | New York, N. Y. | October 16, 1901. |
| Joseph H. Manley | Augusta, Me. | October 16, 1901. |
| Henry E. Reed | Boston, Mass. | October 16, 1901. |
| Joseph S. Ricker | Portland, Me. | October 16, 1901. |
| Lucius Tuttle | Boston, Mass. | October 16, 1901. |
| John Ware | Waterville, Me. | October 16, 1901. |
| George P. Wescott | Portland, Me. | October 16, 1901. |
| Henry M. Whitney | Boston, Mass. | October 16, 1901. |
| Franklin A. Wilson | Bangor, Me. | October 16, 1901. |

Total number of stockholders at date of last election, 826.

Date of last meeting of stockholders for election of directors, October 17, 1900.

Post office address of general office, Portland, Me.

Post office address of operating office, Portland Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|--------------------------------|---------------------------|---------------------|
| President | Lucius Tuttle | Portland, Me. |
| Vice Pres. and General Manager | George F. Evans | Portland, Me. |
| Clerk of Corporation | Josiah H. Drummond | Portland, Me. |
| Treasurer | George W. York | Portland, Me. |
| Paymaster | Thomas P. Shaw | Portland, Me. |
| General Auditor | George S. Hobbs | Portland, Me. |
| Chief Engineer | Theo. L. Dunn | Portland, Me. |
| General Superintendent | Morris McDonald | Portland, Me. |
| Division Superintendent | Elton A. Hall | Portland, Me. |
| Division Superintendent | A. A. White | Bangor, Me. |
| Division Superintendent | George F. Black | Portland, Me. |
| General Freight Agent | W. K. Sanderson | Portland, Me. |
| General Pass. and Ticket Agent | Frederic E. Boothby | Portland, Me. |
| General Baggage Agent | Horace H. Towle | Portland, Me. |
| Supt. of Motive Power | Amos Pillsbury | Portland, Me. |
| Master Car Builder | Charles H. Kenison | Portland, Me. |
| Purchasing Agent | Charles D. Barrows | Portland, Me. |
| Claim Agent | John S. Heald | Portland, Me. |
| Car Accountant | W. B. Drew | Portland, Me. |

* See Railroad Commissioners' Report for year 1900.

† For all acts prior to 1901 see Railroad Commissioners' Report, 1900.

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|----------------------------------|--|--|------------------------------------|--|
| | From— | To— | | |
| Maine Central Railroad. | Portland | Bangor | 136.60 | |
| | Brunswick | Bath | 8.90 | |
| | Woolwich | Rockland | 47.03 | 48.39 |
| | Rockland | Wharf | 1.36 | |
| | Cumberland Junc. | Skowhegan | | 91.20 |
| | Brunswick | Farmington | | 62.60 |
| | Crowley's Junc. | Lewiston | | 4.80 |
| | Brewer Junction. | Mt. Desert Ferry. | | 41.13 |
| | Gardiner Junc. | Copsecook Mill. | | 1.15 |
| Leased Lines. | | | | 394.77 |
| Belfast & Moosehead Lake R. R. | Burnham Junc. | Belfast | 33.13 | |
| Dexter & Newport Railroad..... | Newport | Dexter | 14.23 | |
| Dexter & Piscataquis Railroad... | Dexter Junc. | Foxcroft | 16.54 | |
| European & North American R'y | Bangor | Vanceboro | 114.30 | |
| Stillwater Branch | Orono | Stillwater.. | 3.01 | 120.34 |
| Enfield Branch | Enfield | Montague.. | 3.03 | |
| Eastern Maine Railway | Bangor Junc. | Bucksport | | 18.80 |
| Portland & Ogdensburg Railway. | Portland | Lunenburg, | | |
| | | Vt. | 109.10 | |
| | Union Station ... | Thompson's Pt. | .74 | 109.84 |
| Upper Coos Railroad..... | Quebec Jct., N. H. | Canada line near Beecher Falls, Vt. | | 55.33 |
| Hereford Railway | Canada line near Beecher Falls, Vt | Lime Ridge, Can. | 52.85 | 421.06 |
| Total..... | | | | 815.83 |

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

| Name. | Character of business. | Title (owned leased, etc.) | State or territory. |
|------------------------|------------------------|----------------------------|---------------------|
| Bath Ferry..... | Steam Ferry | Owned.... | Maine. |
| Bar Harbor Ferry | Steam Ferry | Owned..... | Maine. |

The Maine Central Railroad Company owns and operates as a part of its line, a steam ferry between Bath and Woolwich, 60-100 of a mile, also a steam ferry between Mt. Desert ferry landing and Bar Harbor, 7 70-100 miles. Both ferries are used for the transportation of passengers, freight, mail and express.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

Controlled by Boston and Maine Railroad through ownership of a majority of capital stock, control effected December 2, 1884.

CAPITAL STOCK.

| Description. | Number of shares authorized | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---|-----------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|--------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Maine Central, common. | 120,000 | \$100 | \$12,000,000 | \$4,975,300 | 6% | \$298,518 00 |
| Portland & Kennebec, scrip | | | | 600 | 6% | 36 00 |
| Maine Central, scrip..... | | | | 1,100 | | |
| Androscoggin & Kennebec stocks, bonds | | | | 11,000 | | |
| Total | 120,000 | \$100 | \$12,000,000 | \$4,988,000 | | \$298,554 00 |

| Manner of Payment for Capital Stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
|--|--------------------------------------|---|---|----------------------|
| Issued for cash: common | | | 13,746 | \$1,374,600 00 |
| Maine Central stock, scrip | | | 11 | 1,100 00 |
| Issued for reorganization: common..... | | | 36,007 | |
| Portland & Kennebec, scrip | | | 6 | |
| Androscoggin & Kennebec stock, bonds | | | 110 | |
| Total..... | | | 49,880 | \$1,375,700 00 |

| | |
|--|--------------|
| Dividend No. 54, October 1, 1900, 1½% on \$4,975,900 | \$74,638 50 |
| Dividend No. 55, January 1, 1901, 1½% on \$4,975,900 | 74,638 50 |
| Dividend No. 56, April 1, 1901, 1½% on \$4,975,900 | 74,638 50 |
| Dividend No. 57, July 1, 1901, 1½% on \$4,975,900 | 74,638 50 |
| Total | \$298,554 00 |

The dividend on the Portland and Kennebec scrip is included in above figures. The Portland and Kennebec scrip, the Maine Central scrip, and the Androscoggin and Kennebec stock bonds, amounting in all to \$12,700, are exchangeable for Maine Central stock on presentation.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of Bond or Obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate-%. | INTEREST. | | |
|--------------------------------|----------------|--------------|-----------------------------|-----------------|---------------------|---------------------------------|---------|-----------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| Maine Central extensions | Oct. 1, 1870 | Oct. 1, 1900 | ..... | ..... | ..... | ..... | 6 | April and Oct.. | \$6,622 50 | \$14,145 00 |
| Maine Central consols | Apr. 1, 1872 | Apr. 1, 1912 | ..... | \$3,924,000 00 | \$3,924,000 00 | \$3,767,119 00 | 7 | April and Oct.. | 274,680 00 | 276,181 50 |
| Maine Central consols | Apr. 1, 1872 | Apr. 1, 1912 | ..... | 269,500 00 | 269,500 00 | 269,500 00 | 5 | April and Oct.. | 13,475 00 | 13,240 00 |
| Maine Central consols | Apr. 1, 1872 | Apr. 1, 1912 | \$9,000,000 00 | 1,525,000 00 | 1,525,000 00 | 1,632,528 85 | 4 1/2 | April and Oct.. | 68,625 00 | 69,277 50 |
| Maine Central consols | Apr. 1, 1872 | Apr. 1, 1912 | ..... | 3,265,500 00 | 3,265,500 00 | 3,319,231 63 | 4 1/2 | April and Oct.. | 126,205 00 | 221,940 00 |
| Maine Central col. trust bonds | June 1, 1883 | June 1, 1923 | 700,000 00 | 700,000 00 | 669,000 00 | 706,500 00 | 5 | June and Dec.. | 33,450 00 | 33,150 00 |
| Maine Shore Line R. R. bonds | June 1, 1883 | June 1, 1923 | 750,000 00 | 81,000 00 | 81,000 00 | 95,137 80 | 6 | June and Dec.. | 4,560 00 | 3,900 00 |
| Penobscot Shore Line 1st mor. | Aug. 1, 1890 | Aug. 1, 1920 | 1,300,000 00 | 1,300,000 00 | 1,300,000 00 | 1,300,000 00 | 4 | Feb. & August . | 21,666 66 | 25,820 00 |
| Knox and Lincoln 2d mort ... | Feb. 1, 1891 | Feb. 1, 1921 | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 | 5 | Feb. & August . | 7,687 50 | 9,225 00 |
| Maine Central interest scrip. | May 23, 1870 | ..... | 386,892 00 | 386,892 00 | 386,892 00 | 8,192 00 | ..... | ..... | ..... | ..... |
| Miscellaneous Obligations. | ..... | ..... | \$12,536,892 00 | \$11,851,892 00 | \$11,442,192 00 | \$11,490,017 28 | ..... | ..... | \$556,971 66 | \$566,879 00 |
| Maine Central sinking fund.. | Feb. 1, 1885 | Feb. 1, 1905 | \$600,000 00 | \$600,000 00 | \$600,000 00 | \$600,000 00 | 4 1/2 | Feb. & August . | \$27,000 00 | 26,685 00 |
| Maine Central Impt. Class A. | July 1, 1886 | July 1, 1916 | 200,000 00 | 200,000 00 | 200,000 00 | 204,000 00 | 4 | January & July | 9,000 00 | 20,250 00 |
| Maine Central Impt. Class B. | July 1, 1887 | July 1, 1917 | 250,000 00 | 250,000 00 | 250,000 00 | 255,000 00 | 4 1/2 | January & July | 11,250 00 | ..... |
| Total: | ..... | ..... | \$1,050,000 00 | \$1,050,000 00 | \$1,050,000 00 | \$1,059,000 00 | ..... | ..... | \$47,250 00 | \$46,935 00 |
| Mortgage bonds..... | ..... | ..... | \$12,536,892 00 | \$11,851,892 00 | \$11,442,192 00 | \$11,490,017 28 | ..... | ..... | \$556,971 66 | \$566,879 00 |
| Miscellaneous obligations.. | ..... | ..... | 1,050,000 00 | 1,050,000 00 | 1,050,000 00 | 1,059,000 00 | ..... | ..... | 47,250 00 | 46,935 00 |
| Grand total ..... | ..... | ..... | \$13,586,892 00 | \$12,901,892 00 | \$12,492,192 00 | \$12,549,017 28 | ..... | ..... | \$604,221 66 | \$613,814 00 |

The amount of interest shown as accrued on Maine Shore Line Railroad bonds and on the Knox and Lincoln Railway bonds does not include the interest on bonds of these issues owned by Maine Central Railroad Company. Maine Central extension 6% bonds to the amount of \$441,500 became due October 1, 1900, and interest is shown as accrued upon the same for three months.

Maine Central 4% consols, amounting to \$441,500, were issued October 1, 1900, and nine months interest is shown as accrued upon the same. Five months interest is shown as accrued upon Penobscot Shore Line and Knox and Lincoln bonds.

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------------------|-----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$11,851,892 00 | \$11,442,192 00 | \$556,971 66 | \$566,879 00 |
| Miscellaneous obligations | 1,050,000 00 | 1,050,000 00 | 47,250 00 | 46,935 00 |
| Total | \$12,901,892 00 | \$12,492,192 00 | \$604,221 66 | \$613,814 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|----------------|--|----------------|
| Cash | \$491,315 98 | Audited vouchers and acc'ts. | \$608,728 58 |
| Bills receivable | 152,817 50 | Wages and salaries | 78,169 00 |
| Due from agents | 130,316 50 | Dividends not called for | 9,114 54 |
| Due from solvent companies and individuals | 140,250 68 | Matured interest coupons unpaid (including coupons due July 1) | 34,431 75 |
| Net traffic balances due from other companies | 196,503 90 | Rents due July 1 | 29,975 00 |
| | | Miscellaneous, Dividend No. 57, due July 1st, 1901 | 74,638 50 |
| | | Total—current liabilities. | \$835,057 37 |
| | | Balance—cash assets | 276,147 19 |
| Total—cash and current assets | \$1,111,204 56 | Total | \$1,111,204 56 |

Materials and supplies on hand, \$521,210.59.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|------------------------|----------------------|--------------------------|--------------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$4,988,000 00 | \$4,988,000 00 | ..... | 394.77 | \$12,635 00 |
| Bonds | 12,492,192 00 | 12,492,192 00 | ..... | 394.77 | 31,644 00 |
| Total | \$17,480,192 00 | \$17,480,192 00 | ..... | 394.77 | \$44,279 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|---------------------|---------------------|---------------------|--------------------------|-----------------|
| | | | | Miles. | Amount. |
| Maine Central Railroad ... | \$4,988,000 | \$12,492,192 | \$17,480,192 | 394.77 | \$44,279 |
| Belfast and Moosehead Lake Railroad | 648,100 | 118,500 | 766,600 | 33.13 | 23,139 |
| Dexter and Newport Railroad | 122,000 | 175,000 | 297,000 | 14.23 | 20,871 |
| Dexter and Piscataquis Railroad | 122,000 | 175,000 | 297,000 | 16.54 | 17,956 |
| European and North American Railway | 2,494,100 | 1,000,000 | 3,494,100 | 120.34 | 29,035 |
| Eastern Maine Railway ... | 200,000 | ..... | 200,000 | 18.80 | 10,638 |
| Portland and Ogdensburg Railway | 4,392,538 | 2,119,000 | 6,511,538 | 109.84 | 59,282 |
| Upper Coos Railroad | 350,000 | 1,043,000 | 1,393,000 | 55.33 | 25,176 |
| Hereford Railway | 800,000 | 800,000 | 1,600,000 | 52.85 | 30,274 |
| Total | \$14,116,738 | \$17,922,692 | \$32,039,430 | 815.83 | \$39,272 |

The Androscoggin Railroad being mortgaged as security for the Maine Central Railroad consolidated bonds, the mileage of that road, viz: 31 miles, is included as Maine Central mileage in computing the amount of stock and bonds per mile of road found in the foregoing tables.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating ex- | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction: | | | | | |
| Knox and Lincoln Railway * | | \$1,516,951 54 | | | |
| Total construction | | \$1,516,951 54 | \$13,045,797 31 | \$14,562,748 85 | \$36,889 20 |
| Equipment: | | | | | |
| Locomotives | | \$15,800 00 | | | |
| Passengers cars and baggage cars | | 9,900 00 | | | |
| Freight cars | | 28,000 00 | | | |
| Other cars of all classes | | 1,375 00 | | | |
| Floating equipment | | 127,973 46 | | | |
| Total equipment | | \$183,048 46 | \$2,434,639 47 | \$2,617,687 93 | \$6,630 92 |
| Total construction | | 1,516,951 54 | 13,045,797 31 | 14,562,748 85 | 36,889 20 |
| Grand total cost construction, equipment, etc. | | \$1,700,000 00 | \$15,480,436 78 | \$17,180,436 78 | \$43,520 12 |

* By the terms of the merger of the Knox and Lincoln Railway in the Maine Central Railroad Company, the Maine Central becomes liable for the Knox and Lincoln bonds amounting to \$1,700,000.

This amount represents the par value of the Knox and Lincoln Railway bonds for which the Maine Central becomes liable under the merger, \$183,048.46 being charged against "Equipment Account," and the balance against "Construction Account."

INCOME ACCOUNT.

| | | |
|---|----------------|----------------|
| Gross earnings from operation..... | \$5,896,346 61 | |
| Less operating expenses..... | 3,962,338 90 | |
| Income from operation..... | | \$1,934,007 71 |
| Dividends on stocks owned..... | \$16,492 60 | |
| Interest on bonds owned..... | 35 00 | |
| Miscellaneous income—less expenses..... | 48,062 82 | |
| Income from other sources..... | | 64,590 42 |
| Total income..... | | \$1,998,598 13 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$604,221 66 | |
| Rents paid for lease of road..... | 592,921 60 | |
| Taxes..... | 197,345 32 | |
| Other deductions: | | |
| Paid trustees sinking funds..... | 29,440 00 | |
| Total deductions from income..... | | 1,423,928 58 |
| Net income..... | | \$574,669 55 |
| Dividends, 6 per cent, common stock..... | | 298,554 00 |
| Surplus from operations of year ending June 30, 1901..... | | \$276,115 55 |
| Surplus on June 30, 1900..... | | 204,430 30 |
| | | \$480,545 85 |
| Additions for year..... | *\$46,253 65 | |
| Deductions for year..... | †274,638 50 | |
| | | 228,384 85 |
| Surplus on June 30, 1901..... | | \$252,161 00 |

| | |
|-----------------------------|-------------|
| *Premium on bonds sold..... | \$27,280 28 |
| Miscellaneous items..... | 18,973 37 |
| | \$46,253 65 |

| | |
|--|--------------|
| †Dividend No. 53, paid July 2, 1900, from earnings of year ending June 30, 1900..... | \$74,638 50 |
| Amount charged off representing par value of 2,000 shares capital stock of Knox and Lincoln Railway, now without marketable value on account of merger of road in Maine Central Railroad Company by legislative enactment..... | 200,000 00 |
| | \$274,638 50 |

EARNINGS FROM OPERATION—ENTIRE LINE.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$2,122,153 59 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$3,062 37 | |
| Excess fares refunded..... | | 6,264 51 | |
| Other repayments..... | | 2,072 22 | |
| Total deductions..... | | \$11,399 10 | |
| Total passenger revenue..... | | | \$2,110,754 49 |
| Mail..... | \$180,441 73 | | |
| Express..... | 84,623 19 | | |
| Extra baggage and storage..... | 37,697 87 | | |
| Other items..... | 14,458 72 | | |
| Total passenger earnings..... | | | 317,221 51 |
| Total passenger and freight earnings..... | | | \$2,427,976 00 |
| Freight: | | | |
| Freight revenue..... | \$3,477,360 92 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$49,885 27 | |
| Total freight revenue..... | | | \$3,427,475 65 |
| Other items..... | | | 13,094 96 |
| Total freight earnings..... | | | \$3,440,570 61 |
| Total passenger and freight earnings..... | | | \$5,868,546 61 |
| Other earnings from operation: | | | |
| Rents from tracks, yards and terminals .. | | | 27,800 00 |
| Total gross earnings from operation..... | | | \$5,896,346 61 |

The gross transportation earnings subject to tax by the State of Maine are \$5,828,901.59; the difference between this and "Total Passenger and Freight Earnings" is explained by the following items which are not transportation earnings of the railroad:

| | |
|--|-------------|
| Earnings of steamboats in Frenchman bay..... | \$33,178 12 |
| Receipts from storage of baggage..... | 1,497 90 |
| Receipts from storage of freight..... | 4,969 00 |
| | \$39,645 02 |

STOCKS OWNED.

| Railway Stocks. | Total par value. | Rate-%. | Income or dividend received. | Valuation. |
|--------------------------------------|------------------|---------|------------------------------|-------------|
| Boston & Maine Railroad..... | \$4,700 00 | 7 | \$329 00 | \$4,700 00 |
| Portland & Ogdensburg Railway | 198,180 00 | 2 | 3,963 60 | 79,272 00 |
| Bridgton & Saco River Railroad. | 5,000 00 | 4 | 200 00 | 5,000 00 |
| Knox & Lincoln Railway. .. | ..... | 5 | 10,000 00 | |
| Total | \$207,880 00 | .. | \$14,492 60 | \$88,972 00 |

OTHER STOCKS.

| | | | | |
|---|--------------|----|-------------|--------------|
| St. John Bridge & Railway Extension Company | \$20,000 00 | 10 | \$2,000 00 | \$20,000 00 |
| Portland Union Railway Station Company..... | 25,000 00 | .. | ..... | 25,000 00 |
| Total..... | \$45,000 00 | .. | \$2,000 00 | \$45,000 00 |
| Grand total | \$252,880 00 | .. | \$16,492 60 | \$133,972 00 |

The Knox and Lincoln Railway having been merged in the Maine Central Railroad Company, the capital stock of that road (par value \$200,000) is no longer included in "Stocks Owned."

Dividends amounting to \$10,000 were received during the year previous to the merger.

BONDS OWNED.

| Name. | Total par value. | Rate—%. | Income or interest received. | Valuation. |
|--|------------------|---------|------------------------------|--------------|
| Maine Central Railroad Company consols | \$500 00 | 7 | \$35 00 | \$500 00 |
| *Knox and Lincoln Railway..... | 31,000 00 | 5 | ..... | 31,000 00 |
| *Maine Shore Line Railroad Company..... | 5,000 00 | 6 | ..... | 5,000 00 |
| *Upper Coos Railroad..... | 118,000 00 | 4½ | ..... | 118,000 00 |
| Total | \$154,500 00 | .. | \$35 00 | \$154,500 00 |

*The bonds of the Upper Coos Railroad, and Knox and Lincoln Railway and Maine Shore Line Railroad Company, are owned by the Maine Central Railroad Company, and the interest thereon is not accrued or included in income.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property | Situation of property leased. | Name of company using property leased. | Item. | Total. |
|-------------------------|-------------------------------|--|-------------|-------------|
| Tracks: | | | | |
| Mattawamkeag to.... | Vanceboro | Canadian Pacific Ry | \$23,800 00 | |
| Lewiston to | Rumford Junc ... | Portland & Rumford Falls Railway | 4,000 00 | \$27,800 00 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net miscellaneous income. |
|-------------------------|---------------|----------------|---------------------------|
| Rents and wharfage..... | \$41,953 96 | ..... | \$41,953 96 |
| Miscellaneous | 6,108 86 | ..... | 6,108 86 |
| Total | \$48,062 82 | ..... | \$48,062 82 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|----------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$638,278 88 |
| Renewals of rails..... | 120,724 66 |
| Renewals of ties..... | 104,692 83 |
| Repairs and renewals of bridges and culverts..... | 169,541 76 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 19,236 55 |
| Repairs and renewals of buildings and fixtures..... | 130,338 35 |
| Repairs and renewals of docks and wharves..... | 5,819 14 |
| Repairs and renewals of telegraph..... | 16 34 |
| Stationery and printing..... | 754 65 |
| Superintendence and general expenses..... | 17,492 07 |
| Total..... | \$1,206,895 23 |
| Maintenance of equipment: | |
| Superintendence..... | \$18,172 68 |
| Repairs and renewals of locomotives..... | 208,716 98 |
| Repairs and renewals of passenger cars..... | 109,373 06 |
| Repairs and renewals of freight cars..... | 133,736 81 |
| Repairs and renewals of work cars..... | 9,648 51 |
| Repairs and renewals of marine equipment..... | 63,211 15 |
| Repairs and renewals of shop machinery and tools..... | 13,801 44 |
| Stationery and printing..... | 1,137 92 |
| Other expenses..... | 1,547 67 |
| Total..... | \$559,346 22 |
| Conducting transportation: | |
| Superintendence..... | \$58,617 90 |
| Engine and roundhouse men..... | 318,479 69 |
| Fuel for locomotives..... | 533,836 42 |
| Water supply for locomotives..... | 23,307 19 |
| Oil, tallow and waste for locomotives..... | 7,816 87 |
| Other supplies for locomotives..... | 4,192 25 |
| Train service..... | 223,268 19 |
| Train supplies and expenses..... | 49,978 98 |
| Switchmen, flagmen and watchmen..... | 159,138 46 |
| Telegraph expenses..... | 62,199 37 |
| Station service..... | 242,587 35 |
| Station supplies..... | 50,634 39 |
| Car mileage—balance..... | 118,425 45 |
| Loss and damage..... | 16,755 15 |
| Injuries to persons..... | 62,780 63 |
| Clearing wrecks..... | 4,078 15 |
| Operating marine equipment..... | 32,318 07 |
| Advertising..... | 15,061 67 |
| Outside agencies..... | 2,171 68 |
| Commissions..... | 6,172 14 |
| Rents for tracks, yards and terminals..... | 7,500 00 |
| Rents of buildings and other property..... | 9,181 37 |
| Stationery and printing..... | 21,098 76 |
| Other expenses..... | 1,621 78 |
| Total..... | \$2,031,221 91 |
| General expenses: | |
| Salaries of general officers..... | \$33,066 72 |
| Salaries of clerks and attendants..... | 23,284 90 |
| General office expenses and supplies..... | 30,987 02 |
| Insurance..... | 41,929 82 |
| Law expenses..... | 27,689 85 |
| Stationery and printing (general offices)..... | 4,592 37 |
| Other expenses..... | 3,324 86 |
| Total..... | \$164,875 54 |
| Recapitulation of expenses: | |
| Maintenance of way and structures..... | \$1,206,895 23 |
| Maintenance of equipment..... | 559,346 22 |
| Conducting transportation..... | 2,031,221 91 |
| General expenses..... | 164,875 54 |
| Total..... | \$3,962,338 90 |

Percentage of expenses to earnings—entire line, .6712.

RENTS PAID FOR LEASE OF ROAD.

| Name of Road. | Interest on bonds guaranteed. | Dividends on stock guaranteed. | Cash. | Total. |
|--|-------------------------------|--------------------------------|--------------|--------------|
| European and North American Ry . . . | \$40,000 00 | ..... | \$125,500 00 | \$165,500 00 |
| Belfast and Moosehead Lake Railroad.. | ..... | ..... | 36,000 00 | 36,000 00 |
| Dexter and Newport Railroad..... | 7,000 00 | \$6,100 00 | 250 00 | 13,350 00 |
| Eastern Maine Railroad..... | ..... | ..... | 9,500 00 | 9,500 00 |
| Portland and Ogdensburg Railway..... | 93,950 00 | 87,850 76 | 500 00 | 182,300 76 |
| Dexter and Piscataquis Railroad | 7,000 00 | ..... | 6,350 00 | 13,350 00 |
| Upper Coos Railroad.. | 39,875 00 | 21,000 00 | 500 00 | 61,375 00 |
| Hereford Railway..... | 32,000 00 | 32,000 00 | 500 00 | 64,500 00 |
| *Knox and Lincoln Railway. | 41,095 84 | 5,833 34 | 116 66 | 47,045 84 |
| Total rents..... | \$260,920 34 | \$152,784 10 | \$179,216 66 | \$592,921 60 |

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|---------------------------------|-------------------------------|--|-------|------------|
| Terminals: Union Station ... | Portland, Me... .. | Portland Union Rail- way Station Co ..... | ..... | \$7,500 00 |

*The Knox and Lincoln Railway having been merged into the Maine Central Railroad Company, the rental shown for that road covers seven months only.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|-----------------|--|----------------|-----------------|----------------------------|--------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$13,045,797 31 | Cost of road..... | | \$14,562,748 85 | \$1,516,951 54 | |
| | 2,434,639 47 | Cost of equipment..... | | 2,617,687 93 | 183,048 46 | |
| | 333,972 00 | Stocks owned..... | | 133,972 00 | | \$200,000 00 |
| | 154,500 00 | Bonds owned..... | | 154,500 00 | | |
| | 884,369 87 | Cash and current assets..... | | 1,111,204 56 | 226,834 69 | |
| | 629,435 97 | Other assets: | | | | |
| | 571,442 48 | Materials and supplies..... | | 521,210 59 | | 108,225 38 |
| | | Sinking funds..... | | 626,306 03 | 54,863 55 | |
| | \$18,054,157 10 | Grand total..... | | \$19,727,629 96 | \$1,673,472 86 | |
| | | LIABILITIES. | | | | |
| | \$4,988,000 00 | Capital stock..... | | \$4,988,000 00 | | |
| | 10,792,192 00 | Funded debt..... | | 12,492,192 00 | \$1,700,000 00 | |
| | 814,758 30 | Current liabilities..... | | 835,057 37 | 20,299 07 | |
| | 139,972 22 | Accrued interest on funded debt not yet payable..... | | 165,621 66 | 25,649 44 | |
| | 118,100 07 | Accrued rent not yet payable..... | | 84,395 91 | | \$33,704 16 |
| | 70,790 09 | Accrued taxes not yet payable..... | | 110,629 91 | 39,839 82 | |
| | 175,000 00 | Appropriation for equipm't under construction..... | | | | 175,000 00 |
| | 68,332 33 | Injury fund..... | | 68,332 33 | | |
| | 111,139 31 | Sundry lease ac'ts..... | | 104,933 75 | | 6,205 56 |
| | 571,442 48 | Sinking funds for redemption of bonds..... | | 626,306 03 | 54,863 55 | |
| | 204,430 30 | Profit and loss..... | | 252,161 00 | 47,730 70 | |
| | \$18,054,157 10 | Grand total..... | | \$19,727,629 96 | \$1,673,472 86 | |

IMPORTANT CHANGES DURING THE YEAR.

The Knox and Lincoln Railway was merged in the Maine Central Railroad Company by special legislative enactment in February, 1901. The Maine Central assumed all the debts and liabilities of the Knox and Lincoln Railway, including \$1,300,000 Penobscot Shore Line bonds and \$400,000 Knox and Lincoln 5% bonds. The Maine Central was authorized to increase its capital stock 20,000 shares of \$100 each (\$2,000,000) on account of this merger. The Maine Central owned the entire capital stock (2,000 shares at \$100 per share—\$200,000) of the Knox and Lincoln Railway and has issued no new stock on account of the merger.

The Maine Central Construction Account has been debited with \$1,516,951.54, and the Maine Central Equipment Account has been debited with \$183,048.46 (representing the value of Knox and Lincoln Equipment) the sum of these two amounts, \$1,700,000, represents the par value of outstanding bonds of Knox and Lincoln Railway, for which Maine Central become liable under terms of merger.

Maine Central 6% Extension Bonds amounting to \$441,500 became due October 1, 1900, and Maine Central 4% Consols. in the same amount were issued to replace same as provided by the Maine Central Consolidated Mortgage.

The balance of notes payable outstanding has been paid during the year and the company is now entirely free from floating debt.

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|--|---|---|--------|--------------------------------------|
| | From— | To— | Miles. | |
| *Maine Central R.R. consolidated bonds..... | { Portland Brunswick Cumberland Jc... Brunswick Crowley's Leeds Jc | { Bangor. Bath Skowhegan Leeds Jc Lewiston. Farmington. ... | 304.1 | \$29,543 |
| Maine Central col. trust bonds..... Maine Shore Line Railroad bonds. | Brewer Jc | Mt. Desert Ferry. | 41.13 | 18,235 |
| †Penobscot Shore Line 1st mortgage | Bath..... | Rockland..... | 48.39 | 26,865 |
| †Knox & Lincoln Railway 2d mortgage. | Bath..... | Rockland..... | 48.39 | 8,266 |

* All equipment of Maine Central Railroad Company mortgaged excepting that formerly owned by Knox and Lincoln Railway.

† Equipment formerly owned by Knox and Lincoln Railway mortgaged.

EMPLOYEES AND SALARIES—ENTIRE LINE.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers | 11 | 4,015 | \$51,158 52 | \$12 74 |
| Other officers..... | 40 | 13,530 | 51,677 81 | 3 82 |
| General office clerks..... | 119 | 41,577 | 77,913 57 | 1 87 |
| Station agents..... | 202 | 67,884 | 108,511 87 | 1 60 |
| Other station men..... | 385 | 126,387 | 183,960 64 | 1 46 |
| Enginemen..... | 152 | 51,146 | 164,766 10 | 3 22 |
| Firemen..... | 156 | 51,341 | 101,851 80 | 1 98 |
| Conductors..... | 95 | 30,003 | 87,935 00 | 2 93 |
| Other trainmen..... | 254 | 72,108 | 134,784 80 | 1 87 |
| Machinists..... | 90 | 28,365 | 55,816 35 | 1 97 |
| Carpenters..... | 166 | 50,267 | 92,272 99 | 1 84 |
| Other shopmen..... | 115 | 35,936 | 64,211 07 | 1 79 |
| Section foremen..... | 164 | 52,539 | 91,998 32 | 1 75 |
| Other trackmen..... | 643 | 208,378 | 276,802 14 | 1 33 |
| Switchmen, flagmen and watchmen..... | 262 | 79,658 | 113,421 93 | 1 42 |
| Telegraph operators and dispatchers..... | 75 | 24,172 | 40,279 31 | 1 67 |
| Employees—account floating equipment..... | 69 | 11,716 | 21,779 35 | 1 86 |
| All other employees and laborers..... | 555 | 168,957 | 262,576 64 | 1 55 |
| Total (including "general officers")..... | 3,553 | 1,118,049 | \$1,981,718 21 | \$1 77 |
| Less "general officers"..... | 11 | 4,015 | 51,158 52 | 12 74 |
| Total (excluding "general officers")..... | 3,542 | 1,114,034 | \$1,930,559 69 | \$1 73 |
| Distribution of above: | | | | |
| General administration..... | 119 | 41,619 | \$110,032 24 | \$2 64 |
| Maintenance of way and structures..... | 1,087 | 342,017 | 529,224 69 | 1 55 |
| Maintenance of equipment..... | 417 | 127,645 | 235,272 69 | 1 84 |
| Conducting transportation..... | 1,930 | 606,768 | 1,107,188 59 | 1 82 |

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

Average mileage operated during year, 649.67 miles.

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE, AND RATES. | | |
|--|---|---------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 2,633,331 | | | |
| Number of passengers carried one mile | 97,934,328 | | | |
| Number of passengers carried one mile per mile of road | 120,043 | | | |
| Average distance carried, miles | 37.19 | | | |
| Total passenger revenue | | 2,110,754 | 89 | |
| Average amount received from each passenger | | | 80 | 155 |
| Average receipts per passenger per mile | | | 02 | 155 |
| Total passenger earnings | | 2,427,976 | 00 | |
| Passenger earnings per mile of road | | 2,976 | 08 | 080 |
| Passenger earnings per train mile | | | 124 | 562 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue.... | 3,740,709 | | | |
| Number of tons carried one mile | 299,114,181 | | | |
| Number of tons carried one mile per mile of road | 366,638 | | | |
| Average distance haul of one ton, miles | 79.96 | | | |
| Total freight revenue | | 3,427,475 | 65 | |
| Average amount received for each ton of freight | | | 81 | 626 |
| Average receipts per ton per mile | | | 01 | 146 |
| Total freight earnings | | 3,440,570 | 61 | |
| Freight earnings per mile of road | | 4,217 | 26 | 415 |
| Freight earnings per train mile | | | 243 | 675 |
| Total traffic: | | | | |
| Gross earnings from operation | | 5,896,346 | 61 | |
| Gross earnings from operation per mile of road | | 7,227 | 42 | 068 |
| Gross earnings from operation per train mile | | | 182 | 846 |
| Operating expenses | | 3,962,338 | 90 | |
| Operating expenses per mile of road | | 4,856 | 81 | 931 |
| Operating expenses per train mile | | | 122 | 872 |
| Income from operation | | 1,934,007 | 71 | |
| Income from operation per mile of road | | 2,370 | 60 | 136 |
| Car mileage, etc: | | | | |
| Average number of passengers in train | 50 | | | |
| Average number of tons of freight in train | 211.84 | | | |
| Average mileage operated during year | 815.83 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 1,812,819 | | | |
| Mileage of locomotives employed in "helping" passenger trains, 10,231 miles. | | | | |
| Percentage of "helping" to revenue passenger train mileage, 00.564 per cent. | | | | |
| Mileage of revenue mixed trains | 136,390 | | | |
| Mileage of revenue freight trains | 1,275,559 | | | |
| Mileage of locomotives employed in "helping" mixed and freight trains, 69,273 miles. | | | | |
| Percentage of "helping" to revenue freight train mileage, 05.430 per cent. | | | | |
| Total revenue train mileage | 3,224,768 | | | |
| Mileage of nonrevenue trains | 234,803 | | | |

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

Freight originating on this road, whole tons—1,719,714; freight received from connecting roads and other carriers, whole tons—2,020,995; total freight tonnage, whole tons—3,740,709.

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|------------------------------------|------------------|--|-----------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger | 2 | 64 | 64 | Westinghouse ... | 64 | † |
| Freight | | 70 | 70 | Westinghouse ... | 10 | Tower. |
| Switching | | 33 | 33 | Westinghouse ... | 60 | Trojan. |
| | | | | | 33 | † |
| Total locomotives in service. | 2 | 167 | 167 | ..... | 167 | |
| Total locomotives owned... | 2 | 167 | 167 | ..... | 167 | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | 1 | 141 | 141 | Westinghouse ... | 1 | Gould. |
| | | | | | 7 | National. |
| | | | | | 27 | Miller- |
| | | | | | | Buhoup- |
| | | | | | 106 | Miller. |
| Second-class cars | | 9 | 9 | Westinghouse ... | 4 | National. |
| Combination cars | *1 | 19 | 19 | Westinghouse ... | 5 | Miller. |
| Baggage, express and postal cars | 1 | 66 | 66 | Westinghouse ... | 19 | § |
| | | | | | 10 | National. |
| | | | | | 9 | Miller- |
| | | | | | | Buhoup- |
| Observation cars | | 2 | 2 | Westinghouse ... | 47 | Miller. |
| | | | | | 2 | Miller. |
| Total | 1 | 237 | 237 | ..... | 237 | |
| In freight service— | | | | | | |
| Box cars | 94 | 1175 | 896 | Westinghouse ... | 324 | Trojan. |
| | | | | | 6 | Standard. |
| | | | | | 845 | Gould. |
| Flat cars | 4 | 2022 | 1793 | Westinghouse ... | 2022 | \|\| |
| Stock cars | | 56 | 55 | Westinghouse ... | 42 | Trojan. |
| | | | | | 14 | Gould. |
| Coal cars | 39 | 399 | 399 | Westinghouse ... | 7 | Trojan. |
| | | | | | 50 | Norton. |
| Refrigerator cars | | 13 | 13 | Westinghouse ... | 342 | Gould. |
| | | | | | 13 | Gould. |
| Total | 137 | 3665 | 3155 | ..... | 3665 | |
| In company's service— | | | | | | |
| Officers' and pay cars | | 1 | 1 | Westinghouse ... | 1 | National. |
| Gravel cars | | 58 | | | | |
| Derrick cars | *1 | 18 | 10 | Westinghouse ... | 9 | Trojan. |
| | | | | | 8 | Gould. |
| Caboose cars | | 66 | 66 | Westinghouse ... | 14 | Trojan. |
| | | | | | 52 | Gould. |
| Other road cars | 5 | 314 | 193 | Westinghouse ... | 1 | Standard. |
| | | | | | 61 | Gould. |
| | | | | | 200 | Trojan. |
| Total | 4 | 457 | 270 | ..... | 346 | |
| Total cars in service | 142 | 4359 | 3662 | ..... | 4248 | |
| Total cars owned | 142 | 4359 | 3662 | ..... | 4248 | |
| Cars contributed to fast freight line service | | | | | | |
| | | 48 | 23 | Westinghouse ... | 27 | Trojan. |
| | | | | | 21 | Gould. |

* Decrease.

Floating equipment - ferry boats, etc., 0.

† Combination Miller and Gould with base suitable for interchange with Trojan.

‡ Two combination Miller and Gould with base suitable for interchange with Trojan; 31 Trojan.

§ Two Trojan; 1 Gould; 3 Miller-Buhoup; 5 National; 8 Miller.

|| 851 Trojan; 25 Standard; 95 National; 9 Tower; 1042 Gould.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|-------------------------|-----------------------------------|--------|---------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Miles of single track.... | 393.62 | 1.15 | 421.06 | 815.83 | ..... | 1.26 | 814.57 |
| Miles of second track.... | 32.8 | ..... | 8 | 40.8 | ..... | ..... | 40.8 |
| Miles of yard track and sidings | 144.44 | ..... | 113.33 | 257.77 | ..... | 38.33 | 219.44 |
| Total mileage operated (all tracks) | 576.86 | 1.15 | 542.39 | 1,114.40 | ..... | 39.59 | 1074.81 |

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

| | | | | | | | |
|--|--------|-------|--------|--------|-------|-------|--------|
| Maine | 393.62 | 1.15 | 254.90 | 649.67 | ..... | 1.26 | 648.41 |
| New Hampshire..... | ..... | ..... | 100.13 | 100.13 | ..... | ..... | 100.13 |
| Vermont ..... | ..... | ..... | 13.85 | 13.85 | ..... | ..... | 13.85 |
| Dominion of Canada ..... | ..... | ..... | 52.18 | 52.18 | ..... | ..... | 52.18 |
| Total mileage operated (single track). | 393.62 | 1.15 | 421.06 | 815.83 | ..... | 1.26 | 814.57 |

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

| State or Territory. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage owned. | New line constructed during year. | RAILS. | |
|---------------------|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Maine..... | 393.62 | 1.15 | 394.77 | ..... | ..... | 394.77 |

MILEAGE OF ROAD OPERATED IN MAINE.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track.... | 393.62 | 1.15 | 254.90 | ..... | 649.67 | ..... | 1.26 | 648.41 |
| Miles of second track.... | 32.80 | ..... | 8.00 | ..... | 40.80 | ..... | ..... | 40.80 |
| Miles of yard track and sidings | 144.44 | ..... | 76.63 | ..... | 221.07 | ..... | 32.27 | 188.80 |
| Total mileage operated (all tracks)..... | 576.86 | 1.15 | 339.53 | ..... | 911.54 | ..... | 33.53 | 878.01 |

RENEWALS OF RAILS AND TIES—ENTIRE LINE.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|--|----------------------|--|----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point—cts. |
| Steel | 3,047,872 ²² / ₁₀₀ | 75 | \$34 48 | Cedar | 312,853 | 28.28 |
| | | | | Hack. | 2,267 | 22.76 |
| | | | | Hemlock | 1,976 | 20.49 |
| | | | | Total..... | 317,096 | 28.19 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|------------------------------------|--|-------------|-------------|-----------------------------------|--|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | 57,293 ⁵²⁹ / ₁₀₀ | ..... | ..... | 173 ¹ / ₈ | 57,379 ¹⁶⁵⁴ / ₁₀₀ | 1,840,898 | 62.34 |
| Freight | 81,783 ¹⁴⁵⁸ / ₁₀₀ | ..... | ..... | 214 ³⁰³ / ₈ | 81,890 ¹⁸³³ / ₁₀₀ | 1,564,520 | 104.69 |
| Switching | 43,246 ⁵⁴⁹ / ₁₀₀ | ..... | ..... | 75 ³ / ₈ | 43,284 ⁴²⁴ / ₁₀₀ | 1,116,813 | 77.51 |
| Construction | 6,847 ¹¹⁰⁰ / ₁₀₀ | ..... | ..... | 10 ⁵ / ₈ | 6,852 ¹²²⁵ / ₁₀₀ | 222,151 | 61.69 |
| Total | 189,170 ¹⁶³⁶ / ₁₀₀ | ..... | ..... | 473 ³ / ₈ | 189,407 ¹¹³⁶ / ₁₀₀ | 4,744,382 | 79.85 |
| Av. cost at distributing point ... | | \$2.90 | ..... | \$4.00 | \$2.91 | | |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS—STATE OF MAINE.

| Kind of Accident. | EMPLOYEES. | | | | | | | |
|--|------------|-----------|-----------------------------------|----------|------------------|----------|----------|-----------|
| | Trainmen. | | Switchmen, flagmen, and watchmen. | | Other employees. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling or uncoupling | 1 | 10 | ..... | ..... | ..... | ..... | 1 | 10 |
| Derailments ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 2 |
| Parting of trains ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | 3 |
| Locomotives or cars breaking down ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Falling from trains, locomotives, or cars | 1 | 14 | ..... | ..... | ..... | 1 | 1 | 15 |
| Jumping on or off trains, locomotives, or cars ..... | ..... | 3 | ..... | 1 | ..... | 1 | ..... | 5 |
| Struck by trains, locomotives, or cars ..... | ..... | 3 | ..... | ..... | ..... | 1 | ..... | 4 |
| Overhead obstructions ..... | ..... | 5 | ..... | ..... | ..... | ..... | ..... | 5 |
| Other causes ..... | ..... | 10 | ..... | 1 | ..... | ..... | ..... | 11 |
| Total | 2 | 51 | ..... | 2 | ..... | 3 | 2 | 56 |

| Kind of Accident. | PASSENGERS. | | | | | | | |
|---|--------------|-----------|--------------|----------|------------------|----------|-----------|-----------|
| | | | OTHERS. | | | | Total. | |
| | | | Trespassing. | | Not trespassing. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Parting of trains | | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Falling from trains, locomotives or cars | | 2 | ..... | ..... | 1 | ..... | 1 | ..... |
| Jumping on or off trains, locomotives or cars | | 3 | ..... | 1 | ..... | ..... | ..... | 1 |
| Struck by trains, locomotives or cars: | | | | | | | | |
| At highway crossings | | | | | 2 | 1 | 2 | 1 |
| At stations | | | 4 | 2 | ..... | 3 | 4 | 5 |
| At other points along track | | | 6 | 1 | ..... | ..... | 6 | 1 |
| Other causes | | 11 | ..... | 1 | ..... | 5 | ..... | 6 |
| Total | | 17 | 10 | 5 | 3 | 9 | 13 | 14 |

| Summary. | Total. | |
|--------------------|-----------|-----------|
| | Killed. | Injured. |
| Employees | 2 | 56 |
| Passengers ..... | ..... | 17 |
| Others | 13 | 14 |
| Total | 15 | 87 |

ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS—MAINE.

| Kind of Accident. | EMPLOYEES. | | | | | | | | Total Employees. | |
|-------------------------------------|--------------|----------|----------|----------|-----------|----------|------------------|----------|------------------|----------|
| | Station men. | | Shopmen. | | Trackmen. | | Other Employees. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Handling traffic..... | | 7 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 8 |
| Handling tools, machinery, etc..... | | | | 9 | ..... | 5 | ..... | 4 | ..... | 18 |
| Handling supplies, etc..... | | | | | | 4 | ..... | 4 | ..... | 8 |
| Other causes..... | | | | | | 2 | ..... | 3 | ..... | 5 |
| Total..... | | 7 | ..... | 9 | ..... | 11 | ..... | 12 | ..... | 39 |

BRIDGES, TRESTLES, TUNNELS, ETC.—ENTIRE LINE.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-----------|---------|-------------------|-----|-----------------|-----|-----------------|-----|-----------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Stone... | 1 | 25.5 | | 25.5 | | 25.5 | | Bridges..... | 19 | 14.10½ | |
| Iron.... | 163 | 21,699.6 | | 21.11 | | 1,024.9 | | Trestles..... | 18 | | |
| Wooden | 21 | 2,926.9 | | 28 | | 563.6 | | Total..... | 37 | | |
| Total | 185 | 24,651.8 | | | | | | Overhead Railway Crossings: | | | |
| Trestles: | | | | | | | | Bridges..... | *1 | 15.9½ | |
| Wood... | 33 | 9,165.3 | | 21 | | 1,331.9 | | | | | |
| Steel... | 2 | 1,063 | | 485 | | 518.6 | | | | | |

Gauge of track, 4 feet, 8½ inches—394.77 miles.

*The "overhead railway crossing" is at Bangor where the track of the "Mount Desert Branch" of the Maine Central Railroad crosses the European and North American Railway, which is leased to the Maine Central Railroad Company.

TELEGRAPH.*

A—OWNED BY COMPANY MAKING THIS REPORT.

| Miles of line. | Miles of wire. | OPERATED BY ANOTHER COMPANY. | | Name of Operating Company. |
|----------------|----------------|------------------------------|----------------|----------------------------------|
| | | Miles of line. | Miles of wire. | |
| 165.23 | 175.23 | 165.23 | 175.23 | Western Union Telegraph Company. |

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|---------------------------------|
| 714.37 | 4,277.37 | Western Union Telegraph Co. | Western Union Telegraph Co. |
| 39.00 | 78.00 | Postal Telegraph Cable Company. | Postal Telegraph Cable Company. |

* The telegraph lines owned by railroad companies whose property is leased to the Maine Central Railroad Company have been included in "Table A" as owned by company making this report:

| | | |
|--------------------------------------|---------------|---------------|
| Maine Central Railroad Company..... | 43.13 | 53.13 |
| Portland and Ogdensburg Railway..... | 59.30 | 59.30 |
| Upper Coos Railroad..... | 9.80 | 9.80 |
| Hereford Railway Company..... | 53.00 | 53.00 |
| | <u>165.23</u> | <u>175.23</u> |

Report of the Monson Railroad Company for the Year Ending June 30, 1901.

[Narrow Gauge—Two Feet.]

HISTORY.

Name of common carrier making this report? Monson Railroad Company.

Date of organization. October 9, 1882.

Under laws of what government, state or territory organized? State of Maine, chapter 51 of the Revised Statutes of Maine.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|-----------------------|-----------------------|-----------------------------|
| H. A. Whiting | Wilton, N. H. | June 30, 1902. |
| J. F. Kimball | Wilton, N. H. | June 30, 1902. |
| Geo. O. Whiting | Lexington, Mass | June 30, 1902. |
| J. F. Sprague | Monson, Me..... | June 30, 1902. |
| A. W. Chapin. | Monson, Me..... | June 30, 1902. |
| W. L. Estabrooke .. | Monson, Me | June 30, 1902. |
| H. E. Morrill..... | Monson, Me... .. | June 30, 1902. |

Total number of stockholders at date of last election, 16.

Date of last meeting of stockholders for election of directors, June 27, 1900.

Post office address of general office, Wilton, N. H.

The annual meeting called for June 19, 1901, was not held upon that day but was adjourned to July 9, 1901.

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------------|------------------------|---------------------|
| Chairman of the Board..... | H. A. Whiting | Wilton, N. H. |
| President | H. A. Whiting..... | Wilton, N. H. |
| First Vice-President..... | J. F. Kimball | Wilton, N. H. |
| Secretary | J. F. Sprague..... | Monson, Me. |
| Treasurer..... | J. F. Kimball | Wilton, N. H. |
| Attorney, or General Counsel... | J. F. Sprague..... | Monson, Me. |
| General Manager..... | J. F. Kimball | Wilton, N. H. |
| Chief Engineer..... | H. E. Morrill | Monson, Me. |
| General Superintendent..... | W. L. Estabrooke | Monson, Me. |
| Traffic Manager..... | W. L. Estabrooke | Monson, Me. |
| General Freight Agent | W. L. Estabrooke | Monson, Me. |
| General Passenger Agent | W. L. Estabrooke | Monson, Me. |
| General Ticket Agent | W. L. Estabrooke | Monson, Me. |
| General Baggage Agent..... | W. L. Estabrooke | Monson, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|----------------------|------------------|--------------------|------------------------------------|--|
| | From— | To— | | |
| Monson Railroad..... | Monson Junction. | Monson | 6.16 | 6.16 |
| Branch track | Monson | Slate quarries ... | 2.00 | 2.00 |
| Total..... | | | 8.16 | 8.16 |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common .. | 700 | \$100 | \$70,000 | \$70,000 | | |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: | | | | | | |
| Common | | | | | 700 | * |

* Previous reports have shown as total cash realized the sum of \$70,000 in which statement the present accountant has followed the statement of his predecessor, but has now ascertained that the stock was issued as a bonus to the purchasers of bond and no cash realized.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate-%. | INTEREST. | |
|------------------------------|----------------|----------------|-----------------------------|----------------|---------------------|---------------------------------|---------|-----------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. |
| Mort.... | Apr. 1, 1884.. | Apr. 1, 1904.. | \$70,000 | \$70,000 | \$70,000 | \$70,000 | 6 | Apr. 1, Oct. 1. | \$4,200 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$70,000 00 | \$70,000 00 | \$4,200 00 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|-------------|---|-------------|
| Cash | \$30 73 | Loans and bills payable..... | \$12,232 18 |
| Balance—current liabilities.. | 82,827 44 | Net traffic balances due to other companies..... | 334 08 |
| | | Matured interest coupons unpaid (including coupons due July 1)..... | 70,291 91 |
| Total | \$82,858 17 | Total—current liabilities. | \$82,858 17 |

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$70,000 00 | \$70,000 00 | ..... | 8.16 | \$8,578 00 |
| Bonds..... | 70,000 00 | 70,000 00 | ..... | ..... | 8,578 00 |
| Total | \$140,000 00 | \$140,000 00 | ..... | ..... | \$17,156 00 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|---------------------------------|--|---------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | | |
| | | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Construction: | | | | | | |
| Total construction | | | | \$60,886 68 | \$60,886 68 | \$7,461 60 |
| Equipment: | | | | | | |
| Total equipment..... | | | | \$17,261 95 | \$17,261 95 | \$2,115 43 |
| Grand total cost construction, equipment, etc | | | | \$78,148 63 | \$78,148 63 | \$9,577 03 |

INCOME ACCOUNT.

| | | |
|--|------------|--------------|
| Gross earnings from operation..... | \$6,579 65 | |
| Less operating expenses..... | 6,288 23 | |
| Income from operation | | \$291 42 |
| Miscellaneous income—less expenses | | 16 21 |
| Total income | | \$307 63 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$4,200 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 844 08 | |
| Taxes | 97 86 | |
| Total deductions from income..... | | 5,141 94 |
| Deficit..... | | \$4,834 31 |
| Deficit from operations of year ending June 30, 1901..... | | \$4,834 31 |
| Deficit on June 30, 1900..... | | 139,844 50 |
| Deficit on June 30, 1901..... | | \$144,678 81 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, accounts of repayments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger: | | | |
| Total passenger revenue | | | \$1,297 51 |
| Mail | \$257 90 | | |
| Express | 163 74 | | |
| Extra baggage and storage..... | 146 45 | | 568 09 |
| Total passenger earnings..... | | | \$1,865 60 |
| Freight: | | | |
| Total revenue..... | \$4,719 40 | | |
| Less overcharge to shippers | | \$5 35 | |
| Total freight revenue..... | | | \$4,714 05 |
| Total passenger and freight earnings..... | | | \$6,579 65 |
| Total gross earnings from operation.. | | | \$6,579 65 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net miscellaneous income. |
|--------------------|----------------|----------------|---------------------------|
| Coal sold..... | \$2 80 | | \$2 80 |
| Old iron sold..... | 2 41 | | 2 41 |
| Hay sold..... | 4 50 | | 4 50 |
| Lumber sold..... | 3 50 | | 3 50 |
| Rent..... | 3 00 | | 3 00 |
| Total..... | \$16 21 | | \$16 21 |

OPERATING EXPENSES.

| Item. | Amount. |
|---|-------------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$2,023 52 |
| Renewals of ties..... | 45 00 |
| Repairs and renewals of bridges and culverts..... | 70 28 |
| Repairs and renewals of buildings and fixtures..... | 62 51 |
| Total..... | \$2,201 31 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives..... | \$180 52 |
| Repairs and renewals of passenger cars..... | 60 00 |
| Repairs and renewals of freight cars..... | 119 49 |
| Total..... | \$360 01 |
| Conducting transportation: | |
| Superintendence..... | \$900 00 |
| Engine and roundhouse men..... | 1,116 37 |
| Fuel for locomotives..... | 897 26 |
| Oil, tallow and waste for locomotives..... | 16 21 |
| Train supplies and expenses..... | 43 45 |
| Station service..... | 150 00 |
| Advertising..... | 35 50 |
| Rents of buildings and other property..... | 2 00 |
| Total..... | \$3,160 79 |
| General expenses: | |
| Salaries of general officers..... | \$300 00 |
| General office expenses and supplies..... | 64 64 |
| Insurance..... | 100 00 |
| Stationery and printing..... | 88 32 |
| Other expenses..... | 13 16 |
| Total..... | \$566 12 |
| Recapitulation of expenses: | |
| Maintenance of way and structures..... | \$2,201 31 |
| Maintenance of equipment..... | 366 01 |
| Conducting transportation..... | 3,160 79 |
| General expenses..... | 566 12 |
| Grand total..... | \$6,288 23 |

Percentage of expenses to earnings, .95.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------------|------------------------------|----------------|--------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$60,886 68 | Cost of road..... | ..... | \$60,886 68 | | |
| | 17,261 95 | Cost of equipment..... | ..... | 17,261 95 | | |
| | 52 14 | Cash and current assets..... | ..... | 30 73 | ..... | \$21 41 |
| | 139,844 50 | Profit and loss..... | ..... | 144,678 81 | \$4,834 31 | |
| | \$218,045 27 | Grand total ..... | ..... | \$222,858 17 | \$4,812 90 | |
| | | LIABILITIES. | | | | |
| | \$70,000 00 | Capital stock ..... | ..... | \$70,000 00 | | |
| | 70,000 00 | Funded debt..... | ..... | 70,000 00 | | |
| | 78,045 27 | Current liabilities..... | ..... | 82,858 17 | \$4,812 90 | |
| | \$218,045 27 | Grand total ..... | ..... | \$222,858 17 | \$4,812 90 | |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|------------------------------|----------------------|--------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| Mortgage | Monson Junction. | Monson. | 8.16 | \$8,578 |

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers..... | 1 | 312 | \$300 00 | \$ 96 |
| Other officers..... | 2 | 624 | | |
| Station agents..... | 1 | 312 | 150 00 | 48 |
| Enginemen..... | 1 | 310 | 620 00 | 2 00 |
| Firemen..... | 1 | 335 | 496 37 | 1 48 |
| Conductors..... | 1 | 312 | 900 00 | 2 88 |
| Section foremen..... | 1 | 313 | 469 50 | 1 50 |
| Other trackmen..... | 2 | 624 | 780 00 | 1 25 |
| All other employees and laborers..... | 2 | 407½ | 568 30 | 1 39 |
| Total (including "general officers")..... | 12 | 3,549½ | \$4,284 17 | \$1 47 |
| Less "general officers"..... | 3 | 936 | 300 00 | |
| Total (excluding "general officers")..... | 9 | 2,613½ | \$3,984 17 | \$1 52 |
| Distribution of above: | | | | |
| General administration..... | 3 | 936 | \$300 00 | \$ 96 |
| Maintenance of way and structures..... | 5 | 1,344½ | 1,817 80 | 1 35 |
| Conducting transportation..... | 4 | 1,269 | 2,166 37 | 1 70 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|--|--------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 4,620 | | | |
| Number of passengers carried one mile..... | 28,459 | | | |
| Number of passengers carried one mile per mile of road | 3,487 | | | |
| Average distance carried, miles. | 6.16 | | | |
| Total passenger revenue | | 1,297 | 51 | |
| Average amount received from each passenger. | | | 28 | 086 |
| Average receipts per passenger per mile..... | | | 04 | 559 |
| Total passenger earnings | | 1,865 | 60 | |
| Passenger earnings per mile of road | | 228 | 62 | 745 |
| Passenger earnings per train mile..... | | | 11 | 414 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 9,160 | | | |
| Number of tons carried one mile | 56,425 | | | |
| Number of tons carried one mile per mile of road..... | 6,914 | | | |
| Average distance haul of one ton, miles..... | 6.16 | | | |
| Total freight revenue..... | | 4,714 | 05 | |
| Average amount received for each ton of freight ... | | | 51 | 463 |
| Average receipts per ton per mile..... | | | 08 | 735 |
| Total freight earnings..... | | 4,714 | 05 | |
| Freight earnings per mile of road | | 577 | 70 | 220 |
| Freight earnings per train mile..... | | | 28 | 842 |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 6,579 | 65 | |
| Gross earnings from operation per mile of road | | 806 | 32 | 966 |
| Gross earnings from operation per train mile..... | | | 40 | 257 |
| Operating expenses..... | | 6,288 | 23 | |
| Operating expenses per mile of road..... | | 770 | 61 | 640 |
| Operating expenses per train mile | | | 38 | 413 |
| Income from operation..... | | 291 | 42 | |
| Income from operation per mile of road..... | | 35 | 71 | 2 |
| Car mileage, etc.: | | | | |
| Mileage of passenger cars | 16,344 | | | |
| Average number of passenger cars in train | 1 | | | |
| Average number of passengers in train | 1.74 | | | |
| Mileage of loaded freight cars - north or east..... | 3,564 | | | |
| Mileage of loaded freight cars—south or west..... | 8,172 | | | |
| Mileage of empty freight cars—north or east..... | 4,608 | | | |
| Average number of freight cars in train | 2.18 | | | |
| Average number of loaded cars in train | 1.56 | | | |
| Average number of empty cars in train | .62 | | | |
| Average number of tons of freight in train..... | 3.45 | | | |
| Average number of tons of freight in each loaded car. | .05 | | | |
| Average mileage operated during year | 8.16 | | | |
| Train mileage: | | | | |
| Mileage of revenue mixed trains | 16,344 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road — whole tons. | Freight received from connecting roads and other carriers — whole tons. | Total freight tonnage— whole tons. |
|--------------------|---|---|--|
| Total tonnage..... | 6,637 | 2,523 | 9,160 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|------------------------------------|------------------------------|---------------------------------|---------------------------------------|-------|---|-------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger..... | | 2 | | | | |
| Freight..... | | | | | | |
| Switching..... | | | | | | |
| Total locomotives in service..... | | 2 | | | | |
| Total locomotives owned..... | | 2 | | | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| Combination cars..... | | 1 | | | | |
| Total..... | | 1 | | | | |
| In freight service— | | | | | | |
| Box cars..... | | 8 | | | | |
| Flat cars..... | | 8 | | | | |
| Other cars in freight service..... | | 2 | | | | |
| Total..... | | 18 | | | | |
| Total cars in service..... | | 19 | | | | |
| Total cars owned..... | | 19 | | | | |

MILEAGE.

MILEAGE OF ROAD OPERATED.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | | | | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|--------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | Line of proprietary companies. | Line operated under lease. | Line operated under trackage rights. | | Iron. | Steel. |
| Miles of single track | 6.16 | 2 | ..... | ..... | ..... | 8.16 | ..... | 8.16 |
| Miles of yard track and sidings..... | 1.00 | ..... | ..... | ..... | ..... | 1.00 | ..... | 1.00 |
| Total mileage operated (all tracks)..... | 7.16 | 2 | ..... | ..... | ..... | 9.16 | ..... | 9.16 |

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point—cents. |
|-------------|---------|--|
| Cedar | 3,575 | 12 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|--|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 117 | 75 | ..... | 167 | 16,353 | 20.42 |
| Freight | | | | | | | |
| Switching | | | | | | | |
| Construction | | | | | | | |
| Average cost at distributing point. | | \$4.83 | \$3.25 | | | | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-----------------|---------|-------------------|-----|-----------------|-----|-----------------|-----|------------------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Wooden. | 2 | 40 | 18 | 22 | | | | Overhead Railway Crossings: | | | |

Gauge of track, 2 feet—8.16 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|-------------------------------|-----------------------------|
| 6.16 | 12.32 | Northern Telegraph Company .. | Northern Telegraph Company. |

Report of the Patten and Sherman Railroad Company for the Year Ending December 31, 1900.

HISTORY.

Name of common carrier making this report. Patten and Sherman Railroad Company.

Date of organization. October 7, 1895.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|-------------------------------|-----------------------|-----------------------------|
| Albert A. Burleigh | Houlton, Me | October, 1901. |
| Parker P. Burleigh | Houlton, Me | October, 1901. |
| Preston N. Burleigh | Houlton, Me | October, 1901. |
| Everett E. Burleigh | Houlton, Me | October, 1901. |
| Harry R. Burleigh | Houlton, Me | October, 1901. |

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, October, 1900.

Post office address of general office, Houlton, Me.

Post office address of operating office, Patten, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|---|-------------------------------|---------------------|
| Chairman of the Board | Albert A. Burleigh | Houlton, Me. |
| President | Albert A. Burleigh | Houlton, Me. |
| Vice-President | Parker P. Burleigh | Houlton, Me. |
| Secretary | Parker P. Burleigh | Houlton, Me. |
| Treasurer | Preston N. Burleigh | Houlton, Me. |
| General Manager | P. C. Newbegin | Patten, Me. |
| Traffic Manager | H. R. Burleigh | Patten, Me. |
| General Passenger and Freight Agent | H. R. Burleigh | Patten, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. |
|-----------------------------|-------------|-------------------|------------------------------------|
| | From— | To— | |
| Patten and Sherman Railroad | Patten..... | Patten Junction.. | 5.84 |

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

Railroad leased January 1, 1901, to the Bangor and Aroostook Railroad Company. Conditions of lease, that the Patten and Sherman Railroad Company should issue eight thousand dollars, first mortgage 4% bonds, secured by mortgage on road, the interest and principal guaranteed by the leasee.

All outstanding liabilities of the Patten and Sherman Railroad have been paid and the difference between the cost of the road and the bonded debt and stock being profit or loss.

CAPITAL STOCK.

| Description. | Number of shares authorized | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|-----------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: common.... | 360 | \$100 | \$36,000 00 | \$36,000 00 | | |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for construction: common..... | | | | | 360 | \$36,000 00 |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

| Class of Bond or Obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|--------------------------------------|----------------|----------------|--------------------------------|----------------|---------------------|------------------------------------|-----------|---------------|--------------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate-%. | When payable. | Amount accrued during year. | Amount paid during year. |
| First mortgage gold, 4% 40 years. | Jan. 1 1901 | Jan. 1 1941 | \$80,000 | \$80,000 | \$80,000 | \$80,000 | 4 | Jan. July. | \$1,600 | |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|------------------------|--------------------------------------|-----------------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$80,000 00 | \$80,000 00 | \$1,600 00 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|-------------|---|-------------|
| Cash..... | \$33,169 43 | Matured interest coupons unpaid (including coupons due July 1)..... | \$1,600 00 |
| | | Total—current liabilities. | \$1,600 00 |
| Total—cash and current assets | \$33,169 43 | Balance—cash assets | 31,569 43 |
| | | Total | \$33,169 43 |

Railroad leased to Bangor and Aroostook Railroad Company January 1, 1901, and all accounts have been settled and closed.

No liabilities except mortgage, the interest on which is paid by leasing company.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$36,000 00 | \$36,000 00 | ..... | 5.84 | \$6,164 38 |
| Bonds | 80,000 00 | 80,000 00 | ..... | 5.84 | 13,681 56 |
| Total | \$116,000 00 | \$116,000 00 | ..... | ..... | \$19,845 94 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED),THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|-----------------------------|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Patten & Sherman Railroad.. | \$36,000 00 | \$80,000 00 | \$116,000 00 | 5.84 | \$19,845 94 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to Dec. 31, 1900. | Cost per mile. |
|---|---------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating ex- penses. | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction: | | | | | |
| Engineering | | | \$1,895 00 | \$1,895 00 | \$381 06 |
| Right of way and station grounds | | | 1,225 00 | 1,225 00 | 209 76 |
| Real estate | | | 1,050 00 | 1,050 00 | 179 79 |
| Grading, tunnels, bridges trestles and culverts | | | 27,151 24 | 27,151 24 | 4,646 79 |
| Ties | | | 3,420 00 | 3,420 00 | 585 62 |
| Rails | | | 18,965 76 | 18,965 76 | 3,247 56 |
| Ballast | | | 5,362 00 | 5,362 00 | 918 15 |
| Fencing right of way | | | 575 00 | 575 00 | 98 46 |
| Telegraph lines | | | 600 00 | 600 00 | 102 74 |
| Station buildings and fixtures | | | 6,350 00 | 6,350 00 | 1,087 33 |
| Shops, roundhouses and turntables | | | 1,250 00 | 1,250 00 | 214 04 |
| Interest and discount | | \$411 97 | 11,151 60 | 11,563 87 | 1,980 06 |
| Total construction | | | \$78,961 60 | \$79,373 57 | \$13,591 36 |
| Equipment: | | | | | |
| Locomotives | | | \$4,611 10 | \$4,611 10 | \$789 57 |
| Combination cars | | | 1,750 00 | 1,750 00 | 299 66 |
| Freight cars | | | 295 90 | 295 90 | 50 68 |
| Total equipment | | | \$6,657 00 | \$6,657 00 | \$1,139 90 |
| Total construction | | | 78,961 60 | 79,373 57 | 13,591 36 |
| Grand total cost construction, equipment, etc. | | | \$85,618 60 | \$86,030 57 | \$14,731 26 |

INCOME ACCOUNT TO DECEMBER 31, 1900.

| | | |
|--|------------|------------|
| Gross earnings from operation | \$4,397 83 | |
| Less operating expenses | 3,199 36 | |
| Income from operation | | \$1,198 47 |
| Deductions from income: | | |
| Taxes | | 77 10 |
| Net income | | \$1,121 37 |
| Surplus from operations of year ending Dec. 31, 1900 | | \$1,121 37 |
| Deficit on June 30, 1900 | | 1,058 04 |
| Surplus on Dec. 31, 1900 | | \$63 33 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$1,791 10 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$1 20 | |
| Total passenger revenue..... | | | \$1,789 90 |
| Mail..... | \$137 22 | | |
| Express..... | 258 54 | | |
| Extra baggage and storage..... | 49 48 | | |
| Other items..... | 1 40 | | 446 64 |
| Total passenger earnings..... | | | \$2,236 54 |
| Freight: | | | |
| Freight revenue..... | \$2,129 80 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$3 29 | |
| Total freight revenue..... | | | \$2,126 51 |
| Other items..... | | | 2 00 |
| Total freight earnings..... | | | \$2,128 51 |
| Total passenger and freight earnings..... | | | \$4,365 05 |
| Other earnings from operation: | | | |
| Other sources..... | | | 32 78 |
| Total gross earnings from operation..... | | | \$4,397 83 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|------------|
| Maintenance of way and structures: | |
| Repairs of roadway | \$603 87 |
| Renewals of ties | 77 42 |
| Repairs and renewals of fences, road crossings, signs, and cattle guards | 8 73 |
| Repairs and renewals of buildings and fixtures | 10 |
| Total | \$690 12 |
| Maintenance of equipment: | |
| Repairs and renewals of passenger cars | \$43 07 |
| Repairs and renewals of freight cars | 31 00 |
| Total | \$74 07 |
| Conducting transportation: | |
| Superintendence | \$663 60 |
| Engine and roundhouse men | 353 14 |
| Oil, tallow and waste for locomotives | 9 15 |
| Train service | 313 75 |
| Train supplies and expenses | 31 21 |
| Station service | 518 35 |
| Station supplies | 18 45 |
| Car mileage—balance | 24 01 |
| Hire of equipment—balance | 188 00 |
| Loss and damage | 1 00 |
| Clearing wrecks | 6 00 |
| Stationery and printing | 33 15 |
| Other expenses | 55 30 |
| Total | \$2,185 17 |
| General expenses: | |
| Salaries of general officers | \$250 00 |
| Total | \$250 00 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$690 12 |
| Maintenance of equipment | 74 07 |
| Conducting transportation | 2,185 17 |
| General expenses | 250 00 |
| Grand total | \$3,199 36 |

Percentage of expenses to earnings, .727.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------|---|----------------|--------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | | Cost of road | | \$79,373 57 | | |
| | | Cost of equipment | | 6,657 00 | | |
| | | Cash and current assets | | 31,569 43 | | |
| | | Grand total ... | | \$117,600 00 | | |
| | | LIABILITIES. | | | | |
| | | Capital stock .. . | | \$36,000 00 | | |
| | | Funded debt | | 80,000 00 | | |
| | | Accrued interest on funded debt not yet payable | | 1,600 00 | | |
| | | Grand total ... | | \$117,600 00 | | |

IMPORTANT CHANGES DURING THE YEAR.

January 1, 1901, issued \$80,000 first mortgage gold bonds, which were guaranteed, both interest and principal, by the Bangor and Aroostook Railroad Company, and at the same date that company took position of the road under a lease for 999 years from January 1, 1901. Since July the Bangor and Aroostook has purchased the entire common stock.

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|-------------------------------|----------------------|-------------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| First mortgage, gold, 4% | Patten | Patten Junction.. | 5.84 | \$13,861 56 |

Equipment mortgaged; 2 engines, 1 combination car, 2 flat cars.

EMPLOYEES AND SALARIES TO DECEMBER 31, 1900.

| Class. | Number. | Total number days worked. | Total yearly compensation. | Average daily compensation. |
|--|---------|---------------------------|----------------------------|-----------------------------|
| General officers..... | 5 | 150 | \$250 00 | \$1 67 |
| Station agents | 2 | 448 | 518 35 | 1 16 |
| Enginemen..... | 1 | 163 $\frac{1}{2}$ | 327 00 | 2 00 |
| Firemen..... | 1 | 174 $\frac{1}{2}$ | 261 75 | 1 50 |
| Conductors..... | 1 | 158 | 301 00 | 1 91 |
| Section foremen | 1 | 157 $\frac{1}{2}$ | 236 25 | 1 50 |
| Other trackmen | 1 | 206 $\frac{1}{2}$ | 263 00 | 1 27 |
| All other employees and laborers ..... | ..... | 47 $\frac{1}{2}$ | ..... | 1 21 |
| Total (including "general officers") | 12 | 1,505 $\frac{1}{2}$ | \$2,214 95 | \$1 47 |
| Less "general officers"..... | 5 | 150 | 250 00 | 1 67 |
| Total (excluding "general officers")..... | 7 | 1,355 $\frac{1}{2}$ | \$1,964 95 | \$1 38 |
| Distribution of above: | | | | |
| General administration..... | 5 | 150 | \$250 00 | \$1 67 |
| Maintenance of way and structures | 2 | 364 | 499 25 | 1 38 |
| *Maintenance of equipment..... | ..... | ..... | ..... | ..... |
| Conducting transportation | 5 | 991 $\frac{1}{2}$ | 1,465 70 | 1 58 |

* Work done at Portland and Houlton.

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|--|--|--------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 6,060 | | | |
| Number of passengers carried one mile | 32,390 | | | |
| Number of passengers carried one mile per mile of road | 6,060 | | | |
| Average distance carried, miles | 5.84 | | | |
| Total passenger revenue | | 1,789 | 90 | |
| Average amount received from each passenger | | | 29 | 536 |
| Average receipts per passenger per mile | | | 5 | 057 |
| Total passenger earnings | | 2,236 | 54 | |
| Passenger earnings per mile of road | | 382 | 96 | |
| Passenger earnings per train mile | | | 38 | 588 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue | 4,263 | | | |
| Number of tons carried one mile | 22,425 | | | |
| Number of tons carried one mile per mile of road | 3,840 | | | |
| Average distance haul of one ton | 5.26 | | | |
| Total freight revenue | | 2,126 | 51 | |
| Average amount received for each ton of freight | | | 49 | 853 |
| Average receipts per ton per mile | | | 9 | 483 |
| Total freight earnings | | 2,128 | 51 | |
| Freight earnings per mile of road | | 1 | 12 | 978 |
| Total traffic: | | | | |
| Gross earnings from operation | | 4,397 | 83 | |
| Gross earnings from operation per mile of road | | | 753 | 05 |
| Gross earnings from operation per train mile | | | 75 | 894 |
| Operating expenses | | 3,199 | 36 | |
| Operating expenses per mile of road | | | 547 | 84 |
| Operating expenses per train mile | | | 55 | 199 |
| Income from operation | | 1,198 | 47 | |
| Income from operation per mile of road | | | 205 | 29 |
| Car mileage, etc.: | | | | |
| Mileage of passenger cars | 7,668 | | | |
| Average number of passenger cars in train | 1.32 | | | |
| Average number of passengers in train | 6.11 | | | |
| Mileage of loaded freight cars—north or east | 1,422 | | | |
| Mileage of loaded freight cars—south or west | 1,194 | | | |
| Mileage of empty freight cars—north or east | 558 | | | |
| Mileage of empty freight cars—south or west | 786 | | | |
| Average number of freight cars in train | 2.10 | | | |
| Average number of loaded cars in train | 1.39 | | | |
| Average number of empty cars in train | 71 | | | |
| Average number of tons of freight in train | 11.70 | | | |
| Average number of tons of freight in each loaded car | 8.57 | | | |
| Average mileage operated during year | 5.84 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 3,912 | | | |
| Mileage of revenue mixed trains | 1,884 | | | |
| Total revenue train mileage | 5,796 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|--------------------|--|---|-----------------------------------|
| Total tonnage..... | 3,012 | 1,251 | 4,263 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|----------------|--|---------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased | | | | | | |
| Locomotives used for all service | 2 | 2 | 2 | Westinghouse . | | |
| Total locomotives in service. | 2 | 2 | | | | |
| Total locomotives owned | 2 | 2 | | | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| Combination cars | 1 | 1 | 1 | Westinghouse . | 1 | Janney. |
| In freight service— | | | | | | |
| Flat cars..... | 2 | 2 | | | | |
| Total cars in service | 3 | 3 | 1 | ..... | 1 | |
| Total cars owned | 3 | 3 | 1 | ..... | 1 | |

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track | 5.84 | ..... | ..... | 5.84 | ..... | 5.84 |
| Miles of yard track and sidings.. | 1.61 | ..... | ..... | 1.61 | .53 | 1.08 |
| Total mileage operated (all tracks)..... | 7.45 | ..... | ..... | 7.45 | .53 | 6.92 |

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point—cents. |
|-------------|---------|--|
| Cedar | 352 | 12 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|--------------------------------------|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | } | 132 | ..... | ..... | 132 | 57,196 | 45.55 |
| Freight | | | | | | | |
| Switching | | | | | | | |
| Construction | | | | | | | |
| Av. cost at distributing point | | \$4.00 | | | | | |

Gauge of track, 4 feet, 8½ inches—5.84 miles.

TELEGRAPH.

Owned and operated by this company—6 miles of line and 12 miles of wire.

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report? Phillips and Rangeley Railroad Company.

Date of organization. April 17, 1889.

Under laws of what government, state or territory organized? Under special statute from Legislature of State of Maine, Private and Special Laws of 1889, chapter 545.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--------------------------|------------------------|---|
| Calvin Putnam | Danvers, Mass. | } Third Wednesday of April in each year or when their successors are elected. |
| Joel Wilbur. | Phillips, Me. | |
| Fletcher Pope | Phillips, Me. | |
| Fred N. Beal. | Phillips, Me. | |
| Joel H. Byron | Phillips, Me. | |
| Sidney G. Haley. | Phillips, Me. | |
| H. H. Field | Phillips, Me. | |

Total number of stockholders at date of last election, 34.

Date of last meeting of stockholders for election of directors, April 19, 1901.

Post office address of general office, Phillips, Me.

Post office address of operating office, Phillips, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------------------|---------------------------|---------------------|
| President | Calvin Putnam | Danvers, Mass. |
| First Vice-President. | Fletcher Pope | Phillips, Me. |
| Clerk | H. H. Field | Phillips, Me. |
| Treasurer. | H. H. Field | Phillips, Me. |
| Auditor | D. F. Field | Phillips, Me. |
| General Manager. | Fletcher Pope | Phillips, Me. |
| General Superintendent. | A. L. Robertson | Rangeley, Me. |
| General Freight Agent | H. H. Field | Phillips, Me. |
| General Passenger Agent | H. H. Field | Phillips, Me. |
| General Ticket Agent | H. H. Field | Phillips, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|----------------------------------|----------------|----------------|------------------------------------|--|
| | From— | To— | | |
| Phillips and Rangeley Railroad.. | Phillips | Rangeley | 28.60 | |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|-----------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock: Common .. | 1,000 | \$100 | \$100,000 | \$99,400 | | |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate—%. | INTEREST. | | |
|------------------------------|----------------|--------------|----------------------------|----------------|---------------------|---------------------------------|---------|--------------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| First mort.. | Aug. 1 1890 | Aug. 1 1910 | \$150,000 | \$150,000 | \$150,000 | \$141,000 | 5 | Feb. 1, & Aug. 1. | \$7,500 | \$7,500 |
| Second mor. | Sept. 1 1892 | Sept. 1 1912 | 75,000 | 50,000 | 50,000 | 37,155 | 5 | Mar. 1, & Sept. 1. | 2,500 | 2,500 |
| Total.... | ..... | ..... | \$225,000 | \$200,000 | \$200,000 | \$178,155 | .. | ..... | \$10,000 | \$10,000 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$200,000 00 | \$200,000 00 | \$10,000 00 | \$10,000 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|-------------|---|-------------|
| Cash | \$1,296 89 | Loans and bills payable..... | \$62,024 81 |
| Bills receivable | 245 00 | Audited vouchers and accounts | 5,658 51 |
| Due from agents | 1,975 88 | Wages and salaries | 1,574 50 |
| Net traffic balances due from other companies..... | 2,028 41 | | |
| Kennebago railroad | 975 99 | | |
| Total—cash and current assets | \$6,522 17 | | |
| Balance—current liabilities.. | 62,735 65 | | |
| Total..... | \$69,257 82 | Total—current liabilities. | \$69,257 82 |

Material and supplies on hand, \$1,714.91.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$99,400 00 | \$99,400 00 | ..... | 28.60 | \$3,475 52 |
| Bonds | 200,000 00 | 200,000 00 | ..... | 28.60 | 6,993 01 |
| Total | \$299,400 00 | \$299,400 00 | ..... | 28.60 | \$10,468 53 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|-----------------------------|----------------|--------------|-----------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Phillips and Rangeley R. R. | \$99,400 | \$200,000 | \$299,400 | 28.60 | \$10,468 53 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|--|---------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | |
| | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Total construction..... | ..... | ..... | \$238,934 48 | \$238,934 48 | \$8,354 35 |
| Total equipment..... | ..... | ..... | 57,588 28 | 57,588 28 | 2,013 58 |
| Grand total cost construction, equipment, etc..... | ..... | ..... | \$296,522 76 | \$296,522 76 | \$10,367 93 |

INCOME ACCOUNT.

| | | |
|--|-------------|-------------|
| Gross earnings from operation..... | \$30,076 90 | |
| Less operating expenses..... | 25,376 15 | |
| Total income | | \$4,700 75 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$10,000 00 | |
| Interest on interest-bearing current liabilities accrued not otherwise provided for | 3,421 44 | |
| Taxes | 280 89 | |
| Total deductions from income | | \$13,702 43 |
| Deficit..... | | \$9,001 68 |
| Deficit from operations of year ending June 30, 1901..... | | \$9,001 68 |
| Deficit on June 30, 1900..... | | 72,933 61 |
| Deficit on June 30, 1901..... | | \$81,935 29 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Total passenger revenue | | | \$10,855 12 |
| Mail | | | 1,661 86 |
| Express | | | 2,137 74 |
| Extra baggage and storage | | | 458 68 |
| Other items..... | | | |
| Total passenger earnings..... | | | \$15,113 50 |
| Total freight revenue. | | | 13,139 19 |
| Other items..... | | | 1,608 07 |
| Total freight earnings | | | \$14,747 26 |
| Total passenger and freight earnings | | | \$29,860 76 |
| Other earnings from operation: | | | |
| Car mileage—balance..... | | | 216 14 |
| Total gross earnings from operation.. | | | \$30,076 90 |

OPERATING EXPENSES.

| Item. | Amount. |
|---|-------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$7,233 71 |
| Repairs and renewals of buildings and fixtures | 60 28 |
| Other expenses..... | 3 60 |
| Total | \$7,297 59 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives..... | \$1,032 47 |
| Repairs and renewals of passenger cars | 484 30 |
| Repairs and renewals of freight cars | 879 50 |
| Repairs and renewals of work cars | 14 85 |
| Repairs and renewals of shop machinery and tools..... | 195 95 |
| Stationery and printing | 3 50 |
| Other expenses | 257 24 |
| Total | \$2,867 81 |
| Conducting transportation: | |
| Engine and roundhouse men | \$4,008 10 |
| Fuel for locomotives | 4,290 00 |
| Oil, tallow and waste for locomotives | 200 53 |
| Other supplies for locomotives | 23 05 |
| Train service..... | 2,276 71 |
| Train supplies and expenses..... | 42 10 |
| Station service..... | 1,893 02 |
| Station supplies..... | 19 45 |
| Loss and damage | 80 00 |
| Advertising | 759 46 |
| Stationery and printing..... | 121 18 |
| Other expenses | 299 02 |
| Total | \$14,012 62 |
| General expenses: | |
| Salaries of general officers..... | \$1,108 63 |
| General office expenses and supplies..... | 25 10 |
| Stationery and printing..... | 53 90 |
| Other expenses..... | 10 50 |
| Total | \$1,198 13 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$7,297 59 |
| Maintenance of equipment..... | 2,867 81 |
| Conducting transportation..... | 14,012 62 |
| General expenses..... | 1,198 13 |
| Grand total | \$25,376 15 |

Percentage of expenses to earnings—entire line, .8437.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------------|--|----------------|--------------|----------------------------|------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$238,934 48 | Cost of road..... | | \$238,934 48 | | |
| | 57,588 28 | Cost of equipment..... | | 57,588 28 | | |
| | 7,871 39 | Cash and current assets..... | | 6,522 17 | | \$1,349 22 |
| | | Other assets: | | | | |
| | 3,637 83 | Materials and supplies..... | | 1,714 91 | | 1,922 92 |
| | 72,933 61 | Profit and loss..... | | 81,935 29 | \$9,001 68 | |
| | \$380,965 59 | Grand total.... | | \$386,695 13 | \$5,729 54 | |
| | | LIABILITIES. | | | | |
| | \$99,400 00 | Capital stock..... | | \$99,400 00 | | |
| | 200,000 00 | Funded debt..... | | 200,000 00 | | |
| | 66,949 72 | Current liabilities..... | | 69,257 82 | \$2,308 10 | |
| | 3,958 32 | Accrued interest on funded debt not yet payable..... | | 3,958 32 | | |
| | 10,657 55 | Accrued interest on floating debt not yet paid..... | | 14,078 99 | 3,421 44 | |
| | \$380,965 59 | Grand total.... | | \$386,695 13 | \$5,729 54 | |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|------------------------------|----------------------|---------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| First mortgage..... | Phillips..... | Rangeley..... | 28.60 | \$5,244 76 |
| Second mortgage.... | Phillips..... | Rangeley..... | 28.60 | 1,748 25 |

All equipment mortgaged.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers | 5 | 400 | \$1,108 63 | \$2 77 |
| Station agents..... | 3 | 1,213 | 1,737 02 | 1 43 |
| Other station men | 1 | 156 | 156 00 | 1 00 |
| Enginemen..... | 3 | 1,014 | 2,009 00 | 1 98 |
| Firemen..... | 3 | 942 | 1,168 80 | 1 24 |
| Conductors | 4 | 761 | 1,360 81 | 1 79 |
| Other trainmen..... | 4 | 851 | 1,064 30 | 1 25 |
| Machinists | 1 | 308 | 665 51 | 2 16 |
| Carpenters | 1 | 279 | 387 88 | 1 39 |
| Other shopmen | 2 | 163 | 231 49 | 1 42 |
| Section foremen | 5 | 1,565 | 2,309 33 | 1 48 |
| Other trackmen..... | 18 | 2,972 | 3,587 71 | 1 21 |
| Switchmen, flagmen and watchmen.... | 3 | 806 | 886 35 | 1 10 |
| All other employees and laborers | 24 | 1,092 | 1,391 61 | 1 27 |
| Total (including "general officers")..... | 77 | 12,522 | \$18,064 44 | \$1 44 |
| Less "general officers"..... | 5 | 400 | 1,108 63 | 2 77 |
| Total (excluding "general officers")..... | 72 | 12,122 | \$16,955 81 | \$1 40 |
| Distribution of above: | | | | |
| General administration..... | 5 | 400 | \$1,108 63 | \$2 77 |
| Maintenance of way and structures..... | 47 | 5,629 | 7,288 65 | 1 29 |
| Maintenance of equipment..... | 4 | 750 | 1,284 88 | 1 71 |
| Conducting transportation | 21 | 5,743 | 8,382 28 | 1 46 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE, AND RATES. | | |
|--|---|---------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 11,410 | | | |
| Number of passengers carried one mile | 302,731 | | | |
| Number of passengers carried one mile per mile of road | 10,586 | | | |
| Average distance carried, miles | 26.53 | | | |
| Total passenger revenue | | 10,855 | 12 | |
| Average amount received from each passenger | | | 95 | 137 |
| Average receipts per passenger per mile | | | 09 | 586 |
| Total passenger earnings | | 15,113 | 50 | |
| Passenger earnings per mile of road | | 528 | 44 | |
| Passenger earnings per train mile | | | 34 | 353 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue | 12,227 | | | |
| Number of tons carried one mile | 240,741 | | | |
| Number of tons carried one mile per mile of road | 8,417 | | | |
| Average distance haul of one ton, miles | 19.68 | | | |
| Total freight revenue | | 13,139 | 19 | |
| Average amount received for each ton of freight | | | 1 | 07 |
| Average receipts per ton per mile | | | 05 | 458 |
| Total freight earnings | | 14,747 | 26 | |
| Freight earnings per mile of road | | 515 | 64 | |
| Freight earnings per train mile | | | 79 | 479 |
| Total traffic: | | | | |
| Gross earnings from operation | | 30,076 | 90 | |
| Gross earnings from operation per mile of road | | 1,051 | 64 | |
| Gross earnings from operation per train mile | | | 68 | 364 |
| Operating expenses | | 25,376 | 15 | |
| Operating expenses per mile of road | | 887 | 28 | |
| Operating expenses per train mile | | | 57 | 679 |
| Income from operation | | 4,700 | 75 | |
| Income from operation per mile of road | | 164 | 36 | |
| Car mileage, etc: | | | | |
| Mileage of passenger cars | 99,819 | | | |
| Average number of passenger cars in train | 2.26 | | | |
| Average number of passengers in train | 6.88 | | | |
| Mileage of loaded freight cars—north or east | 22,215 | | | |
| Mileage of loaded freight cars—south or west | 23,815 | | | |
| Mileage of empty freight cars—north or east | 11,767 | | | |
| Mileage of empty freight cars—south or west | 10,447 | | | |
| Average number of freight cars in train | 3.68 | | | |
| Average number of loaded cars in train | 2.48 | | | |
| Average number of empty cars in train | 1.20 | | | |
| Average number of tons of freight in train | 12.97 | | | |
| Average number of tons of freight in each loaded car | 5.23 | | | |
| Average mileage operated during year | 28.60 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 25,440 | | | |
| Mileage of revenue mixed trains | 18,555 | | | |
| Total revenue train mileage | 43,995 | | | |
| Mileage of nonrevenue trains | 9,954 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|------------------------|--|---|-----------------------------------|
| Total tonnage. | 9,583 | 2,644 | 12,227 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|------------------------------------|----------------|--|---------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger | ... | 4 | 4 | Eames Vacuum. | | |
| Freight | ... | | | | | |
| Switching | ... | | | | | |
| Total locomotives in service. | | 4 | 4 | Eames Vacuum. | | |
| Total locomotives owned. | | 4 | 4 | Eames Vacuum. | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | | 3 | 3 | Eames Vacuum.. | 3 | Miller. |
| Combination cars | | 1 | 1 | Eames Vacuum.. | 1 | Miller. |
| Baggage, express and postal cars | | 1 | 1 | Eames Vacuum.. | 1 | Miller. |
| Total | | 5 | 5 | Eames Vacuum.. | 5 | Miller. |
| In freight service— | | | | | | |
| Box cars. | | 15 | | | | |
| Flat cars | | 67 | | | | |
| Other cars in freight service. ... | | 14 | | | | |
| Total | | 96 | | | | |
| In company's service— | | | | | | |
| Caboose cars. | | 1 | | | | |
| Other road cars. | | 2 | | | | |
| Total | | 3 | | | | |
| Total cars in service | | 104 | | | | |
| Total cars owned. | | 104 | | | | |

MILEAGE OF ROAD OPERATED.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---------------------------|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track.... | 26.60 | ..... | ..... | ..... | 28.60 | ..... | ..... | 28.60 |

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point—cents. |
|--------------|---------|--|
| Birch | 4,000 | 10 |
| Spruce | 1,000 | 10 |
| Cedar | 2,000 | 10 |
| Total | 7,000 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 858 | ..... | ..... | 858 | 53,949 | 31.81 |
| Freight | | | | | | | |
| Switching | | | | | | | |
| Construction | | | | | | | |
| Average cost at distributing point..... | | \$5.00 | ..... | ..... | ..... | ..... | ..... |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-----------|---------|-------------------|-----|-----------------|-----|-----------------|-----|-----------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Wooden | 22 | 794.3 | | 4 | 3 | 200 | | Overhead Railway Crossings: | | | |
| Trestles: | 3 | 136 | | 30. | | 60 | | | | | |

Gauge of track, 2 feet—28.60 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|-----------------------------|
| 28.60 | 28.60 | Western Union Telegraph Co. | Western Union Telegraph Co. |

Report of the Portland and Rumford Falls Railway Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway Company.

Date of organization. November 8, 1890.

Under laws of what government, state or territory organized? Organized under laws of the State of Maine.

On November 1, 1890, the railroad of the Rumford Falls and Buckfield Railroad Company extending from Mechanic Falls to Gilbertville was leased for one thousand (1,000) years to the Portland and Rumford Falls Railway. This latter corporation extended the line from Gilbertville to Rumford Falls, which extension was opened for traffic August 1, 1892. Later the line was extended from Mechanic Falls to a connection with the Maine Central Railroad in the city of Auburn, and opened for traffic February 12, 1894. On September 1, 1897, a branch line from Canton to Chisholm was put in operation, and in 1899 was extended to Livermore.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|------------------------|-------------------------|-----------------------------|
| Hugh J. Chisholm..... | Portland, Me | September 10, 1901. |
| Waldo Pettingill | Rumford Falls, Me | September 10, 1901. |
| George D. Bisbee | Rumford Falls, Me | September 10, 1901. |
| Fred E. Richards..... | Portland, Me | September 10, 1901. |
| Galen C. Moses | Bath, Me | September 10, 1901. |
| George C. Wing | Auburn, Me | September 10, 1901. |
| Charles C. Brown..... | Boston, Mass | September 10, 1901. |
| A. W. Burbank..... | New York, N. Y..... | September 10, 1901. |
| R. C. Bradford..... | Portland, Me | September 10, 1901. |

Total number of stockholders at date of last election, 45.

Date of last meeting of stockholders for election of directors, September 1, 1900, adjourned to October 2, 1900.

Post office address of general office, Portland, Me.

Post office address of operating office, Rumford Falls, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------------|------------------------|---------------------|
| President | Hugh J. Chisholm | Portland, Me. |
| Vice President | Waldo Pettingill | Rumford Falls, Me. |
| Clerk | R. C. Bradford | Portland, Me. |
| Treasurer | R. C. Bradford | Portland, Me. |
| Attorney, or General Counsel... | J. W. Symonds..... | Portland, Me. |
| Chief Engineer | R. B. Stratton..... | Rumford Falls, Me. |
| Superintendent | E. L. Lovejoy..... | Rumford Falls, Me. |
| Traffic Manager..... | R. C. Bradford | Portland, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---------------------------------|------------------|-------------------|------------------------------------|--|
| | From— | To— | | |
| Portland and Rumford Falls R'y. | Rumford Junction | Rumford Falls, Me | 53.58 | |
| Otis branch | Canton | Livermore, Me... | 10.27 | 63.85 |
| Maine Central Railroad..... | Rumford Junction | Lewiston, Me..... | ..... | 4.20 |
| Total..... | ..... | ..... | ..... | 68.05 |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common .. | 15,000 | \$100 | \$1,500,000 | \$1,500,000 | ..... | * \$65,000 |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: | | | | | | |
| Common | | | 5,000 | \$500,000 | 9,000 | \$900,000 |
| Issued for construction: | | | | | | |
| Common | | | | | 6,000 | |
| Total | | | 5,000 | \$500,000 | 15,000 | \$900,000 |

| | |
|--|----------|
| *Dividend No. 30, 1% on \$1,000,000..... | \$10,000 |
| Dividend No. 31, 1% on \$1,000,000..... | 10,000 |
| Dividend No. 32, 1½% on \$1,500,000..... | 22,500 |
| Dividend No. 33, 1½% on \$1,500,000..... | 22,500 |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | INTEREST. | | | |
|---|----------------|---------------|-----------------------------|----------------|---------------------|-----------|----------------------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | Rate—%. | When payable. | Amount accrued during year. | Amount paid during year. |
| Construction and first mortgage bonds ... | Nov. 2, 1896, | Nov. 1, 1926, | \$1,000,000 | \$1,000,000 | \$992,000 | 4 | May 1 | \$ 39,680 | \$ 39,360 |
| Debenture 4% .. | Aug. 2, 1897. | Aug. 1, 1927, | 350,000 | 350,000 | 350,000 | 4 | Nov. 1 Feb. 1 Aug. 1 | 14,000 | 14,000 |
| Total ..... | ..... | ..... | \$1,350,000 | \$1,350,000 | \$1,342,000 | .. | ..... | 53,680 | 53,360 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|--------------------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$1,000,000 00 | \$992,000 00 | \$39,680 00 | \$39,360 00 |
| Miscellaneous obligations..... | 350,000 00 | \$350,000 00 | 14,000 00 | 14,000 00 |
| Total | \$1,350,000 00 | \$1,342,000 00 | \$53,680 00 | \$53,360 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|--------------|---|--------------|
| Cash | \$67,942 91 | Audited vouchers and accounts (June pay roll) | \$37,357 04 |
| Notes receivable | 410,400 00 | Net traffic balances due to other companies | 27,013 85 |
| Due from agents | 2,699 90 | Miscellaneous | 4,391 50 |
| Due from solvent companies and individuals | 29,745 28 | Total current liabilities.. | \$68,762 39 |
| Total—cash and current assets | \$510,788 09 | Balance—cash assets. | 442,025 70 |
| | | Total | \$510,788 09 |

Materials and supplies on hand, \$43,638.04.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$1,500,000 00 | \$1,500,000 00 | ..... | 63.85 | \$23,493 00 |
| Bonds..... | 1,342,000 00 | 1,342,000 00 | ..... | 63.85 | 21,018 00 |
| Total | \$2,842,000 00 | \$2,842,000 00 | ..... | ..... | \$44,511 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|----------------|----------------|----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Portland and Rumford Falls Railway..... | \$1,500,000 00 | \$1,342,000 00 | \$2,842,000 00 | 63.85 | \$44,511 00 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|--|--|---------------------------------------|------------------------------|------------------------------|--------------------|
| | Included in operating expenses. | Not included in operating ex- | | | |
| | | penses. | | | |
| | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Construction: | | | | | |
| Engineering | | | | \$73,040 77 | |
| Right of way and station grounds | | | | 70,516 05 | |
| Real estate | | | | 17,613 31 | |
| Grading | | | | 583,819 45 | |
| Bridges, trestles and culverts | | | | 258,548 42 | |
| Ties | | | | 70,528 72 | |
| Rails | | | | 290,781 67 | |
| Track fastenings | | | | 34,535 25 | |
| Frogs and switches | | | | 6,135 33 | |
| Ballast | | | | 62,197 05 | |
| Track laying and surfacing | | | | 66,669 75 | |
| Fencing right of way | | | | 7,921 54 | |
| Crossings, cattle guards, and signs | | | | 9,417 61 | |
| Telegraph lines | | | | 4,901 20 | |
| Station buildings and fixtures | | | | 121,046 79 | |
| Shops, roundhouses, and turntables | | | | 12,983 12 | |
| Shop machinery and tools | | | | 592 62 | |
| Water stations | | | | 2,808 92 | |
| Miscellaneous structures | | | | 210 79 | |
| Legal expenses | | | | 20,651 92 | |
| Interest and discount | | | | 214,008 71 | |
| General expenses | | | | 132,488 29 | |
| Total construction | | | | \$2,061,417 28 | \$32,285 31 |
| Equipment: | | | | | |
| Locomotives | | | | \$82,700 00 | |
| Passenger cars | | | | 26,537 75 | |
| Baggage, express and postal cars | | | | 2,025 00 | |
| Combination cars | | | | 3,301 83 | |
| Freight cars | | | | 54,426 41 | |
| Other cars of all classes | | | | 5,839 37 | |
| Total equipment | | | | \$174,830 36 | \$2,738 14 |
| Total construction | | | | 2,061,417 28 | 32,285 31 |
| Total cost of construction, equipment, etc. | | | | \$2,236,247 64 | \$35,023 45 |

INCOME ACCOUNT.

| | | |
|---|--------------|--------------|
| Gross earnings from operation..... | \$440,107 85 | |
| Less operating expenses..... | 286,297 08 | |
| Income from operation | | \$153,810 77 |
| Dividends on stocks owned ... | \$4,428 00 | |
| Interest on bonds owned..... | 2,820 00 | |
| Miscellaneous income—less expenses | 14,136 96 | |
| Income from other sources..... | | 21,384 96 |
| Total income | | \$175,195 73 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$53,680 00 | |
| Taxes | 10,800 00 | |
| Sinking fund | 11,666 67 | |
| Total deductions from income..... | | 76,146 67 |
| Net income | | \$99,049 06 |
| Dividends, common stock | | 65,000 00 |
| Surplus from operations of year ending June 30, 1901..... | | \$34,049 06 |
| Surplus on June 30 1900..... | | 211,914 05 |
| | | \$245,963 11 |
| Deductions for year | | 9,006 34 |
| Surplus on June 30, 1901..... | | \$236,956 77 |

Profit and loss entries are as follows:

| | | |
|---|------------|-------------|
| Deductions: Sinking fund, transfer old account..... | \$8,922 70 | |
| Premium on bonds purchased..... | 2,226 67 | |
| Miscellaneous | 279 46 | |
| | | \$11,428 83 |
| Additions: Income supply accounts | \$1,945 83 | |
| Sinking fund accretions | 455 42 | |
| Miscellaneous | 21 24 | |
| | | 2,422 49 |
| | | \$9,006 34 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, accounts of repayments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger revenue | | | \$94,567 85 |
| Mail | | | 6,488 04 |
| Express | | | 4,191 76 |
| Extra baggage and storage..... | | | 947 21 |
| Other items..... | | | 200 00 |
| Total passenger earnings..... | | | \$106,394 86 |
| Total freight earnings | | | 331,489 12 |
| Total passenger and freight earnings..... | | | \$437,883 98 |
| Other earnings from operation: | | | |
| Hire of equipment—balance..... | | | \$143 25 |
| Rents from tracks, yards and terminals.. | | | 1,200 00 |
| Other sources..... | | | 880 62 |
| Total other earnings..... | | | \$2,223 87 |
| Total gross earnings from operation.. | | | \$440,107 85 |

STOCKS OWNED.

| Railway Stocks. | Total par value. | Rate—%. | Income or dividend received. | Valuation. |
|---|------------------|---------|------------------------------------|-------------|
| Rumford Falls and Rangeley Lakes Railroad Company..... | \$89,500 00 | | | \$49,350 00 |

OTHER STOCKS.

| | | | | |
|--|--------------|---|------------|--------------|
| Rumford Falls Publishing Company | \$300 00 | | \$6 00 | \$300 00 |
| International Paper Company (preferred)..... | 73,700 00 | 6 | 4,422 00 | 54,552 00 |
| Oxford Paper Company | 175,000 00 | | | 175,000 00 |
| Total..... | \$249,000 00 | | \$4,428 00 | \$229,852 00 |
| Grand total | \$338,500 00 | | \$4,428 00 | 279,202 00 |

BONDS OWNED.

| Name. | Total par value. | Rate-%. | Income or interest received. | Valuation. |
|--|------------------|---------|------------------------------|-------------|
| International Paper Company, 1st mortgage... | \$20,000 00 | ..... | ..... | \$20,000 00 |
| International Paper Company, debenture..... | 53,000 00 | ..... | \$2,820 00 | 53,000 00 |
| Otis Falls Pulp Company..... | 4,000 00 | ..... | ..... | 4,000 00 |
| Total | \$77,000 00 | ..... | \$2,820 00 | \$77,000 00 |

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property | Situation of property leased. | Name of company using property leased. | Item. | Total. |
|-----------------------------------|-------------------------------|--|-------|------------|
| Tracks, yards and terminals | Rumford Falls, Me | Rumford Falls and R. L. R. R. Co ..... | ..... | \$1,200 00 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net miscellaneous income. |
|--|---------------|----------------|---------------------------|
| Interest on notes and accounts..... | \$10,738 30 | \$53 33 | \$10,744 97 |
| Rent of buildings and other property. | 543 00 | 286 42 | 286 58 |
| Other sources..... | 3,105 41 | ..... | 3,105 41 |
| Total | \$14,446 71 | \$309 75 | \$14,136 96 |

OPERATING EXPENSES.

| Item. | Amount. |
|---|--------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$59,539 61 |
| Renewals of rails..... | 9,910 27 |
| Renewals of ties..... | 10,844 16 |
| Repairs and renewals of bridges and culverts..... | 19,335 30 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 902 61 |
| Repairs and renewals of buildings and fixtures..... | 6,669 82 |
| Repairs and renewals of telegraph..... | 477 90 |
| Stationery and printing..... | 67 91 |
| Other expenses..... | 950 60 |
| Total..... | \$108,697 68 |
| Maintenance of equipment: | |
| Superintendence..... | \$1,000 00 |
| Repairs and renewals of locomotives..... | 20,843 39 |
| Repairs and renewals of passenger cars..... | 3,317 80 |
| Repairs and renewals of freight cars..... | 8,186 99 |
| Repairs and renewals of work cars..... | 2,268 87 |
| Repairs and renewals of shop machinery and tools..... | 664 91 |
| Stationery and printing..... | 86 25 |
| Other expenses..... | 1,061 28 |
| Total..... | \$37,429 49 |
| Conducting transportation: | |
| Superintendence..... | \$2,340 00 |
| Engine and roundhouse men..... | 17,479 19 |
| Fuel for locomotives..... | 38,664 57 |
| Water supply for locomotives..... | 1,550 99 |
| Oil, tallow and waste for locomotives..... | 1,435 74 |
| Other supplies for locomotives..... | 331 77 |
| Train service..... | 12,325 73 |
| Train supplies and expenses..... | 1,448 75 |
| Switchmen, flagmen and watchmen..... | 5,989 83 |
| Telegraph expenses..... | 3,604 09 |
| Station service..... | 12,568 33 |
| Station supplies..... | 2,341 02 |
| Car mileage—balance..... | 8,963 88 |
| Loss and damage..... | 1,991 68 |
| Injuries to persons..... | 463 46 |
| Clearing wrecks..... | 221 06 |
| Advertising..... | 2,247 16 |
| Outside agencies..... | 122 91 |
| Rents for tracks, yards and terminals..... | 4,000 00 |
| Rents of buildings and other property..... | 540 83 |
| Stationery and printing..... | 1,787 27 |
| Other expenses..... | 136 91 |
| Total..... | \$119,715 27 |
| General expenses: | |
| Salaries of general officers..... | \$6,000 00 |
| Salaries of clerks and attendants..... | 7,077 89 |
| General office expenses and supplies..... | 2,935 26 |
| Insurance..... | 1,003 35 |
| Law expenses..... | 604 80 |
| Stationery and printing (general offices)..... | 1,215 94 |
| Other expenses..... | 774 30 |
| Total..... | \$19,614 64 |
| Recapitulation of expenses: | |
| Maintenance of way and structures..... | \$108,697 68 |
| Maintenance of equipment..... | 37,429 49 |
| Conducting transportation..... | 119,715 27 |
| General expenses..... | 20,454 64 |
| Grand total..... | \$286,297 08 |

Percentage of expenses to earnings, .65.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|---|---|---|-------|------------|
| Tracks: Maine Central Railroad Co ... | Between Rumford Junction and Lew- iston, 4.20 miles, trackage rights.... | Maine Central R. R. Co. .... | ..... | \$4,000 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|----------------|--|----------------|----------------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$2,061,417 28 | Cost of road..... | | \$2,061,417 28 | | |
| | 174,830 36 | Cost of equipment..... | | 174,830 36 | | |
| | 104,202 00 | Stocks owned..... | | 279,202 00 | \$175,000 00 | |
| | 47,000 00 | Bonds owned..... | | 77,000 00 | 30,000 00 | |
| | 50,000 00 | Other permanent investments..... | | 4,475 00 | | \$45,525 00 |
| | 23,319 82 | Lands and build- ings owned..... | | 23,762 32 | 442 50 | |
| | 171,571 01 | Cash and current assets..... | | 510,788 09 | 339,217 08 | |
| | 40,004 31 | Other assets: Materials and supplies..... | | 43,638 04 | 3,633 73 | |
| | 8,467 28 | Sinking fund .. | | 20,589 37 | 12,122 09 | |
| | \$2,680,812 06 | Grand total .. | | \$3,195,702 46 | \$514,890 40 | |
| | | LIABILITIES. | | | | |
| | \$1,000,000 00 | Capital stock..... | | \$1,500,000 00 | \$500,000 00 | |
| | 1,342,000 00 | Funded debt..... | | 1,342,000 00 | | |
| | 72,718 01 | Current liabilities..... | | 68,762 39 | | \$3,955 62 |
| | 12,180 00 | Accrued interest on funded debt not yet payable..... | | 12,446 67 | 266 67 | |
| | 30,000 00 | Appropriat'ns for new equipment..... | | 5,444 00 | | 24,556 00 |
| | 12,000 00 | Appropriat'ns for new bridges..... | | 9,503 26 | | 2,496 74 |
| | | Sinking funds for redemption of bonds..... | | 20,589 37 | 20,589 37 | |
| | 211,914 05 | Profit and loss..... | | 236,956 77 | 25,042 72 | |
| | \$2,680,812 06 | Grand total .. | | \$3,195,702 46 | \$514,890 40 | |

IMPORTANT CHANGES DURING THE YEAR.

This company has issued during the year five thousand (5,000) shares of its common stock for cash.

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|--|-------------------------------|--------------------------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| Portland and Rumford Falls Railway consolidated 30 years mortgage gold sinking fund bond dated Nov. 2, 1896..... | Rumford Junction Canton | Rumford Falls. Livermore | 63.85 | \$15,662 |

All equipment owned.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|--|---------|------------------------------|----------------------------|-----------------------------|
| General officers..... | 3 | 937 | \$6,000 00 | \$6 40 |
| Other officers | 4 | 1,248 | 5,500 00 | 4 41 |
| General office clerks | 13 | 3,827 | 7,437 99 | 1 94 |
| Station agents | 21 | 6,347 | 8,978 60 | 1 41 |
| Other station men..... | 18 | 4,481 | 5,416 47 | 1 21 |
| Enginemen..... | 13 | 4,089 | 10,670 59 | 2 61 |
| Firemen | 12 | 3,869 | 6,190 10 | 1 60 |
| Conductors | 10 | 2,665 | 6,439 06 | 2 42 |
| Other trainmen..... | 20 | 5,409 | 8,642 15 | 1 60 |
| Other Shopmen | 21 | 4,374 | 8,607 31 | 1 97 |
| Section foremen | 14 | 4,511 | 7,906 48 | 1 75 |
| Other trackmen..... | 48 | 13,187 | 17,302 47 | 1 31 |
| Switchmen, flagmen and watchmen..... | 18 | 4,836 | 7,324 39 | 1 51 |
| Telegraph operators and dispatchers | 2 | 624 | 1,440 00 | 2 31 |
| All other employees and laborers | 57 | 12,511 | 19,296 54 | 1 54 |
| Total (including "general officers") | 274 | 72,915 | \$127,152 15 | \$1 74 |
| Less "general officers" | 3 | 937 | 6,000 00 | 6 40 |
| Total (excluding "general officers") | 271 | 71,978 | \$121,152 15 | \$1 68 |
| Distribution of above: | | | | |
| General administration..... | 16 | 4,764 | \$13,437 99 | \$2 82 |
| Maintenance of way and structures | 107 | 20,510 | 44,101 82 | 1 55 |
| Maintenance of equipment..... | 25 | 5,688 | 11,173 34 | 1 96 |
| Conducting transportation | 126 | 33,953 | 58,439 00 | 1 72 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|--|--------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 145,109 | | | |
| Number of passengers carried one mile..... | 3,683,628 | | | |
| Number of passengers carried one mile per mile of road | 54,131.20 | | | |
| Average distance carried, miles. | 25.39 | | | |
| Total passenger revenue | | 94,567 | 85 | |
| Average amount received from each passenger. | | 65 | 170 | |
| Average receipts per passenger per mile. | | 02 | 567 | |
| Total passenger earnings | | 106,394 | 86 | |
| Passenger earnings per mile of road | | 1,563 | 48 | |
| Passenger earnings per train mile..... | | 93 | 925 | |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 479,939 | | | |
| Number of tons carried one mile | 15,497,249 | | | |
| Number of tons carried one mile per mile of road..... | 227,733.27 | | | |
| Average distance haul of one ton, miles..... | 32.29 | | | |
| Total freight revenue. | | 331,489 | 12 | |
| Average amount received for each ton of freight | | 69 | 069 | |
| Average receipts per ton per mile..... | | 02 | 139 | |
| Total freight earnings..... | | 331,489 | 12 | |
| Freight earnings per mile of road | | 4,871 | 26 | |
| Freight earnings per train mile..... | | 3 | 22 | 432 |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 440,107 | 85 | |
| Gross earnings from operation per mile of road | | 6,467 | 42 | |
| Gross earnings from operation per train mile..... | | 2 | 03 | 673 |
| Operating expenses. | | 286,297 | 08 | |
| Operating expenses per mile of road..... | | 4,307 | 16 | |
| Operating expenses per train mile | | 1 | 32 | 493 |
| Income from operation..... | | 153,810 | 77 | |
| Income from operation per mile of road..... | | 2,260 | 26 | |
| Car mileage, etc.: | | | | |
| Mileage of passenger cars | 289,410 | | | |
| Average number of passenger cars in train | 2.55 | | | |
| Average number of passengers in train..... | 33 | | | |
| Mileage of loaded freight cars—north or east..... | 672,159 | | | |
| Mileage of loaded freight cars—south or west..... | 452,389 | | | |
| Mileage of empty freight cars—north or east..... | 153,265 | | | |
| Mileage of empty freight cars—south or west..... | 364,256 | | | |
| Average number of freight cars in train | 15.97 | | | |
| Average number of loaded cars in train | 10.94 | | | |
| Average number of empty cars in train..... | 5.03 | | | |
| Average number of tons of freight in train..... | 150.74 | | | |
| Average number of tons of freight in each loaded car. | 13.79 | | | |
| Average mileage operated during year | 68.05 | | | |
| Train mileage: | | | | |
| Miles of revenue passenger trains..... | 113,276 | | | |
| Mileage of revenue freight trains..... | 102,809 | | | |
| Total revenue train mileage | 216,085 | | | |
| Mileage of nonrevenue trains..... | 89,611 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road— whole tons. | Freight received from connecting roads and other carriers— whole tons. | Total freight tonnage— whole tons. |
|------------------------|---|--|------------------------------------|
| Total tonnage. | 257,022 | 222,917 | 479,939 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|------------------------------------|----------------|--|----------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger | | 4 | 4 | Westinghouse. | | |
| Freight | | 6 | 6 | Westinghouse.. | 6 | Janney. |
| Switching | | 1 | 1 | Westinghouse.. | 1 | Janney. |
| Total locomotives in service. | | 11 | 10 | Westinghouse.. | 7 | Janney. |
| Total locomotives owned. | | 11 | 10 | Westinghouse.. | 7 | Janney. |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | | 6 | 6 | Westinghouse.. | 6 | Miller. |
| Combination cars | | 3 | 3 | Westinghouse.. | 3 | Miller. |
| Baggage, express and postal cars | | 1 | 1 | Westinghouse.. | 1 | Miller. |
| Total | | 10 | 10 | Westinghouse.. | 10 | Miller. |
| In freight service— | | | | | | |
| Box cars | *4 | 75 | 75 | Westinghouse.. | 75 | Miller. |
| Flat cars | | 35 | 35 | Westinghouse.. | 35 | Miller. |
| Coal cars | 25 | 25 | 25 | Westinghouse.. | 25 | American |
| Total | | 135 | 100 | Westinghouse.. | 135 | |
| In company's service— | | | | | | |
| Gravel cars | *8 | 20 | | | | |
| Derrick cars | | 1 | | | | |
| Caboose cars | 1 | 4 | | | 4 | Janney. |
| Other road cars | 4 | 17 | 1 | Westinghouse. | | |
| Snow plows | | 4 | 1 | Westinghouse. | | |
| Total | | 46 | 2 | Westinghouse.. | 4 | Janney. |
| Total cars in service | | 191 | | | | |
| Total cars owned. | | 191 | | | | |

* Decrease.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Miles of single track..... | 53.58 | 10.27 | 4.20 | 68.05 | ..... | ..... | 63.85 |
| Miles of yard track and sidings..... | 16.91 | 4.19 | ..... | 21.10 | 3.92 | 1.77 | 19.33 |
| Total mileage operated (all tracks)..... | 70.49 | 14.46 | 4.20 | 89.15 | 3.92 | 1.77 | 83.18 |

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

| State or Territory. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage owned. | New line constructed during year. | RAILS. | |
|---------------------|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Maine..... | 53.58 | 10.27 | 63.85 | ..... | ..... | 63.85 |

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|-------|----------------------|--|----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point—cts. |
| Steel | 237.5 | 70 | \$32 62 | Cedar | 26,395 | 41.08 |
| | | | | Hemlock | | |
| | | | | Hackmatack | | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|--|-------------|-------------|-------------|--------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | ... | 2,914.68 | ..... | 4 | 2,916.68 | 113,276 | 50.50 |
| Freight | ... | 4,080.55 | ..... | 7 | 4,084.05 | 102,809 | 79.45 |
| Switching | ... | 2,040.28 | ... .. | 2 | 2,041.28 | 67,533 | 60.45 |
| Construction | ... | 680.09 | ..... | 1 | 680.59 | 22,078 | 61.65 |
| Total. | ... | 9,715.60 | ..... | 14 | 9,722.60 | 305,696 | 63.61 |
| Average cost at distributing point. | ... | \$3.85 | ..... | \$2.53 | | | |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

| Kind of Accident. | EMPLOYEES. | | | | | | | |
|---|--------------|----------|-----------------------------------|----------|------------------|--------------|--------------|----------|
| | Trainmen. | | Switchmen, flagmen, and watchmen. | | Other employees. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions..... | | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Falling from trains, locomotives, or cars | | | | 1 | ..... | ..... | ..... | 1 |
| Other causes..... | | 1 | ..... | 1 | ..... | ..... | ..... | 1 |
| Total | | 1 | ..... | 1 | ..... | ..... | ..... | 2 |

| Kind of Accident. | PASSENGERS. | | OTHERS. | | | | | | |
|--|--------------|----------|------------------|----------|--------------|--------------|--------------|--------------|--------|
| | Killed. | Injured. | Not Trespassing. | | | | trespassing. | | Total. |
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| Derailments..... | | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Struck by trains, locomotives or cars: | | | | | | | | | |
| At highway crossings..... | | | | 1 | ..... | ..... | ..... | ..... |  |
| Total | | 1 | ..... | 1 | ..... | ..... | ..... | ..... |  |

| Summary. | | Total. | |
|--------------------|--------------|----------|----------|
| | | Killed. | Injured. |
| Employees..... | ..... | 2 | 2 |
| Passengers..... | ..... | 1 | 1 |
| Others..... | ..... | 1 | 1 |
| Total ..... | ..... | 2 | 4 |

Average number employed during year: Trainmen, 55; switchmen, flagmen and watchmen, 13; station men, 39; shopmen, 21; trackmen, 62; telegraph employees, 2; other employees, 77; total, 274.

ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

| Kind of Accident. | EMPLOYEES. | | | | | | | | Total Employees. | |
|-----------------------|--------------|----------|----------|----------|-----------|----------|------------------|----------|------------------|----------|
| | Station men. | | Shopmen. | | Trackmen. | | Other Employees. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Handling traffic..... | | | | | | | | 1 | ..... | 1 |
| Total | | | | | | | | 1 | ..... | 1 |

BRIDGES, TRESTLES, TUNNELS, Etc.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-----------------------|---------|-------------------|-----|-----------------|-----|-----------------|-----|-----------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Stone, rail covers .. | 9 | 84 | | 6 | | 12 | | Trestles | 1 | 21 | |
| Stone and concrete | 4 | 90 | | 6 | | 72 | | Overhead Railway Crossings: | | | |
| Iron and steel | 19 | 1,609 | 2 | 13 | | 609 | | | | | |
| Wooden .. | 2 | 81 | | 10 | | 71 | | | | | |
| Total .. | 34 | 1,864 | 2 | | | | | | | | |
| Trestles .. | 2 | 690 | | 150 | | 540 | | | | | |

Gauge of track, 4 feet, 8½ inches—63.85 miles.

Report of the Rumford Falls and Rangeley Lakes Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Rumford Falls and Rangeley Lakes Railroad Company.

Date of organization. September 11, 1894.

Under laws of what government, state or territory organized. Organized under the general laws of the State of Maine.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|------------------------|------------------------|-----------------------------|
| Hugh J. Chisholm..... | Portland, Me..... | September 10, 1901. |
| Waldo Pettengill.. | Rumford Falls, Me..... | September 10, 1901. |
| Galen C. Moses. | Bath, Me | September 10, 1901. |
| Wm. W. Brown..... | Portland, Me..... | September 10, 1901. |
| Herbert J. Brown..... | Portland, Me. | September 10, 1901. |
| E. B. Denison | Portland, Me..... | September 10, 1901. |
| Fred E. Richards..... | Portland, Me..... | September 10, 1901. |
| Geo. D. Bisbee | Rumford Falls, Me..... | September 10, 1901. |
| R. C. Bradford..... | Portland, Me..... | September 10, 1901. |
| Walter E. Plummer..... | Lisbon Falls, Me | September 10, 1901. |

Total number of stockholders at date of last election, 13.

Date of last meeting of stockholders for election of directors, September 11, 1900

Post office address of general office, Portland, Me.

Post office address of operating office, Rumford Falls, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------|------------------------|---------------------|
| President. | Hugh J. Chisholm | Portland, Me. |
| Clerk | R. C. Bradford | Portland, Me. |
| Treasurer | R. C. Bradford | Portland, Me. |
| General Manager | Waldo Pettengill..... | Rumford Falls, Me. |
| Chief Engineer. | R. B. Straton | Rumford Falls, Me. |
| Superintendent | E. L. Lovejoy..... | Rumford Falls, Me. |
| Traffic Manager | R. C. Bradford | Portland, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of road named. |
|--|-----------------------------------|-----------------------------------|------------------------------------|---|
| | From— | To— | | |
| Rumford Falls and Rangeley Lakes Railroad..... | Rumford Falls ... | Bemis. | 27.00 | |
| Houghton Branch. | Houghton..... | Township E..... | 4.31 | 31.31 |
| Portland and Rumford Falls Railway | Passenger station Rumford Falls.. | R. L. bridge over Androgin river. | 1.42 | 1.42 |
| Total..... | | | | 32.73 |

In May, 1899, the Portland and Rumford Falls Railway acquired by purchase a controlling interest in the capital stock of this company.

CAPITAL STOCK.

| Description. | Number of shares authorized | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | | |
|---|-----------------------------|----------------------|-----------------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. | |
| Capital stock: common.... | 1,500 | \$100 | \$500,000 00 | \$150,000 00 | | | |
| preferred .. | 1,500 | | | | | | |
| Optional, whether common or preferred | 2,000 | | | | | | |
| Total | 5,000 | \$100 | \$500,000 00 | \$150,000 00 | | | |
| Manner of Payment for Capital Stock. | | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: common | | | | | | 1,500 | \$150,000 00 |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

| Class of Bond or Obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|------------------------------|----------------|-------------|-----------------------------|----------------|---------------------|---------------------------------|-----------|---------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | Rate—%. | When payable. | Amount accrued during year. | Amount paid during year. |
| Forty years gold bond | Oct. 1 1897 | Oct. 1 1937 | \$400,000 | \$400,000 | \$400,000 | ..... | 5 | Apr. & Oct. | \$20,000 | \$20,000 |

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

| Series or other designation. | Date of Issue. | Term. | Number of payments. | Equipment Covered. |
|------------------------------|---------------------|--------------|---------------------|------------------------|
| A, equip. trust notes | October 1, 1896.... | 5 years..... | 33 | *30 Pullman flat cars. |
| B, equip. trust notes | September 25, 1897 | 3 years..... | 7 | † 1 locomotive. |
| C, equip. trust notes | February 21, 1898. | 5 years..... | 17 | *20 Pullman flat cars. |

STATEMENT OF AMOUNT.

| Series or other designation. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS — PRINCIPAL. | | DEFERRED PAYMENTS — INTEREST. | | | | |
|------------------------------|-------------------------------------|--------------------------------|---------------------|-------------------------------|---------------------|-----------------------------|--------------------------|---------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount paid during year. | Rate—%. |
| A | \$915 | \$9,079 20 | \$3,177 72 | | | | | |
| B | 901 | 8,903 64 | 2,225 91 | | | | | |
| C | 1,224 | 5,811 40 | 3,777 41 | | | | | |
| Total ... | \$3,040 | \$23,794 24 | \$9,161 04 | | | | | |

* Pullman Palace Car Company.

† Burnham, Williams & Co.

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$400,000 00 | \$400,000 00 | \$20,000 00 | \$20,000 00 |
| Equipment trust obligations..... | 23,794 24 | 9,181 04 | | |
| Total | \$423,794 24 | \$409,181 04 | \$20,000 00 | \$20,000 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|-------------|--|-------------|
| Cash | \$12,944 71 | Audited vouchers and accounts, including June pay roll | \$12,036 89 |
| Due from agents | 598 51 | Miscellaneous | 2,269 20 |
| Net traffic balances due from other companies..... | 1,578 76 | Total—current liabilities. | \$14,306 09 |
| Total—cash and current assets | \$15,121 98 | Balance—cash assets | 815 89 |
| | | Total | \$15,121 98 |

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|-----------------------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$150,000 00 | \$150,000 00 | ..... | 31.31 | \$4,791 00 |
| Bonds | 400,000 00 | 400,000 00 | ..... | 31.31 | 12,775 00 |
| Equipment trust obligations | 9,181 04 | 9,181 04 | ..... | 31.31 | 293 00 |
| Total | \$559,181 04 | \$559,181 04 | ..... | 31.31 | \$17,859 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Rumford Falls and Rangeley Lakes Railroad | \$150,000 00 | \$409,181 04 | \$559,181 04 | 31.31 | \$17,859 00 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|-------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | |
| | | | | | |
| Total construction..... | | \$9,791 76 | \$502,422 24 | \$512,214 00 | \$16,359 44 |
| Total equipment..... | | | \$6,748 73 | 96,743 73 | 3,090 03 |
| Grand total cost construction, equipment, etc. | | \$9,791 76 | \$599,170 97 | \$608,962 73 | \$19,449 47 |

INCOME ACCOUNT.

| | | |
|---|-------------|-------------|
| Gross earnings from operation..... | \$92,959 35 | |
| Less operating expenses..... | 64,190 88 | |
| Income from operation..... | | \$28,768 47 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$20,000 00 | |
| Interest on interest-bearing current liabilities accrued not otherwise provided for..... | 387 22 | |
| Taxes..... | 1,389 68 | |
| Total deductions from income..... | | 21,776 90 |
| Net income..... | | \$6,991 57 |
| Surplus from operations of year ending June 30, 1901..... | | \$6,991 57 |
| Surplus on June 30, 1900..... | | 37,791 12 |
| | | \$44,782 69 |
| Deductions for year..... | | *3,660 11 |
| Surplus on June 30, 1901..... | | \$41,123 58 |

* Debit balance accounts cleared, \$5,229.28—\$1,569.17—\$3,660.11.

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Total passenger revenue..... | | | \$14,820 31 |
| Mail..... | | | 1,202 96 |
| Express..... | | | 962 68 |
| Total passenger earnings..... | | | \$16,985 95 |
| Total freight revenue..... | | | \$74,747 31 |
| Total passenger and freight earnings..... | | | \$91,733 26 |
| Other earnings from operation: | | | |
| Car mileage—balance..... | | | \$588 39 |
| Hire of equipment—balance..... | | | 154 50 |
| Rents not otherwise provided for..... | | | 26 02 |
| Other sources..... | | | 457 18 |
| Total other earnings..... | | | \$1,226 09 |
| Total gross earnings from operation..... | | | \$92,959 35 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|-------------|
| Maintenance of way and structures : | |
| Repairs of roadway..... | \$16,525 85 |
| Renewals of rails | *153 19 |
| Renewals of ties | 7,981 74 |
| Repairs and renewals of bridges and culverts..... | 1,089 35 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 14 50 |
| Repairs and renewals of buildings and fixtures | 770 80 |
| Repairs and renewals of telegraph | 191 54 |
| Stationery and printing..... | 17 50 |
| Total | \$26,448 07 |
| Maintenance of equipment : | |
| Repairs and renewals of locomotives..... | \$2,776 12 |
| Repairs and renewals of passenger cars | 425 83 |
| Repairs and renewals of freight cars | 3,988 28 |
| Repairs and renewals of work cars | 83 76 |
| Repairs and renewals of shop machinery and tools..... | 5 78 |
| Stationery and printing..... | 7 25 |
| Other expenses | 499 77 |
| Total | \$7,786 79 |
| Conducting transportation : | |
| Engine and roundhouse men | \$4,089 47 |
| Fuel for locomotives | 13,712 15 |
| Water supply for locomotives..... | 211 01 |
| Oil, tallow and waste for locomotives..... | 426 93 |
| Other supplies for locomotives | 47 68 |
| Train service..... | 4,632 27 |
| Train supplies and expenses..... | 417 86 |
| Switchmen, flagmen and watchmen | 10 00 |
| Telegraph expenses | 99 65 |
| Station service..... | 1,865 84 |
| Station supplies..... | 333 63 |
| Loss and damage | 47 32 |
| Clearing wrecks | 128 63 |
| Rents of tracks, yards and terminals | 1,200 00 |
| Stationery and printing..... | 156 93 |
| Total | \$26,379 37 |
| General expenses : | |
| Salaries of general officers..... | \$1,600 00 |
| Salaries of clerks and attendance..... | 1,479 66 |
| General office expenses and supplies..... | 42 40 |
| Insurance | 233 97 |
| Stationery and printing (general offices)..... | 93 10 |
| Other expenses..... | 127 52 |
| Total | \$3,576 65 |
| Recapitulation of expenses : | |
| Maintenance of way and structures | \$26,448 07 |
| Maintenance of equipment..... | 7,786 79 |
| Conducting transportation..... | 26,379 37 |
| General expenses..... | 3,576 65 |
| Grand total | \$64,190 88 |

Percentage of expenses to earnings—entire line, .70.

* Credit.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of property. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|-----------------------------------|-------------------------------|---|-------|------------|
| Tracks, yards and terminals | Rumford Falls... | Portland & Rumford Falls Railway..... | ..... | \$1,200 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------------|--|----------------|--------------|----------------------------|------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | \$502,422 24 | Cost of road..... | | \$512,214 00 | \$9,791 76 | |
| | 96,748 73 | Cost of equipment | | 96,748 73 | | |
| | 1,548 27 | Other permanent investments | | | | \$1,548 27 |
| | 8,146 26 | Cash and current assets..... | | 15,121 98 | 6,975 72 | |
| | \$608,865 50 | Grand total.... | | \$624,084 71 | \$15,219 21 | |
| | | LIABILITIES. | | | | |
| | \$150,000 00 | Capital stock | | \$150,000 00 | | |
| | 409,181 04 | Funded debt..... | | 409,181 04 | | |
| | 6,893 34 | Current liabilities | | 14,306 09 | \$7,412 75 | |
| | 5,000 00 | Accrued interest on funded debt not yet payable..... | | 5,000 00 | | |
| | | Capital accounts | | 4,475 00 | 4,475 00 | |
| | 37,791 12 | Profit and loss.... | | 41,122 58 | 3,331 46 | |
| | \$608,865 50 | Grand total.... | | \$624,084 71 | \$15,219 21 | |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|---|----------------------|------------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| †Five per cent gold 40 year bonds, \$400,000..... | Rumford Falls ... | Bemis. | 27.00 | } \$12,775 |
| *Equipment trust notes. | Houghton. | Township E | 4.31 | |
| | | | | |

† No income or securities mortgaged.

* Equipment mortgaged—one locomotive and fifty flat cars.
No income or securities mortgaged.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers | 3 | | | |
| *Other officers... { 3 } | 2 | 626 | \$1,600 00 | \$2 56 |
| General office clerks..... | 3 | 730 | 1,479 66 | 2 03 |
| Station agents..... | 5 | 1,677 | 1,696 24 | 1 01 |
| Other station men | 1 | 149 | 146 80 | 99 |
| Enginemen..... | 3 | 964 | 2,235 83 | 2 32 |
| Firemen..... | 3 | 893 | 1,340 10 | 1 50 |
| Conductors | 3 | 844 | 1,689 95 | 2 00 |
| Other trainmen..... | 6 | 1,469 | 2,249 30 | 1 53 |
| Other shopmen | 5 | 1,396 | 2,692 58 | 1 93 |
| Section foremen | 8 | 2,464 | 3,815 05 | 1 55 |
| Other trackmen..... | 26 | 6,765 | 8,530 91 | 1 26 |
| Switchmen, flagmen and watchmen.... | 2 | 648 | 882 26 | 1 36 |
| All other employees and laborers | 37 | 3,221 | 4,880 12 | 1 52 |
| Total (including "general officers")..... | 104 | 21,846 | \$33,238 80 | \$1 52 |
| Less "general officers"..... | 2 | 626 | 1,600 00 | 2 56 |
| Total (excluding "general officers")..... | 102 | 21,220 | \$31,638 80 | \$1 49 |
| Distribution of above: | | | | |
| General administration..... | 5 | 1,356 | \$3,079 66 | \$2 27 |
| Maintenance of way and structures..... | 69 | 12,144 | 16,768 79 | 1 38 |
| Maintenance of equipment..... | 6 | 1,682 | 3,113 12 | 1 85 |
| Conducting transportation | 24 | 6,664 | 10,277 23 | 1 54 |

* Service performed by officials of Portland and Rumford Falls Railway, for which the Rumford Falls and Rangeley Lakes Railroad Company pay \$1,600 per annum. It is estimated that the time is equivalent to that of two men.

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE, AND RATBS. | | |
|--|---|---------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 15,702 | | | |
| Number of passengers carried one mile | 349,751 | | | |
| Number of passengers carried one mile per mile of road | 12,306.51 | | | |
| Average distance carried, miles | 22.27 | | | |
| Total passenger revenue | | 14,820 | 31 | |
| Average amount received from each passenger | | | 94 | 385 |
| Average receipts per passenger per mile | | | 04 | 237 |
| Total passenger earnings | | 16,985 | 95 | |
| Passenger earnings per mile of road | | | 597 | 68 |
| Passenger earnings per train mile | | | 66 | 455 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue | 118,226 | | | |
| Number of tons carried one mile | 2,602,653 | | | |
| Number of tons carried one mile per mile of road | 79,518.89 | | | |
| Average distance haul of one ton, miles | 22.01 | | | |
| Total freight revenue | | 74,747 | 31 | |
| Average amount received for each ton of freight | | | 63 | 224 |
| Average receipts per ton per mile | | | 02 | 872 |
| Total freight earnings | | 74,747 | 31 | |
| Freight earnings per mile of road | | | 2,285 | 76 |
| Freight earnings per train mile | | | 2 | 18 918 |
| Total traffic: | | | | |
| Gross earnings from operation | | 92,959 | 35 | |
| Gross earnings from operation per mile of road | | | 2,840 | 19 |
| Gross earnings from operation per train mile | | | 1 | 55 700 |
| Operating expenses | | 64,190 | 88 | |
| Operating expenses per mile of road | | | 1,961 | 22 |
| Operating expenses per train mile | | | 1 | 07 515 |
| Income from operation | | 28,768 | 47 | |
| Income from operation per mile of road | | | 878 | 96 |
| Car mileage, etc: | | | | |
| Mileage of passenger cars | 43,840 | | | |
| Average number of passenger cars in train | 1.72 | | | |
| Average number of passengers in train | 14 | | | |
| Average mileage operated during year | 32.73 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 25,560 | | | |
| Mileage of revenue freight trains | 34,144 | | | |
| Total revenue train mileage | 59,704 | | | |
| Mileage of nonrevenue trains | 16,090 | | | |

As Houghton branch is operated for freight only, 28.42 miles is used as basis for figuring passenger items per mile of road, and 32.73 miles for freight items per mile of road.

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road— whole tons. | Freight received from connecting roads and other carriers— whole tons. | Total freight tonnage— whole tons. |
|---------------------|--|---|---------------------------------------|
| Total tonnage | 114,464 | 3,762 | 118,226 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|-----------------------------------|---------------------------|------------------------------|------------------------------------|--------------------|--|-----------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Freight..... | 4 | 4 | 1 | Westinghouse | 2 | Janney. |
| Total locomotives in service..... | 4 | 4 | 1 | Westinghouse | 2 | Janney. |
| Less locomotives leased..... | | 1 | | | | |
| Total locomotives owned..... | | 3 | 1 | Westinghouse | 2 | Janney. |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars .. | 1 | 1 | 1 | Westinghouse .. . | 1 | Miller. |
| Combination cars .. | *2 | 1 | 1 | Westinghouse | 1 | Miller. |
| Total | | 2 | 2 | Westinghouse | 2 | Miller. |
| In freight service— | | | | | | |
| Box cars | *3 | 2 | | | | |
| Flat cars | | 49 | | | | |
| Logging trucks, 8 wheels..... | | 106 | | | | |
| Total | | 157 | | | | |
| In company's service— | | | | | | |
| Gravel cars | *3 | 10 | | | | |
| Derrick cars | | 1 | | | | |
| Caboose cars..... | 1 | 2 | | | | |
| Other road cars | | 2 | | | | |
| Snow plow | | 1 | | | | |
| Total..... | | 16 | | | | |
| Total cars in service..... | | 175 | | | | |
| Less cars leased. | | 50 | | | | |
| Total cars owned..... | | 125 | 2 | Train brake..... | 2 | Auto.Cou. |

* Decrease.

MILEAGE.

MILEAGE OF ROAD OPERATED.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track | 27.00 | 4.31 | ..... | 1.42 | 32.73 | ..... | ..... | 31.31 |
| Miles of yard track and sidings..... | 4.64 | .81 | ..... | ..... | 5.45 | .11 | ..... | 5.45 |
| Total mileage operated (all tracks)..... | 31.64 | 5.12 | ..... | 1.42 | 38.18 | .11 | ..... | 36.76 |

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point—cents. |
|--------------|---------|--|
| Cedar..... | 23,545 | 31.96 |
| Hemlock..... | | |
| Hack..... | | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed — tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|--------|-----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 898.66 | ..... | 3 | 900.16 | 25,560 | 70.44 |
| Freight..... | | 1,155.42 | ..... | 2 | 1,156.42 | 34,144 | 67.74 |
| Switching..... | | 256.00 | ..... | ..... | 256.00 | 8,163 | 62.72 |
| Construction..... | | 257.52 | ..... | 1 | 258.02 | 7,927 | 65.10 |
| Total..... | | 2,567.60 | ..... | 6 | 2,570.60 | 75,794 | 67.83 |
| Average cost at distributing point..... | | \$5.35 | ..... | \$2.15 | ..... | ..... | ..... |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

One trainman injured from other causes.

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. |
|--------------------|-----------|-------------------|----------|-----------------|-----|-----------------|-----|------------------------------------|---------|---|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | |
| Iron and steel .. | 3 | 500 | 6 | 50 | | 350 | 6 | | | |
| Wooden. | 15 | 311 | | 8 | | 67 | | Overhead Railway Crossings: | | |
| Total.. | 18 | 811 | 6 | | | | | | | |
| Trestles .. | 9 | 501 | | 28 | | 100 | | | | |

Gauge of track, 4 feet, 8½ inches—31.31 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

| Miles of line. | Miles of wire. | OPERATED BY ANOTHER COMPANY. | | Name of Operating Company. |
|----------------|----------------|------------------------------|----------------|----------------------------|
| | | Miles of line. | Miles of wire. | |
| 27 | 54 | 27 | 54 | |

Report of the Sandy River Railroad Company for the Year Ending June 30, 1901.

[Narrow Gauge—Two Feet.]

HISTORY.

Name of common carrier making this report? Sandy River Railroad Company.

Date of organization. April 8, 1879.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|----------------------|----------------------|-----------------------------|
| Weston Lewis | Gardiner, Me | November 20, 1901. |
| Josiah S. Maxcy..... | Gardiner, Me | November 20, 1901. |
| P. H. Winslow | Gardiner, Me | November 20, 1901. |

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, November 21, 1900.

Post office address of general office, Gardiner, Me.

Post office address of operating office, Gardiner, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------------|-------------------------|---------------------|
| Chairman of the Board | Weston Lewis | Gardiner, Me. |
| President | Weston Lewis | Gardiner, Me. |
| First Vice-President..... | Josiah S. Maxcy | Gardiner, Me. |
| Clerk | George A. Farrington... | Gardiner, Me. |
| Treasurer..... | George A. Farrington... | Gardiner, Me. |
| Attorney, or General Counsel... | F. E. Timberlake | Phillips, Me. |
| Auditor | P. H. Winslow | Gardiner, Me. |
| General Manager..... | Josiah S. Maxcy | Gardiner, Me. |
| General Superintendent..... | Fred N. Beal..... | Phillips, Me. |
| General Freight Agent | Fred N. Beal..... | Phillips, Me. |
| General Passenger Agent..... | George A. Farrington... | Gardiner, Me. |
| General Ticket Agent..... | George A. Farrington... | Gardiner, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---------------------------|----------------|----------------|------------------------------------|--|
| | From— | To— | | |
| Sandy River Railroad..... | Farmington ... | Phillips | 18 | |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common .. | 1,000 | \$100 | \$100,000 00 | \$100,000 00 | 6% | \$6,000 |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: common..... |  |  | ..... | ..... | 691 | \$69,100 00 |
| *Issued for stock dividend..... |  |  | ..... | ..... | 309 | |
| Total ..... |  |  | ..... | ..... | 1,000 | \$69,100 00 |

* March 4, 1893.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate—%. | INTEREST. | | |
|------------------------------|----------------|-----------|----------------------------|------------------|---------------------|---------------------------------|---------|---------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| First mort. bonds..... | 1885, | 1915, | \$100,000 | \$100,000 | \$100,000 | \$100,000 | 5 | Mar. & Sept. | \$5,000 | \$5,000 |
| Consol. mor. bonds..... | 1896, | 1921, | 200,000 | 200,000 | 200,000 | 200,000 | 5 | Jan. & July | 10,000 | 10,000 |
| Total..... | | | \$300,000 | \$300,000 | \$300,000 | \$300,000 | | | \$15,000 | \$15,000 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$300,000 00 | \$300,000 00 | \$15,000 00 | \$15,000 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1961. | |
|---|--------------------|---|--------------------|
| Cash | \$2,777 30 | Loans and bills payable..... | \$11,500 00 |
| Due from agents | 700 93 | Audited vouchers and accounts..... | 3,378 03 |
| Due from solvent companies and individuals | 2,915 51 | Wages and salaries | 588 21 |
| Net traffic balances due from other companies..... | 2,107 52 | Dividends not called for..... | 3,000 00 |
| Cash assets..... | 297 23 | Matured interest coupons unpaid..... | 5,000 00 |
| Total—cash and current assets .. | \$8,798 49 | | |
| Balance—current liabilities.. | 14,667 75 | | |
| Total . | \$23,466 24 | Total—current liabilities. | \$23,466 24 |

Materials and supplies on hand, \$1,492.50.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$100,000 00 | \$100,000 00 | ..... | 18 | \$5,556 00 |
| Bonds | 300,000 00 | 300,000 00 | ..... | 18 | 16,667 00 |
| Total | \$400,000 00 | \$400,000 00 | ..... | 18 | \$22,223 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---------------------------|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Sandy River Railroad..... | \$100,000 00 | \$300,000 00 | \$400,000 00 | 18 | \$22,222 00 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|--|---------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | | |
| | | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Construction: | | | | | | |
| Engineering | | | | \$687 22 | \$687 22 | \$38 18 |
| Right of way and station grounds | | | | 5,395 09 | 5,395 09 | 299 73 |
| Real estate | | | | 1,925 83 | 1,925 83 | 106 99 |
| Grading | | | | 125,906 16 | 125,906 16 | 6,994 79 |
| Bridges, trestles and culverts | | | | 23,069 38 | 23,069 38 | 1,281 63 |
| Ties | | | | 5,400 00 | 5,400 00 | 300 00 |
| Rails | | \$988 80 | | 38,986 99 | 39,925 79 | 2,218 10 |
| Fencing right of way | | | | 2,758 98 | 2,758 98 | 153 28 |
| Station buildings and fixtures | | 2,338 32 | | 7,957 39 | 10,295 71 | 571 98 |
| Shop machinery and tools | | | | 1,328 21 | 1,328 21 | 73 79 |
| Water stations | | 300 00 | | 1,131 72 | 1,431 72 | 79 54 |
| Interest during construction | | | | 2,514 95 | 2,514 95 | 139 72 |
| General expenses | | | | 1,590 68 | 1,590 68 | 88 37 |
| Total construction | | \$3,577 12 | | \$218,652 60 | \$222,229 72 | \$12,346 10 |
| Equipment: | | | | | | |
| Locomotives | | | | \$19,079 00 | \$19,079 00 | \$1,059 94 |
| Passenger cars | | | | 7,500 00 | 7,500 00 | 416 67 |
| Sleeping, parlor and dining cars | | \$3,267 40 |  | ..... | 3,267 40 | 181 52 |
| Baggage, express and postal cars | | | | 2,000 00 | 2,000 00 | 111 11 |
| Freight cars | | | | 20,888 88 | 20,888 88 | 1,180 49 |
| Total equipment | | \$3,267 40 | | \$49,467 88 | \$52,785 28 | \$2,929 74 |
| Total construction | | 3,577 12 | | 218,649 25 | 222,229 72 | 12,346 10 |
| Grand total cost construction, equipment, etc. | | \$6,844 52 | | \$268,117 13 | \$274,965 00 | \$15,275 83 |

INCOME ACCOUNT.

| | | |
|--|-------------|-------------|
| Gross earnings from operation..... | \$52,042 31 | |
| Less operating expenses..... | 29,320 63 | |
| Income from operation..... | | \$22,721 68 |
| Interest on bonds owned..... | \$2,500 00 | |
| Miscellaneous income—less expenses..... | 7 00 | |
| Income from other sources..... | | 2,507 00 |
| Total income..... | | \$25,228 68 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$15,000 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 464 16 | |
| Taxes..... | 627 36 | |
| Total deductions from income..... | | 16,091 52 |
| Net income..... | | \$9,137 16 |
| Dividends, common stock, 6%..... | | 6,000 00 |
| Surplus from operations of year ending June 30, 1901..... | | \$3,137 16 |
| Deficit on June 30, 1900..... | | 97,140 68 |
| Deficit on June 30, 1901..... | | \$94,003 52 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$14,940 03 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$13 90 | |
| Total passenger revenue..... | | | \$14,926 13 |
| Mail..... | \$1,369 73 | | |
| Express..... | 2,105 51 | | |
| Extra baggage and storage..... | 161 44 | | |
| Other items..... | 142 20 | | |
| Total passenger earnings..... | | | 3,778 88 |
| Total passenger earnings..... | | | \$18,705 01 |
| Freight: | | | |
| Freight revenue..... | \$33,511 48 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$331 16 | |
| Total freight earnings..... | | | 33,180 32 |
| Total passenger and freight earnings..... | | | \$51,885 33 |
| Other earnings from operation: | | | |
| Car mileage—balance..... | | | 156 98 |
| Total gross earnings from operation..... | | | \$52,042 31 |

STOCKS OWNED.

| Railway Stocks. | Total par value. | Rate—%. | Income or dividend received. | Valuation. | Shares. |
|--|------------------|---------|------------------------------|------------|---------|
| Kingfield and Dead River Railroad | \$4,500 00 | ... | ..... | \$4,500 00 | |

BONDS OWNED.

| Name. | Total par value. | Rate—%. | Income or interest received. | Valuation. |
|---|------------------|---------|------------------------------|-------------|
| Phillips and Rangeley Railroad, 2d mortgage.. | \$50,000 00 | 5 | \$2,500 00 | \$41,565 20 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net miscellaneous income. |
|------------------------------|---------------|----------------|---------------------------|
| House rent and hay sold..... | \$7 00 | ..... | \$7 00 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|-------------|
| Maintenance of way and structures: | |
| Repairs of roadway | \$5,431 94 |
| Renewals of ties | 412 80 |
| Repairs and renewals of bridges and culverts | 30 88 |
| Repairs and renewals of fences, road crossings, signs, and cattle guards | 212 26 |
| Repairs and renewals of buildings and fixtures | 106 04 |
| Other expenses | 593 20 |
| Total | \$6,787 12 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives | \$2,421 99 |
| Repairs and renewals of passenger cars | 905 16 |
| Repairs and renewals of freight cars | 490 32 |
| Other expenses | 192 69 |
| Total | \$4,010 16 |
| Conducting transportation: | |
| Engine and roundhouse men | \$2,365 60 |
| Fuel for locomotives | 3,440 58 |
| Water supply for locomotives | 501 75 |
| Oil, tallow and waste for locomotives | 246 54 |
| Other supplies for locomotives | } |
| Train service | 2,336 36 |
| Train supplies and expenses | 159 76 |
| Switchmen, flagmen and watchmen | 764 25 |
| Station service | 1,985 25 |
| Station supplies | 598 40 |
| Loss and damage | 85 11 |
| Advertising | 387 63 |
| Stationery and printing | 208 49 |
| Other expenses | 1,919 32 |
| Total | \$14,999 04 |
| General expenses: | |
| Salaries of general officers | \$1,600 00 |
| General office expenses and supplies | 155 79 |
| Insurance | 275 30 |
| Other expenses | 1,493 22 |
| Total | \$3,524 31 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$6,787 12 |
| Maintenance of equipment | 4,010 16 |
| Conducting transportation | 14,999 04 |
| General expenses | 3,524 31 |
| Grand total | \$29,320 63 |

Percentage of expenses to earnings, .56.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------------|--|----------------|--------------|----------------------------|------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease |
| | \$218,652 60 | Cost of road..... | | \$222,229 72 | \$3,577 12 | |
| | 49,467 88 | Cost of equipment..... | | 52,735 28 | 3,267 40 | |
| | 4,500 00 | Stocks owned..... | | 4,500 00 | | |
| | 41,565 20 | Bonds owned..... | | 41,565 20 | | |
| | 13,717 09 | Cash and current assets..... | | 8,798 49 | | \$4,918 60 |
| | 1,965 50 | Other assets: Materials and supplies..... | | 1,492 50 | | 473 00 |
| | 97,140 68 | Profit and loss..... | | 94,003 32 | | 3,137 16 |
| | \$427,008 95 | Grand total | | \$425,324 71 | | \$1,684 24 |
| | | LIABILITIES. | | | | |
| | \$100,000 00 | Capital stock | | \$100,000 00 | | |
| | 300,000 00 | Funded debt | | 300,000 00 | | |
| | 25,039 64 | Current liabilities..... | | 23,466 24 | | \$1,573 40 |
| | 1,969 31 | Accrued interest on funded debt not yet payable..... | | 1,858 47 | | 110 84 |
| | \$427,008 95 | Grand total | | \$425,324 71 | | \$1,684 24 |

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|------------------------------|----------------------|----------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| First mortgage bonds . . . | Farmington | Phillips | 18 | \$5,556 00 |
| Consolidated mort. bonds... | Farmington | Phillips | 18 | 11,111 00 |

All equipment mortgaged.

EMPLOYEES AND SALARIES.

| Class | Number. | Total number days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|---------------------------|----------------------------|-----------------------------|
| General officers..... | 2 | 624 | \$1,600 00 | \$2 56 |
| Station agents | 3 | 936 | 1,338 00 | 1 43 |
| Other station men..... | 2 | 640 | 647 25 | 1 01 |
| Enginemen..... | 12 | 720 | 1,440 00 | 2 00 |
| Firemen..... | 12 | 715 | 925 60 | 1 29 |
| Conductors..... | 2 | 717 | 1,114 00 | 1 55 |
| Other train men..... | 3 | 965 | 1,222 36 | 1 27 |
| Machinists..... | 12 | 517 | 1,201 37 | 2 32 |
| Carpenters..... | 1 | 73 | 146 00 | 2 00 |
| Other shopmen..... | 4 | 1,024 | 1,586 14 | 1 55 |
| Section foremen..... | 3 | 987 | 1,481 01 | 1 50 |
| Other trackmen..... | 6 | 1,995 | 2,485 88 | 1 25 |
| Switchmen, flagmen and watchmen..... | 3 | 799 | 764 25 | 96 |
| All other employees and laborers..... | 13 | 1,544 | 2,010 65 | 1 30 |
| Total (including "general officers")..... | 48 | 12,256 | \$17,962 51 | \$1 47 |
| Less "general officers"..... | 2 | 624 | 1,600 00 | 2 56 |
| Total (excluding "general officers")..... | 46 | 11,632 | \$16,362 51 | \$1 41 |
| Distribution of above: | | | | |
| General administration..... | 2 | 624 | \$1,600 00 | \$2 56 |
| Maintenance of way and structures..... | 22 | 4,526 | 5,977 54 | 1 32 |
| Maintenance of equipment..... | 7 | 1,614 | 2,933 51 | 1 82 |
| Conducting transportation..... | 17 | 5,492 | 7,451 46 | 1 36 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|--|---|--------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue..... | 27,546 | | | |
| Number of passengers carried one mile | 384,998 | | | |
| Number of passengers carried one mile per mile of road | 21,389 | | | |
| Average distance carried, miles | 13.98 | | | |
| Total passenger revenue | | 14,926 | 13 | |
| Average amount received from each passenger..... | | | 54 | 186 |
| Average receipts per passenger per mile..... | | | 03 | 877 |
| Total passenger earnings..... | | 18,705 | 01 | |
| Passenger earnings per mile of road..... | | 1,039 | 16 | 722 |
| Passenger earnings per train mile | | | 43 | 316 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 52,093 | | | |
| Number of tons carried one mile | 710,124 | | | |
| Number of tons carried one mile per mile of road | 39,451 | | | |
| Average distance haul of one ton, miles | 13.63 | | | |
| Total freight revenue | | 33,180 | 32 | |
| Average amount received for each ton of freight..... | | | 63 | 694 |
| Average receipts per ton per mile | | | 04 | 672 |
| Total freight earnings..... | | 33,180 | 32 | |
| Freight earnings per mile of road | | 1,843 | 35 | 111 |
| Freight earnings per train mile..... | | | 201 | 864 |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 52,042 | 31 | |
| Gross earnings from operation per mile of road | | 2,891 | 23 | 944 |
| Gross earnings from operation per train mile..... | | | 119 | 333 |
| Operating expenses | | 29,620 | 63 | |
| Operating expenses per mile of road..... | | 1,645 | 58 | 056 |
| Operating expenses per train mile | | | 67 | 920 |
| Income from operation | | 22,421 | 68 | |
| Income from operation per mile of road | | 1,245 | 64 | 889 |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 27,174 | | | |
| Mileage of revenue mixed trains | 16,009 | | | |
| Mileage of revenue freight trains..... | 428 | | | |
| Total revenue train mileage..... | 43,611 | | | |
| Mileage of nonrevenue trains..... | 1,891 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|--------------------|--|---|-----------------------------------|
| Total tonnage..... | 3,838 | 48,255 | 52,093 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|---------------|--|-----------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased | | | | | | |
| Passenger..... | | 3 | 3 | Eames. | | |
| Freight..... | | 2 | 1 | Eames. | | |
| | | | 1 | Westinghouse. | | |
| Total locomotives in service..... | | 5 | 5 | | | |
| Total locomotives owned..... | | 5 | 5 | | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars..... | | 3 | 3 | Eames .. | | 3 Miller. |
| Combination cars..... | | 1 | 1 | Eames .. | | 1 Miller. |
| Parlor cars..... | 1 | 1 | 1 | Eames .. | | 1 Miller. |
| Baggage, express and postal cars..... | | 2 | 2 | Eames .. | | 2 Miller. |
| Total | 1 | 7 | 7 | | | 7 |
| In freight service— | | | | | | |
| Box cars..... | | 30 | | | | |
| Flat cars..... | | 37 | | | | |
| Total | | 67 | | | | |
| Total cars in service | | 74 | | | | |
| Total cars owned..... | | 74 | | | | |

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Total mileage operated (all tracks)..... | 18 | ..... | ..... | 18 | ..... | 18 |

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING THE YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---------------------------------|-------|----------------------|--|----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point—dollars. | Kind. | Number. | Average price at distributing point—cts. |
| Steel: | | | | | | |
| Total steel | 25.15 | 52 | 29 00 | Cedar | 4,128 | 10 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|------------------------------------|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 537.60 | | | 537.60 | 27,174 | 39.57 |
| Freight | | 325.20 | | | 325.20 | 16,437 | 39.57 |
| Construction | | 37.41 | | | 37.41 | 1,891 | 39.57 |
| Total | | 900.21 | | | 900.21 | 45,502 | 39.57 |
| Av. cost at distributing point ... | | \$3.84 | | | \$3.84 | | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-------------|---------|-------------------|-----|-----------------|-----|-----------------|-----|-----------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossing: | | | |
| Iron..... | 2 | 262 | | 105 | | 157 | | Bridges | 1 | 13 | |
| Wooden | 4 | 161 | 1 | 19 | 6 | 87 | 7 | Trestles..... | 1 | 15 | |
| Total . | 6 | 423 | 1 | | | | | Total | 2 | | |
| Trestles .. | 2 | 186 | | 63 | | 123 | | Overhead Railway Crossings: | | | |

Gauge of track, 2 feet—18 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|-----------------------------|
| 18 | 18 | Western Union Telegraph Co. | Western Union Telegraph Co. |

Report of the Seabastcook and Moosehead Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Seabastcook and Moosehead Railroad Company.

Date of organization. July 24, 1886.

Under laws of what government, state or territory organized. State of Maine.

Post office address of general office, Pittsfield, Me.

Post office address of operating office, Pittsfield, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------|-------------------------|---------------------|
| Receiver | A. B. Thompson. | Pittsfield, Maine. |
| Treasurer | A. B. Thompson..... | Pittsfield, Maine. |
| General Manager | A. B. Thompson..... | Pittsfield, Maine. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|--------------------|-----------------|--|--|
| | From— | To— | | |
| Seabastcook and Moosehead Rail- road | Pittsfield.. | Mainstream, Me. | 15 | 15 |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|-----------------------------|------------------------------------|-------------------------|--------------------------------|--|---------------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock: Common .. | 8,000 | \$50 | \$400,000 | \$180,000 | | |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | INTEREST. | | | |
|------------------------------|----------------|------------|-----------------------------|----------------|---------------------|-----------|---------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | Rate—%. | When payable. | Amount accrued during year. | Amount paid during year. |
| First mortgage. | Oct. 1895. | Oct. 1925. | \$250,000 | \$100,000 | \$100,000 | | | | |

RECEIVER'S CERTIFICATES.

| Date issued. | Amount issued. | Amount outstanding. |
|----------------------------------|----------------|---------------------|
| November 5 and 20, 1900..... | \$13,500 00 | |
| December 5 and 21, 1900..... | 9,000 00 | |
| January 7 and April 6, 1901..... | 3,000 00 | |
| | 2,000 00 | |
| | 2,500 00 | |
| | 2,500 00 | |
| May, 1901..... | 1,500 00 | |
| June, 1901..... | 5,000 00 | |
| July, 1901..... | 1,000 00 | |
| Total | \$40,000 00 | \$40,000 00 |

INCOME ACCOUNT.

| | | |
|---|-------------|----------|
| Gross earnings from operation..... | \$12,115 01 | |
| Less operating expenses..... | 11,724 67 | |
| Income from operation | \$390 34 | |
| Total income | | \$390 34 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$132 72 | |
| Taxes | 78 57 | |
| Total deductions from income..... | | \$211 29 |
| Net income | | \$179 05 |
| Surplus from operations of year ending June 30, 1901..... | | \$179 05 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, accounts of repayments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger revenue | | | \$3,936 38 |
| Mail | | | 466 87 |
| Express | | | 643 32 |
| Total passenger earnings..... | | | \$5,046 57 |
| Freight: | | | |
| Total freight revenue. | | | 7,068 44 |
| Total passenger and freight earnings..... | | | \$12,115 01 |
| Total gross earnings from operation..... | | | \$12,115 01 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|-------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$2,186 77 |
| Renewals of ties..... | 339 93 |
| Repairs and renewals of bridges and culverts..... | 70 28 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 57 82 |
| Repairs and renewals of buildings and fixtures..... | 34 45 |
| Other expenses..... | 326 22 |
| Total..... | \$3,015 47 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives..... | \$2,244 53 |
| Repairs and renewals of passenger cars..... | 30 00 |
| Repairs and renewals of freight cars..... | 6 60 |
| Repairs and renewals of shop machinery and tools..... | 15 33 |
| Other expenses..... | 16 07 |
| Total..... | \$2,312 53 |
| Conducting transportation: | |
| Engine and roundhouse men..... | \$1,462 22 |
| Fuel for locomotives..... | 1,987 84 |
| Water supply for locomotives..... | 50 00 |
| Oil, tallow and waste for locomotives..... | 76 09 |
| Other supplies for locomotives..... | 74 98 |
| Train service..... | 466 17 |
| Train supplies and expenses..... | 108 10 |
| Station service..... | 871 20 |
| Station supplies..... | 222 30 |
| Car mileage—balance..... | 87 77 |
| Loss and damage..... | 4 80 |
| Stationery and printing..... | 3 00 |
| Other expenses..... | 86 15 |
| Total..... | \$5,500 62 |
| General expenses: | |
| Salaries of general officers..... | \$620 00 |
| Salaries of clerks and attendants..... | 91 60 |
| General office expenses and supplies..... | 113 70 |
| Law expenses..... | 33 50 |
| Stationery and printing (general offices)..... | 8 50 |
| Other expenses..... | 28 75 |
| Total..... | \$896 05 |
| Recapitulation of expenses: | |
| Maintenance of way and structures..... | \$3,015 47 |
| Maintenance of equipment..... | 2,312 53 |
| Conducting transportation..... | 5,500 62 |
| General expenses..... | 896 05 |
| Grand total..... | \$11,724 67 |

Percentage of expenses to earnings, .967.

IMPORTANT CHANGES DURING THE YEAR.

Extension from Hartland to Mainstream, 7 miles, completed and put in operation January, 1901.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|--|---------|------------------------------|----------------------------|-----------------------------|
| General officers..... | 1 | 312 | \$620 00 | \$1 98 |
| General office clerks | 1 | 82 | 91 60 | 1 11 |
| Station agents..... | 3 | 768 | 811 20 | 1 05 |
| Other station men..... | 2 | 624 | 60 00 | 09 |
| Enginemen..... | 1 | 327 | 604 90 | 1 85 |
| Firemen | 2 | 354 | 443 17 | 1 25 |
| Conductors | 1 | 291 $\frac{1}{2}$ | 449 92 | 1 54 |
| Other trainmen..... | 1 | 13 | 16 25 | 1 25 |
| Section foremen..... | 2 | 452 | 696 22 | 1 54 |
| Other trackmen..... | 4 | 1,189 | 1,487 05 | 1 25 |
| Switchmen, flagmen and watchmen..... | 2 | 376 $\frac{1}{2}$ | 414 15 | 1 10 |
| All other employees and laborers. | 8 | 115 $\frac{1}{2}$ | 144 00 | 1 25 |
| Total (including "general officers") | 28 | 4,904 $\frac{1}{2}$ | \$5,838 46 | |
| Less "general officers" | 1 | 312 | 620 00 | \$1 98 |
| Total (excluding "general officers")..... | 27 | 4,592 $\frac{1}{2}$ | \$5,218 46 | |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|--|--|--------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 12,501 | | | |
| Total passenger revenue | | 3,936 | 38 | |
| Average amount received from each passenger | | | 31 | 48 |
| Total passenger earnings | | 5,046 | 57 | |
| Passenger earnings per train mile | | | 28 | 94 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue | 12,495 | | | |
| Number of tons carried one mile | 105,642 | | | |
| Number of tons carried one mile per mile of road | 833 | | | |
| Average distance haul of one ton, miles | 8.46 | | | |
| Total freight revenue | | 7,068 | 44 | |
| Average amount received for each ton of freight | | | 56 | 57 |
| Average receipts per ton per mile | | | 6 | 69 |
| Total freight earnings | | 7,068 | 44 | |
| Freight earnings per mile of road | | | 471 | 22 9 |
| Freight earnings per train mile | | | 1 | 09 6 |
| Total traffic: | | | | |
| Gross earnings from operation | | 12,115 | 01 | |
| Gross earnings from operation per mile of road | | | 807 | 66 7 |
| Gross earnings from operation per train mile | | | 69 | 4 |
| Operating expenses | | 11,724 | 67 | |
| Operating expenses per train mile | | | 67 | 236 |
| Train mileage: | | | | |
| Miles of revenue passenger trains | 10,989 | | | |
| Mileage of revenue mixed trains | 6,449 | | | |
| Total revenue train mileage .. | 17,438 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road— whole tons. | Freight received from connecting roads and other carriers— whole tons. | Total freight tonnage— whole tons. |
|------------------------|--|--|--|
| Total tonnage. | 6,699 | 5,796 | 12,495 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|-----------------------------------|---------------------------|------------------------------|------------------------------------|-------|--|-------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger and freight. | 2 | 2 | 2 | | 2 | |
| Total locomotives in service. ... | 2 | 2 | 2 | | 2 | |
| Total locomotives owned. | 2 | 2 | 2 | | 2 | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | 1 | 1 | | | 1 | |
| Combination cars | 2 | 2 | 1 | | 1 | |
| Total | 3 | 3 | 1 | | 2 | |
| In freight service— | | | | | | |
| Flat cars | 6 | 6 | 6 | | 6 | |
| Total | 6 | 6 | 6 | | 6 | |
| Total cars in service | 9 | 9 | 7 | | 8 | |
| Total cars owned. | 9 | 9 | 7 | | 8 | |

MILEAGE OF ROAD OPERATED.

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---------------------------|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track.... | 15 | ..... | ..... | ..... | 15 | | | |

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average price at distributing point - cents. |
|------------|---------|--|
| Cedar..... | 3,393 | |

BRIDGES, TRESTLES, TUNNELS, Etc.

| Item. | Number. | Aggregate length. | | | Item. | Number. | Height of lowest above surface of rail. | |
|-----------|---------|-------------------|-----|-----|-----------------------------|---------|---|-----|
| | | Ft. | In. | Ft. | | | In. | Ft. | In. |
| Bridges: | | | | | Overhead Highway Crossings: | | | |
| Iron..... | 2 | | | | Overhead Railway Crossings: | | | |

Gauge of track, 4 feet, 8½ inches—15 miles.

Report of the Somerset Railway Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Somerset Railway.

Date of organization. August 15, 1883.

Under laws of what government, state or territory organized? Under laws of State of Maine, act approved March 19, 1860; Revised Statutes, chapter 51, section 56, amended March 6, 1883; amended March 6, 1887.

If a consolidated company, name the constituent companies. Mortgage of Somerset Railroad, foreclosed by final decree of Supreme Judicial Court of Maine, March 31, 1887, and so recorded April 1, 1887.

Right of redemption sold at public auction and deed given to Somerset Railway, July 8, 1884.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Somerset Railroad. Laws of State of Maine; approved March 19, 1860.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--------------------------|----------------------------|-----------------------------|
| F. W. Hill | Exeter, Me | September 11, 1901. |
| B. P. J. Weston. | Madison, Me | September 11, 1901. |
| R. W. Dunn | Waterville, Me | September 11, 1901. |
| W. M. Dunn | Waterville, Me | September 11, 1901. |
| Thomas Flint..... | San Juan, California | September 11, 1901. |
| W. M. Ayer | Oakland, Me | September 11, 1901. |
| A. R. Small | Oakland, Me | September 11, 1901. |
| W. T. Haines | Waterville, Me | September 11, 1901. |
| John M. Robbins | Lewiston, Me..... | September 11, 1901. |

Total number of stockholders at date of last election, 43.

Date of last meeting of stockholders for election of directors, September 13, 1899.

Post office address of general office, Oakland, Me.

Post office address of operating office, Oakland, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|-------------------------------|---------------------|---------------------|
| Chairman of Board | R. W. Dunn | Oakland, Me. |
| President | R. W. Dunn | Oakland, Me. |
| Secretary | A. R. Small..... | Oakland, Me. |
| Treasurer | A. R. Small | Oakland, Me. |
| Auditor | H. W. Greeley | Oakland, Me. |
| General Superintendent..... | W. M. Ayer | Oakland, Me. |
| General Freight Agent | W. M. Ayer | Oakland, Me. |
| General Passenger Agent | W. M. Ayer | Oakland, Me. |
| General Ticket Agent | W. M. Ayer | Oakland, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of road named. |
|-----------------------|-----------------|-----------------|------------------------------------|---|
| | From— | To— | | |
| Somerset Railway..... | Oakland..... | Bingham..... | 41.06 | |
| Branch | Main line | Dodlin Quarry.. | 1.00 | |
| Total..... | ..... | ..... | 42.06 | |

CAPITAL STOCK.

| Description. | Number of shares authorized | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--|-----------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: | | | | | | |
| Common.. | 7,366 | \$100 | \$736,648 76 | \$653,200 00 | | |
| Somerset Railroad bonds and interest to be converted | | | | 83,448 76 | | |
| Total | 7,366 | \$100 | \$736,648 76 | \$736,648 76 | | |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for Somerset Railroad bonds .. | | | 7 | .. .. . | 6,532 | |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

| Class of bond or obligation. | TIME. | | Amount of authorized issue | Amount issued. | Amount outstanding. | Cash realized on amount issued. | Rate—% | INTEREST. | | |
|------------------------------|----------------|-----------|----------------------------|----------------|---------------------|---------------------------------|--------|---------------|-----------------------------|--------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount paid during year. |
| First mort. bonds..... | 1887 | 1917 | \$225,000 | \$225,000 | \$225,000 | \$202,500 | 5 | Jan. & July | \$11,250 00 | \$11,250 00 |
| Consol. mor. bonds..... | 1900 | 1950 | 420,000 | 172,500 | 172,500 | 169,500 | 4 | Jan. & July | 4,778 74 | 4,778 74 |
| Total..... | ..... | ..... | \$645,000 | \$397,500 | \$397,500 | \$372,000 | ..... | ..... | \$16,028 74 | \$16,028 74 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$645,000 00 | \$397,500 00 | \$16,028 74 | \$16,028 74 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|-------------|---|-------------|
| Cash | \$1,382 39 | Loans and bills payable..... | \$20,531 25 |
| Bills receivable | 50 00 | Audited vouchers and ac- counts | 14,196 03 |
| Due from agents | 6,590 72 | Net traffic balances due to other companies..... | 8,155 69 |
| Due from solvent companies and individuals | 4,850 40 | | |
| Other cash assets (excluding "materials and supplies")* | | | |
| Mail | 739 71 | | |
| Express | 281 35 | | |
| Telegraph..... | 55 25 | | |
| Interest and insurance ... | 411 45 | | |
| Total—cash and current assets | \$14,361 27 | Total—current liabilities. | \$42,882 97 |
| Balance—current liabilities.. | 28,521 70 | | |
| Total | \$42,882 97 | | |

Materials and supplies on hand, \$23,514.25.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|-------------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$736,648 76 | \$736,648 76 | ..... | 42.06 | \$17,514 00 |
| Bonds..... | 645,000 00 | 645,000 00 | ..... | 42.06 | 15,335 00 |
| Total | \$1,381,648 76 | \$1,381,648 76 | ..... | 42.06 | \$32,849 00 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating ex- | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction: | | | | | |
| Right of way and station grounds..... | \$12,750 99 | | | | |
| Real estate..... | | | | | |
| Grading..... | 5,989 00 | | | | |
| Bridges, trestles and culverts..... | 6,497 04 | | | | |
| Ties..... | 1,592 70 | | | | |
| Rails..... | 1,770 80 | | | | |
| Ballast..... | 20,600 71 | | | | |
| Station buildings and fixtures..... | 12,237 59 | | | | |
| Shops, roundhouses, and turntables..... | 684 37 | | | | |
| Water stations..... | 460 00 | | | | |
| Fuel and stations..... | 3,500 00 | | | | |
| Interest and discount..... | 3,000 00 | | | | |
| Total construction..... | \$69,087 70 | | | | |
| Equipment: | | | | | |
| Locomotives..... | | \$22,300 00 | | | |
| Freight cars..... | | 69,230 37 | | | |
| Total equipment..... | | \$91,530 37 | \$32,878 05 | \$124,408 42 | \$2,958 00 |
| Total construction..... | \$69,087 70 | | 1,042,083 02 | 1,042,083 02 | 24,776 00 |
| Total cost of construction, equipment, etc..... | \$69,087 70 | \$91,530 37 | \$1,074,961 07 | \$1,166,491 44 | \$27,734 00 |

SPECIAL REFERENCE.

Through an error made in the returns to the Railroad Commissioners, the "Bonds outstanding," \$645,000, on page 246, shows \$247,500 more than it should. See pages 245 and 249.

INCOME ACCOUNT.

| | | |
|---|--------------|-------------|
| Gross earnings from operation..... | \$109,122 96 | |
| Less operating expenses..... | 77,549 04 | |
| Income from operation..... | | \$31,573 92 |
| Total income..... | | \$31,573 92 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | \$16,028 74 | |
| Interest on interest-bearing current liabilities accrued not otherwise provided for..... | 1,741 24 | |
| Taxes..... | 1,145 16 | |
| Permanent improvements..... | 69,087 70 | |
| Total deductions from income..... | | \$88,002 84 |
| Deficit..... | | \$56,428 92 |
| Deficit from operations of year ending June 30, 1901..... | | \$56,428 92 |
| Surplus on June 30, 1900..... | | 83,804 15 |
| Surplus on June 30, 1901..... | | \$27,375 23 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$25,534 98 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$381 67 | |
| Excess fares refunded..... | | | |
| Total passenger revenue..... | | | \$25,153 31 |
| Mail..... | \$2,968 01 | | |
| Express..... | 2,381 28 | | |
| Extra baggage and storage..... | 449 79 | | 5,799 08 |
| Total passenger earnings..... | | | \$30,952 39 |
| Freight: | | | |
| Freight revenue..... | \$83,005 63 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$5,578 72 | |
| Total freight revenue..... | | | \$77,426 91 |
| Total passenger and freight earnings..... | | | \$108,379 30 |
| Other earnings from operation: | | | |
| Telegraph companies..... | \$123 41 | | |
| Rents not otherwise provided for..... | 25 00 | | |
| Other sources..... | 595 25 | | |
| Total other earnings..... | | | 743 66 |
| Total gross earnings from operation..... | | | \$109,122 96 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|--------------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$17,640 62 |
| Renewals of ties | 6,108 98 |
| Repairs and renewals of bridges and culverts..... | 323 89 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 79 38 |
| Repairs and renewals of buildings and fixtures | 2,085 15 |
| Total | \$26,238 02 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives... .. | \$3,273 42 |
| Repairs and renewals of passenger cars | 3,320 30 |
| Repairs and renewals of freight cars | 3,105 52 |
| Repairs and renewals of work cars | 313 44 |
| Repairs and renewals of shop machinery and tools..... | 493 82 |
| Total | \$10,506 50 |
| Conducting transportation: | |
| Engine and roundhouse men | \$5,572 92 |
| Fuel for locomotives | 14,213 26 |
| Water supply for locomotives..... | 386 66 |
| Oil, tallow and waste for locomotives | 279 90 |
| Train service..... | 4,770 11 |
| Train supplies and expenses..... | 532 72 |
| Station service..... | 4,814 96 |
| Station supplies..... | 1,274 87 |
| Car mileage—balance | 860 20 |
| Loss and damage | 274 23 |
| Advertising | 151 91 |
| Total | \$33,151 74 |
| General expenses: | |
| Salaries of general officers. | \$3,250 00 |
| Salaries of clerks and attendance..... | 1,145 75 |
| General office expenses and supplies..... | 330 72 |
| Insurance | 694 68 |
| Law expenses | 927 08 |
| Stationery and printing (general offices)..... | 536 65 |
| Other expenses..... | 767 90 |
| Total | \$7,652 78 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$26,238 02 |
| Maintenance of equipment. | 10,506 50 |
| Conducting transportation..... | 33,151 74 |
| General expenses..... | 7,652 78 |
| Grand total | \$77,549 04 |

Percentage of expenses to earnings—entire line, .7106.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|-----------------------|---------------------|----------------|-----------------------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$ | | | \$ | | | |
| 1,042,083 02 | ..... | Cost of road..... | 1,042,083 02 | ..... |  |  |
| 82,878 05 | ..... | Cost of equipment | 124,448 42 | ..... | \$91,570 37 | |
| 16,740 06 | ..... | Permanent im- | | | | |
| | | provements, 1900, | | | | |
| | | charged off, 1901. | | | | \$16,740 06 |
| 12,525 93 | ..... | Cash and current | | | | |
| | | assets..... | 14,361 27 | ..... | 1,835 34 | |
| 19,029 45 | ..... | Other assets: | | | | |
| | | Materials and | | | | |
| | | supplies..... | 23,514 25 | ..... | 4,484 80 | |
| | <u>1,123,256 51</u> | Grand total ... | | <u>\$1,204,406 96</u> | <u>\$81,150 45</u> | |
| | | LIABILITIES. | | | | |
| \$736,648 76 | ..... | Capital stock..... | \$736,648 76 | ..... |  |  |
| 225,000 00 | ..... | Funded debt..... | 397,500 00 | ..... | \$172,500 00 | |
| 77,803 60 | ..... | Current liabilities | 42,882 97 | ..... |  | \$34,920 63 |
| 83,804 15 | ..... | Profit and loss.... | 27,375 23 | ..... |  | 56,428 92 |
| | <u>\$1,123,256 51</u> | Grand total ... | | <u>\$1,204,406 96</u> | <u>\$81,150 45</u> | |

IMPORTANT CHANGES DURING THE YEAR.

July 2, 1900, issued \$420,000.00, 4% consolidation mortgage bonds, 50 years; interest payable semi-annually, January and July, at National Shawmut Bank, Boston, Mass.

Impounded \$247,500.00 in these bonds with the Maine Trust and Banking Company, Gardiner, Me. Trustees to retire the \$225,000.00, first mortgage bonds, maturing July 1, 1917.

SECURITY FOR FUNDED DEBT.

| Class of Bond or Obligation. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. |
|-------------------------------|----------------------|--------------|--------|--------------------------------------|
| | From— | To— | Miles. | |
| First mortgage, five per cent | Oakland..... | Bingham..... | 41.06 | \$5,350 |
| | Main line | Quarry | 1.00 | |
| Consolidated, four per cent | Main line | Quarry | 42.06 | 12,363 |

All equipment mortgaged.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers | 5 | 1,252 | \$3,250 00 | \$2 60 |
| General office clerks..... | 2 | 626 | 1,145 75 | 1 83 |
| Station agents..... | 8 | 2,504 | 3,943 71 | 1 57 |
| Other station men | 2 | 626 | 871 25 | 1 39 |
| Enginemen..... | 5 | 1,565 | 3,756 00 | 2 40 |
| Firemen..... | 5 | 1,565 | 1,816 92 | 1 16 |
| Conductors | 4 | 1,252 | 2,942 20 | 2 35 |
| Other trainmen..... | 4 | 1,252 | 1,827 91 | 1 46 |
| Machinists | 2 | 626 | 1,252 00 | 2 00 |
| Carpenters | 3 | 939 | 1,878 00 | 2 00 |
| Other shopmen | 1 | 313 | 469 50 | 1 50 |
| Section foremen..... | 9 | 2,817 | 4,225 50 | 1 50 |
| Other trackmen..... | 18 | 5,634 | 7,042 50 | 1 25 |
| Switchmen, flagmen and watchmen..... | 1 | 313 | 391 25 | 1 25 |
| All other employees and laborers | 3 | 939 | 1,408 50 | 1 50 |
| Total (including "general officers")..... | 72 | 22,223 | \$36,220 99 | \$1 63 |
| Less "general officers"..... | 5 | 1,252 | 3,250 00 | 2 60 |
| Total (excluding "general officers")..... | 67 | 20,971 | \$32,970 99 | \$1 57 |
| Distribution of above: | | | | |
| General administration..... | 7 | 1,878 | \$4,395 75 | \$2 34 |
| Maintenance of way and structures..... | 28 | 8,764 | 11,894 00 | 1 36 |
| Maintenance of equipment..... | 6 | 1,878 | 3,599 50 | 1 92 |
| Conducting transportation | 31 | 9,703 | 16,331 74 | 1 68 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE, AND RATES. | | |
|--|--|---------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 30,667 | | | |
| Number of passengers carried one mile | 731,500 | | | |
| Number of passengers carried one mile per mile of road | 17,392 | | | |
| Average distance carried, miles | 23.85 | | | |
| Total passenger revenue | | 25,153 | 31 | |
| Average amount received from each passenger | | | 82 | 021 |
| Average receipts per passenger per mile | | | 03 | 439 |
| Total passenger earnings | | 30,952 | 38 | |
| Passenger earnings per mile of road | | 735 | 91 | 013 |
| Passenger earnings per train mile | | | 60 | 603 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue | 133,528 | | | |
| Number of tons carried one mile | 2,978,014 | | | |
| Number of tons carried one mile per mile of road | 70,804 | | | |
| Average distance haul of one ton, miles | 22.30 | | | |
| Total freight revenue | | 77,426 | 91 | |
| Average amount received for each ton of freight | | | 57 | 986 |
| Average receipts per ton per mile | | | 02 | 600 |
| Total freight earnings | | 77,426 | 91 | |
| Freight earnings per mile of road | | 1,840 | 86 | 805 |
| Freight earnings per train mile | | | 2 | 16 288 |
| Total traffic: | | | | |
| Gross earnings from operation | | 109,122 | 96 | |
| Gross earnings from operation per mile of road | | 2,594 | 45 | 934 |
| Gross earnings from operation per train mile | | | 1 | 25 614 |
| Operating expenses | | 77,549 | 04 | |
| Operating expenses per mile of road | | 1,843 | 77 | 175 |
| Operating expenses per train mile | | | 89 | 268 |
| Income from operation | | 31,573 | 92 | |
| Income from operation per mile of road | | 750 | 68 | 759 |
| Car mileage, etc.: | | | | |
| Mileage of passenger cars | 120,349 | | | |
| Average number of passenger cars in train | 2.36 | | | |
| Average number of passengers in train | 14 | | | |
| Mileage of loaded freight cars—north or east | 117,680 | | | |
| Mileage of loaded freight cars—south or west | 133,279 | | | |
| Mileage of empty freight cars—north or east | 49,555 | | | |
| Mileage of empty freight cars—south or west | 19,396 | | | |
| Average number of freight cars in train | 8.69 | | | |
| Average number of loaded cars in train | 7.01 | | | |
| Average number of empty cars in train | 7.67 | | | |
| Average number of tons of freight in train | 83.19 | | | |
| Average number of tons of freight in each loaded car | 11.87 | | | |
| Average mileage operated during year | 42.06 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 51,074 | | | |
| Mileage of revenue mixed cars | 35,798 | | | |
| Total revenue train mileage | 86,872 | | | |
| Mileage of nonrevenue trains | 17,689 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|------------------------|--|---|-----------------------------------|
| Total tonnage. | 83,253 | 50,274 | 133,527 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|------------------------------------|------------------------|--|---------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger | 5 | 5 | 5 | Westinghouse. | 5 | Trojan. |
| Freight | 2 | 2 | 2 | Westinghouse. | | |
| Total locomotives in service. | 7 | 7 | 7 | ..... | 5 | |
| Total locomotives owned. | 7 | 7 | 7 | ..... | 5 | |
| Cars—owned: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | 6 | 6 | 6 | Westinghouse | 6 | Miller. |
| Combination cars | 2 | 2 | 2 | Westinghouse | 2 | Miller. |
| Baggage, express and postal cars | 3 | 3 | 3 | Westinghouse | 3 | Miller. |
| Total | 11 | 11 | 11 | Westinghouse | 11 | Miller. |
| In freight service— | | | | | | |
| Box cars | 100 | 114 | 100 | Westinghouse | 100 | Smiley. |
| Flat cars | 5 | 45 | 10 | Westinghouse | 10 | Smiley. |
| Stock cars | ... | ... | ... | Hand | 21 | Trojan. |
| Other cars in freight service. | 3 | 4 | 7 | Hand | 1 | Trojan. |
| Total | 108 | 163 | 117 | ..... | 132 | |
| In company's service— | | | | | | |
| Derrick cars | 1 | 1 | 1 | Hand. | | |
| Caboose cars | 1 | 1 | 1 | Hand. | | |
| Total | 2 | 2 | 2 | ..... |  |  |
| Total cars in service. | | | | | | |
| | 176 | 130 | ..... |  | 143 | |
| Total cars owned | 176 | 130 | ..... |  | 143 | |

MILEAGE.
MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track | 41.06 | 1 | ..... | ..... | 42.06 | ..... | ..... | 42.06 |
| Miles of yard track and sidings..... | 6.95 | ..... | ..... | ..... | 6.95 | 1.50 | 5.45 | 1.50 |
| Total mileage operated (all tracks)..... | 48.01 | 1 | ..... | ..... | 49.01 | 1.50 | 5.45 | 43.56 |

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|-------|----------------------|--|----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point—dollars. | Kind. | Number. | Average price at distributing point—cts. |
| | | | | | | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 1,066 | ..... | ..... | 1,066 | 51,074 | 41.74 |
| Freight..... | | 1,900 | ..... | ..... | 1,900 | 35,798 | 106.15 |
| Switching..... | | 150 | ..... | ..... | 150 | 5,887 | 50.96 |
| Construction..... | | 350 | ..... | ..... | 350 | 11,802 | 59.31 |
| Total..... | | 3,466 | ..... | ..... | 3,466 | 104,561 | 66.29 |
| Average cost at distributing point..... | | \$4 10 | ..... | ..... | ..... | ..... | ..... |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

| Kind of Accident. | EMPLOYEES. | | | | | | | | |
|---|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|----------|
| | Trainmen. | | Switchmen, flagmen and watchmen. | | Other employees. | | Total. | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| Falling from trains, locomotives or cars..... | | | | | | 1 | | 1 | |
| Summary. | | | | | | | | Total. | |
| | | | | | | | | Killed. | Injured. |
| Employees.... | | | | | | | | 1 | |
| Others..... | | | | | | | | | |
| Total | | | | | | | | 1 | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | Maximum length. | Item. | Number. | Height of lowest above surface of rail. | |
|-------------|---------|-------------------|-----|-----------------|-----------------|-----------------------------|---------|---|-----|
| | | Ft. | In. | | | | | Ft. | In. | Ft. | In. |
| Bridges: | | | | | | Overhead Highway Crossings: | | | |
| Iron | 6 | 515 | | 15 | 400 | | | | |
| Wooden. | 5 | 1,552 | | 12 | 580 | Overhead Railway Crossings: | | | |
| Total.. | 11 | 2,067 | | | | Bridges | 1 | | 14 |
| Trestles .. | 2 | 184 | | 88 | 96 | | | | |

Gauge of track, 4 feet, 8½ inches—42.06 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

| | | OPERATED BY ANOTHER COMPANY. | | | |
|----------------|----------------|------------------------------|----------------|-------------------------------------|--|
| Miles of line. | Miles of wire. | Miles of line. | Miles of wire. | Name of Operating Company. | |
| 42.06 | 43 | 42.06 | 43 | Postal Telegraph and Cable Company. | |

Report of the Washington County Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report? Washington County Railroad Company.

Date of organization. July 26, 1894.

Under laws of what government, state or territory organized. State of Maine. Charter granted by the legislature and approved March 7, 1893.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Washington County Railroad and the St. Croix and Penobscot Railroad. The St. Croix and Penobscot Railroad Company was a consolidation of the Calais and Baring Railroad and the Lewy's Island Railroad. The Calais and Baring road was bought by the Washington County Railroad Company under foreclosure sale, and the Lewy's Island road is now held by the Washington County Railroad Company as assignee of a mortgage by the St. Croix and Penobscot Railroad to the city of Calais, which mortgage is now in process of foreclosure.

Laws of Maine, 1832, ch. 238; 1835, ch. 550; 1837, ch. 373; 1833, ch. 409; 1849, ch. 238; 1852, ch. 587; 1870, ch. 363.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|---------------------------|-------------------------|-----------------------------|
| W. Kirkpatrick Brice..... | New York, N. Y. | March, 1904. |
| Stewart M. Brice..... | New York, N. Y..... | March, 1904. |
| George A. Murchie..... | Calais, Me..... | March, 1904. |
| *J. K. Ames..... | Machias, Me..... | March, 1904. |
| George A. Curran..... | Calais, Me..... | March, 1903. |
| L. M. Schwan..... | New York, N. Y..... | March, 1903. |
| F. A. Chandler..... | Addison, Me..... | March, 1903. |
| Frank E. Randall..... | New York, N. Y..... | March, 1903. |
| John W. Simpson..... | New York, N. Y..... | March, 1902. |
| Grant B. Schley..... | New York, N. Y..... | March, 1902. |
| F. W. Whitridge..... | New York, N. Y..... | March, 1902. |
| Henry W. Cannon..... | New York, N. Y..... | March, 1902. |
| W. M. Nash..... | Cherryfield, Me..... | March, 1902. |

Total number of stockholders at date of last election, 31.

Date of last meeting of stockholders for election of directors, March 12, 1901.

Post office address of general office, Calais, Me.

Post office address of operating office, Calais, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|----------------------------------|---------------------------|---------------------|
| President..... | Frederick W. Whitridge | 59 Wall St., N. Y. |
| First Vice-President..... | Grant B. Schley | 59 Wall St., N. Y. |
| Clerk..... | William W. Colby..... | Calais, Me. |
| Assistant Clerk..... | Casper H. Eicks..... | New York City. |
| Treasurer..... | Frank E. Randall..... | 59 Wall St., N. Y. |
| General Solicitor..... | George A. Curran..... | Calais, Me. |
| Auditor..... | William W. Colby..... | Calais, Me. |
| General Manager..... | Henry F. Dowst..... | Calais, Me. |
| Assistant Engineer..... | Paul D. Sargent..... | Calais, Me. |
| Superintendent of Telegraph..... | Chas. H. Priest..... | Calais, Me. |
| Traffic Manager..... | Henry F. Dowst..... | Calais, Me. |

The General Manager, and the Clerk and General Auditor, are the only general officers receiving stated compensation. The duties of the President, Clerk and Treasurer are such as usually pertain to said offices, or may be required of them by the Directors, (by-laws, section 5). The duties of the General Manager are enlarged to include the mechanical and operating departments, and also the management of the traffic and the purchase of supplies.

*Deceased.

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--------------------------------|--------------------|--------------------|------------------------------------|--|
| | From— | To— | | |
| Washington County Railroad.... | Calais. | Washington Jc ... | 102.28 | |
| Washington County Railroad.... | Eastport Junction | Eastport | 16.72 | |
| Washington County Railroad.... | St. Croix Junction | Princeton. | 17.33 | |
| Total | | | 136.33 | |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|-----------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock: common | 15,000 | \$100 | \$1,500,000 00 | \$1,499,900 00 | | |
| Preferred. | 5,000 | 100 | 500,000 00 | 500,000 00 | | |
| Total | 20,000 | | \$2,000,000 00 | \$1,999,900 00 | | |

| Manner of Payment for Capital Stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
|---|--------------------------------------|---|---|----------------------|
| Issued for cash: preferred. | | | 5,000 | \$500,000 00 |
| Issued for construction: common | | | 14,999 | |
| Total | | | 19,999 | \$500,000 00 |

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

| Class of Bond or Obligation. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | INTEREST. | | |
|------------------------------|----------------|----------------|-----------------------------|----------------|---------------------|-----------|----------------|-----------------------------|
| | Date of issue. | When due. | | | | Rate—%. | When payable. | Amount accrued during year. |
| 1st mortgage | Jan. 1 1898 | Jan. 1 1948 | \$2,320,000 | \$2,142,000 | \$2,142,000 | 5 | Jan. & July | \$107,100 |

RECAPITULATION OF FUNDED DEBT.

| Class of Debt. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount accrued during year. | Amount paid during year. |
| Mortgage bonds | \$2,142,000 00 | \$2,142,000 00 | \$107,100 00 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|--------------|--|--------------|
| Cash | \$17,452 22 | Loans and bills payable..... | \$299,556 86 |
| Due from agents | 3,560 46 | Audited vouchers and ac- counts | 16,146 30 |
| Due from solvent companies and individuals | 70,549 75 | Wages and salaries | 12,228 24 |
| | | Net traffic balances due to other companies..... | 9,716 00 |
| Total—cash and current assets | \$91,562 43 | Matured interest coupons un- paid (including coupons due July 1) | 372,678 95 |
| Balance—current liabilities.. | 618,763 92 | Total | \$710,326 35 |
| Total | \$710,326 35 | | |

Materials and supplies on hand, \$23,430.66.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---------------------|---------------------------|-----------------------|----------------------|--------------------------|--------------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$1,999,900 00 | \$1,999,900 00 | ..... | 136.33 | \$14,669 00 |
| Bonds | 2,142,000 00 | 2,142,000 00 | ..... | 136.33 | 15,712 00 |
| Total | \$4,141,900 00 | \$4,141,900 00 | ..... | 136.33 | \$30,381 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|----------------------------------|----------------|----------------|----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Washington County Railroad | \$1,999,900 00 | \$2,142,000 00 | \$4,141,900 00 | 136.33 | \$30,381 00 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction: | | | | | |
| Engineering | | | \$122,944 29 | \$122,944 29 | |
| Right of way and station grounds..... | | \$5,270 11 | 194,694 26 | 199,964 37 | |
| Real estate..... | | | 1,829 00 | 1,829 00 | |
| Grading | | 3,082 40 | 1,448,051 33 | 1,451,133 73 | |
| Bridges, trestles and culverts..... | | 22,703 66 | 385,636 20 | 408,339 86 | |
| Ties..... | | 2,680 23 | 239,118 83 | 241,799 06 | |
| Rails..... | | 2,908 24 | 629,945 71 | 632,853 95 | |
| Track fastenings | | 32 00 | 141,269 96 | 141,301 96 | |
| Frogs and switches..... | | 370 85 | 31,433 79 | 31,804 64 | |
| Ballast..... | | 4,616 65 | 318,573 26 | 323,189 91 | |
| Track laying and surfacing | | 1,486 73 | 110,375 93 | 111,862 66 | |
| Fencing right of way..... | | 1,265 65 | 61,887 28 | 63,152 93 | |
| Crossings, cattle guards and signs | | 574 58 | 22,280 03 | 22,854 61 | |
| Station buildings and fixtures..... | | 2,957 93 | 97,039 83 | 99,997 76 | |
| Shops, roundhouses and turntables..... | | 234 73 | 39,338 63 | 39,573 36 | |
| Shop machinery and tools..... | | 63 90 | 16,912 47 | 16,976 37 | |
| Water stations..... | | | 39,362 04 | 39,362 04 | |
| Fuel stations..... | | 55 35 | 2,492 84 | 2,548 19 | |
| Storage warehouses..... | | 29 | 2,491 61 | 2,491 90 | |
| Docks and wharves | | | 20,021 73 | 20,021 73 | |
| Legal expenses..... | | 1,500 00 | 51,495 58 | 52,995 58 | |
| Interest and discount..... | | 2,733 67 | 85,277 37 | 88,011 04 | |
| General expenses | | 700 06 | 97,520 68 | 98,220 68 | |
| Total construction. | | \$53,236 97 | \$4,159,992 65 | \$4,213,229 62 | \$30,904 64 |
| Equipment: | | | | | |
| Locomotives | | | \$103,275 59 | \$103,275 59 | |
| Passenger cars | | | 75,286 06 | 75,286 06 | |
| Baggage, express and postal cars..... | | | 15,362 22 | 15,362 22 | |
| Combination cars..... | | | 12,794 93 | 12,794 93 | |
| Freight cars | | | 130,784 12 | 130,784 12 | |
| Other cars of all classes..... | | | 8,778 53 | 8,778 53 | |
| Floating equipment..... | | \$2,447 01 | 4,992 29 | 7,439 30 | |
| Totalequipment | | \$2,447 01 | \$351,273 74 | \$353,720 75 | \$2,594 59 |
| Total construction. | | \$53,236 97 | \$4,159,992 65 | \$4,213,229 62 | \$30,904 64 |
| Grand total cost construction, equipment, etc. | | \$55,683 98 | \$4,511,266 39 | \$4,566,950 37 | \$33,499 23 |

INCOME ACCOUNT.

| | | |
|--|--------------|--------------|
| Gross earnings from operation..... | \$226,540 31 | |
| Less operating expenses..... | 201,375 94 | |
| Income from operation | | \$25,164 37 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$107,100 00 | |
| Taxes | 1,494 07 | |
| Total deductions from income | | \$108,594 07 |
| Deficit from operations of year ending June 30, 1901 | | \$83,429 70 |
| Deficit on June 30, 1900. | | 86,853 19 |
| Deficit on June 30, 1901. | | \$170,282 89 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$125,139 03 | | |
| Less repayments— | | | |
| Tickets redeemed | | \$310 56 | |
| Excess fares refunded | | 456 65 | |
| Other repayments..... | | 609 87 | |
| Total deductions | | \$1,377 08 | |
| Total passenger revenue | | | \$123,761 95 |
| Mail | | | \$5,956 86 |
| Express | | | 6,451 32 |
| Extra baggage and storage..... | | | 2,335 12 |
| Total passenger earnings | | | \$138,505 27 |
| Freight: | | | |
| Freight revenue..... | \$89,158 19 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$1,191 59 | |
| Total freight earnings | | | \$87,966 60 |
| Total passenger and freight earnings.. | | | \$226,471 87 |
| Other earnings from operation: | | | |
| Rents not otherwise provided for..... | \$52 00 | | |
| Other sources | 16 44 | | |
| Total other earnings | | | 68 44 |
| Total gross earnings from operation.... | | | \$226,540 31 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|--------------|
| Maintenance of way and structures: | |
| Repairs of roadway | \$43,941 03 |
| Renewals of rails | 207 12 |
| Renewals of ties | 500 57 |
| Repairs and renewals of bridges and culverts | 1,884 48 |
| Repairs and renewals of fences, road crossings, signs, and cattle guards | 546 01 |
| Repairs and renewals of buildings and fixtures | 2,958 23 |
| Repairs and renewals of docks and wharves | 494 13 |
| Stationery and printing | 86 30 |
| Other expenses | 427 69 |
| Total | \$51,045 56 |
| Maintenance of equipment: | |
| Superintendence | \$2,787 58 |
| Repairs and renewals of locomotives | 9,471 42 |
| Repairs and renewals of passenger cars | 3,840 98 |
| Repairs and renewals of freight cars | 3,312 17 |
| Repairs and renewals of work cars | 968 22 |
| Repairs and renewals of shop machinery and tools | 961 58 |
| Stationery and printing | 112 00 |
| Other expenses | 2,779 63 |
| Total | \$24,233 58 |
| Conducting transportation: | |
| Superintendence | \$5,315 29 |
| Engine and roundhouse men | 17,432 66 |
| Fuel for locomotives | 31,011 43 |
| Water supply for locomotives | 1,980 68 |
| Oil, tallow and waste for locomotives | 1,248 07 |
| Other supplies for locomotives | 239 94 |
| Train service | 12,915 53 |
| Train supplies and expenses | 5,612 84 |
| Switchmen, flagmen and watchmen | 624 31 |
| Telegraph expenses | 2,817 02 |
| Station service | 15,885 74 |
| Station supplies | 3,179 02 |
| Switching charges—balance | 1,947 74 |
| Loss and damage | 2,351 05 |
| Injuries to persons | 127 24 |
| Clearing wrecks | 558 12 |
| Advertising | 5,886 10 |
| Outside agencies | 71 25 |
| Stationery and printing | 1,678 92 |
| Other expenses | 535 29 |
| Total | \$111,418 24 |
| General expenses: | |
| Salaries of general officers | \$6,916 67 |
| Salaries of clerks and attendants | 4,195 15 |
| General office expenses and supplies | 1,373 25 |
| Insurance | 1,242 54 |
| Law expenses | 6 00 |
| Stationery and printing (general offices) | 944 95 |
| Total | \$14,678 56 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$51,045 56 |
| Maintenance of equipment | 24,233 58 |
| Conducting transportation | 111,418 24 |
| General expenses | 14,678 56 |
| Grand total | \$201,375 94 |

Percentage of expenses to earnings, .8889.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|-----------------|--------|------------------------------|-----------------|--------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$ 4,159,995 85 | | Cost of road..... | \$ 4,213,229 62 | ..... | \$53,233 77 | |
| 351,273 74 | | Cost of equipment | 353,720 75 | ..... | 2,447 01 | |
| \$4,511,269 59 | | Cash and current assets..... | \$4,566,960 37 | ..... | 5,656 58 | |
| 85,906 85 | | Other assets: | | | | |
| 49,791 10 | | Materials and supplies | 23,430 66 | ..... |  | \$26,360 44 |
| 86,853 19 | | Profit and loss..... | 170,282 89 | ..... | 83,429 70 | |
| \$4,733,819 73 | | Grand total | \$4,852,226 35 | ..... | \$118,406 62 | |
| | | LIABILITIES. | | | | |
| \$1,999,900 00 | | Capital stock | \$1,999,900 00 | ..... |  |  |
| 2,142,000 00 | | Funded debt..... | 2,142,000 00 | ..... |  |  |
| 591,919 73 | | Current liabilities | 710,326 35 | ..... | \$118,406 62 | |
| \$4,733,819 73 | | Grand total | \$4,852,226 35 | ..... | \$118,406 62 | |

EMPLOYEES AND SALARIES.

| Class | Number. | Total number days worked. | Total yearly compensation. | Average daily compensation. |
|--|---------|---------------------------|----------------------------|-----------------------------|
| General officers..... | 2 | 624 | \$6,916 67 | \$11 08 |
| Other officers | 5 | 1,464 | 4,300 00 | 2 94 |
| General office clerks..... | 16 | 5,145 | 9,923 30 | 1 93 |
| Station agents | 24 | 7,310 | 11,196 43 | 1 53 |
| Other station men..... | 11 | 3,571 | 4,561 61 | 1 28 |
| Enginemen | 12 | 3,102 | 9,056 70 | 2 92 |
| Firemen | 12 | 3,102 | 6,063 01 | 1 95 |
| Conductors | 6 | 1,986 | 5,263 63 | 2 65 |
| Other train men | 18 | 3,753 | 6,248 23 | 1 65 |
| Machinists | 6 | 2,260 | 4,456 40 | 1 97 |
| Carpenters | 13 | 4,005 | 6,679 76 | 1 67 |
| Other shopmen | 22 | 7,439 | 9,675 88 | 1 30 |
| Section foremen | 19 | 6,287 | 11,045 70 | 1 76 |
| Other trackmen | 55 | 17,862 | 22,091 72 | 1 24 |
| Switchmen, flagmen and watchmen..... | 4 | 1,033 | 1,758 11 | 1 70 |
| Telegraph operators and dispatchers | 4 | 1,149 | 1,990 32 | 1 73 |
| All other employees and laborers | 26 | 3,979 | 5,411 58 | 1 36 |
| Total (including "general officers") | 255 | 74,121 | 126,649 20 | \$1 71 |
| Less "general officers" | 2 | 624 | 6,916 67 | 11 08 |
| Total (excluding "general officers")..... | 253 | 73,497 | \$119,732 53 | \$1 63 |
| Distribution of above: | | | | |
| General administration..... | 23 | 7,235 | \$21,139 87 | \$2 92 |
| Maintenance of way and structures | 91 | 29,704 | 41,417 46 | 1 39 |
| Maintenance of equipment..... | 35 | 11,903 | 17,510 33 | 1 47 |
| Conducting transportation | 106 | 25,251 | 46,581 44 | 1 84 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|---|--|--------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 171,232 | | | |
| Number of passengers carried one mile | 4,877,441 | | | |
| Number of passengers carried one mile per mile of road | 35,777 | | | |
| Average distance carried, miles | 28.48 | | | |
| Total passenger revenue | | 123,761 | 95 | |
| Average amount received from each passenger | | | 72 | 277 |
| Average receipts per passenger per mile | | | 02 | 537 |
| Total passenger earnings | | 138,505 | 27 | |
| Passenger earnings per mile of road | | 1,015 | 95 | |
| Passenger earnings per train mile | | | 77 | 762 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue .. | 157,794 | | | |
| Number of tons carried one mile | 5,002,643 | | | |
| Number of tons carried one mile per mile of road | 36,695 | | | |
| Average distance haul of one ton, miles | 31.70 | | | |
| Total freight revenue | | 87,966 | 60 | |
| Average amount received for each ton of freight | | | 55 | 748 |
| Average receipts per ton per mile | | | 01 | 758 |
| Total freight earnings | | 87,966 | 60 | |
| Freight earnings per mile of road | | | 645 | 25 |
| Freight earnings per train mile | | | 1 00 | 278 |
| Total traffic: | | | | |
| Gross earnings from operation | | 226,540 | 31 | |
| Gross earnings from operation per mile of road | | 1,661 | 71 | |
| Gross earnings from operation per train mile | | | 85 | 218 |
| Operating expenses | | 201,375 | 95 | |
| Operating expenses per mile of road | | 1,477 | 12 | |
| Operating expenses per train mile | | | 75 | 752 |
| Income from operation | | 25,164 | 37 | |
| Income from operation per mile of road | | | 184 | 58 |
| Train mileage: | | | | |
| Mileage of passenger cars | 645,565 | | | |
| Average number of passenger cars in train | 3.62 | | | |
| Average number of passengers in train | 27.38 | | | |
| Mileage of loaded freight cars—north or east | 367,829 | | | |
| Mileage of loaded freight cars—south or west | 279,501 | | | |
| Mileage of empty freight cars—north or east | 48,220 | | | |
| Mileage of empty freight cars—south or west | 97,226 | | | |
| Average number of freight cars in train | 9.04 | | | |
| Average number of loaded cars in train | 7.38 | | | |
| Average number of empty cars in train | 1.66 | | | |
| Average number of tons of freight in train | 57.03 | | | |
| Average number of tons of freight in each loaded car .. | 7.73 | | | |
| Average mileage operated during year | 136.33 | | | |
| Train mileage: | | | | |
| Miles of revenue passenger trains | 178,114 | | | |
| Mileage of revenue freight trains | 87,723 | | | |
| Total revenue train mileage .. | 265,837 | | | |
| Mileage of nonrevenue trains | 104,108 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|--------------------|--|---|-----------------------------------|
| Total tonnage..... | 126,830 | 30,964 | 157,794 |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|------------------|--|--------------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Passenger | 5 | 5 | 5 | N. Y. Air Brake. | 5 | Gould. |
| Freight | 5 | 5 | 5 | N. Y. Air Brake. | 5 | Gould. |
| Switching | 2 | 2 | 2 | N. Y. Air Brake. | 2 | Gould. |
| Total locomotives in service..... | 12 | 12 | 12 | ..... | 12 | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | 16 | 16 | 16 | N. Y. Air Brake. | 16 | Miller Hook. |
| Combination cars | 3 | 3 | 3 | N. Y. Air Brake. | 3 | Miller Hook. |
| Baggage, express and postal cars..... | 4 | 4 | 4 | N. Y. Air Brake. | 4 | Miller Hook. |
| Total | 23 | 23 | 23 | ..... | 23 | |
| In freight service— | | | | | | |
| Box cars..... | 100 | 100 | 100 | N. Y. Air Brake. | 100 | Gould. |
| Flat cars.. .. | 150 | 150 | 150 | N. Y. Air Brake. | 150 | Gould. |
| Total | 250 | 250 | 250 | ..... | 250 | |
| In company's service— | | | | | | |
| Derrick cars..... | 1 | 1 | 1 | ..... | 1 | Gould. |
| Caboose cars..... | 2 | 2 | 2 | ..... | 2 | Gould. |
| Total | 3 | 3 | 3 | ..... | 3 | |
| Total cars in service | 276 | 276 | 276 | ..... | 276 | |
| Total cars owned..... | 276 | 276 | 276 | ..... | 276 | |

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Miles of single track..... | 102.28 | 34.05 | ..... | 136.33 | ..... | .30 | 136.03 |
| Miles of yard track and sidings..... | 9.27 | 2.60 | ..... | 11.87 | ..... | 1.11 | 10.76 |
| Total mileage operated (all tracks)..... | 111.55 | 36.65 | ..... | 148.20 | ..... | 1.41 | 146.79 |

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

| | | | | | | | |
|--|--------|-------|-------|--------|-------|-------|--------|
| Maine..... | 102.28 | 29.30 | ..... | 131.58 | ..... | .30 | 131.28 |
| New Brunswick..... | ..... | 4.75 | ..... | 4.75 | ..... | ..... | 4.75 |
| Total mileage operated (single track)..... | 102.28 | 34.05 | ..... | 136.33 | ..... | .30 | 136.03 |

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

| State or Territory. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage owned. | New line constructed during year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Maine..... | 102.28 | 29.30 | 131.58 | ..... | .30 | 131.28 |
| New Brunswick..... | ..... | 4.75 | 4.75 | ..... | ..... | 4.75 |
| Total mileage owned (single track)..... | 102.28 | 34.05 | 136.33 | ..... | .30 | 136.03 |

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING THE YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---------------------------------|-------|----------------------|--|----------------------------|---------|--|
| Kind. | Tons. | Weight per yard—lbs. | Average price per ton at distributing point—dollars. | Kind. | Number. | Average price at distributing point—cts. |
| Steel: | | | | | | |
| Total steel | 62025 | 52 | 30 00 | Cedar | 1,925 | 26 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|--|-------------|-------------|-------------|--------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 4,981 | | 8 | 4,985 | 178,114 | 55.98 |
| Freight | | 2,736 | | 4 | 2,738 | 87,723 | 62.43 |
| Switching | | 2,011 | | 3 | 2,013 | 77,082 | 52.23 |
| Construction | | 611 | | | 611 | 21,369 | 57.18 |
| Snow plowing | | 268 | | | 268 | 5,657 | 94.75 |
| Total | | 10,607 | | 15 | 10,615 | 369,945 | 57.39 |
| Average cost at distributing point | | \$3.25 | | \$3.00 | | | |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

| Kind of Accident. | EMPLOYEES. | | | | | | | | | |
|--|-------------|----------|-----------------------------------|----------|-----------|----------|--------------|----------|----------|---|
| | Trainmen. | | Switchmen, flagmen, and watchmen. | | Trackmen. | | Total. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | |
| Other causes..... | | | | | | | 1 | 1 | | |
| Kind of Accident. | PASSENGERS. | | OTHERS. | | | | | | | |
| | | | Not Trespassing. | | | | Trespassing. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | |
| Struck by trains, locomotives or cars: | | | | | | | | | | |
| At other points along track..... | | | 1 | 1 | | | 1 | 1 | | |
| Other causes..... | | | | | | | 1 | 1 | | |
| Total..... | | | 1 | 1 | | | 1 | 2 | | |
| Summary. | | | | | | | | Total. | | |
| | | | | | | | | Killed. | Injured. | |
| Employees..... | | | | | | | | | 1 | 1 |
| Others..... | | | | | | | | | 1 | 2 |
| Total..... | | | | | | | | | 1 | 3 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | Minimum length. | Maximum length. | Item. | Number. | Height of lowest above surface of rail. |
|---------------|---------|-------------------|-----------------|-----------------|-----------------------------|---------|---|
| | | Ft. In. | Ft. In. | Ft. In. |  |  |  | Ft. In. |
| Bridges: | | | | | Overhead Highway Crossing: | | |
| Iron..... | 9 | 908 8 | 18 00 | 152 4 | Bridges | 2 | 17 6 |
| Wooden | 13 | 876 6 | 9 00 | 475 00 | | | |
| Combination.. | 2 | 248 0 | 124 00 | 124 00 | Overhead Railway Crossings: | | |
| Total . | 24 | 2028 2 | | | Bridges. | 1 | 17 6 |
| Trestles .. | 51 | 7135 6 | 10 00 | 896 6 | | | |

Gauge of track, 4 feet, 8½ inches—136.33 miles.

Combination bridges—Pile trestles with plate girder in middle; one bent of piles being cut out to give 22 feet clear to accommodate log driving.

Trestles—All wooden bridges reported above are either pile or frame trestles, with exception of two bridges on Princeton branch, one at Baring, Howe truss and 9 "A" trusses at Sprague's Falls. Two latticed trusses strengthened by bow string arches.

Overhead bridges—At Calais, steel "I" beams on masonry abutments, Highway and Calais and St. Stephen Railway crossing. At Calais, Todd street, wooden bridge, highway; at Machias, wooden bridge for Wm. Longfellow, farm crossing.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|-----------------------------|
| 137 | 489 | Western Union Telegraph Co | Western Union Telegraph Co. |

Report of the Wiscasset and Quebec Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report. Wiscasset and Quebec Railroad Company.

Date of organization. August 25, 1900.

Under laws of what government, state or territory organized. State of Maine.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Wiscasset and Quebec Railroad Company.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|---------------------------|-------------------------|------------------------------------|
| Godfrey P. Farley..... | Wiscasset, Me | } Fourth Saturday in August, 1901. |
| Solomon E. Hopkins..... | Cooper's Mills, Me | |
| Albert M. Card | Head Tide, Me..... | |
| Seth Patterson | Wiscasset, Me | |
| William D. Patterson..... | Wiscasset, Me..... | |

Date of last meeting of stockholders for election of directors, August 25, 1901,

Post office address of general office, Wiscasset, Me.

Post office address of operating office, Wiscasset, Me.

OFFICERS.

| Title. | Name. | Location of Office. |
|-------------------------------|-------------------------|---------------------|
| President | Godfrey P. Farley..... | Wiscasset, Me. |
| Vice-President | Albert M. Card | Wiscasset, Me. |
| Clerk | William D. Patterson... | Wiscasset, Me. |
| Treasurer | William D. Patterson... | Wiscasset, Me. |
| General Manager | Godfrey P. Farley..... | Wiscasset, Me. |
| Chief Engineer | Godfrey P. Farley | Wiscasset, Me. |
| Superintendent | Harry G. Fowle.. | Wiscasset, Me. |
| General Freight Agent | William D. Patterson... | Wiscasset, Me. |
| General Passenger Agent | William D. Patterson... | Wiscasset, Me. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|----------------------------------|----------------|--------------|------------------------------------|--|
| | From— | To— | | |
| Wiscasset & Quebec Railroad | Wiscasset..... | Albion | 43.46 | |

CAPITAL STOCK.

| Description. | Number of shares authorized. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---|------------------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: common | 4,268 ³ / ₁₆ | \$100 | \$426,830 00 | \$306,100 00 | | |
| Capital stock: scrip.... | | | | 677 50 | | |
| Wiscasset and Quebec R. R. Co. bonds and coupons to be converted..... | | | | 120,052 50 | | |
| Total | 4,268 ³ / ₁₆ | | \$426,830 00 | \$426,830 00 | | |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for Wiscasset & Quebec R. R. Co. bonds and coupons..... | | | 3,061 | ..... | 3,061 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1961. | |
|---|------------|---|------------|
| Cash | \$127 22 | Loans and bills payable..... | \$4,235 48 |
| Due from agents | 1,334 43 | Audited vouchers and accounts..... | 2,296 33 |
| Due from solvent companies and individuals | 1,002 93 | Wages and salaries | 3,048 64 |
| Total—cash and current assets | \$2,464 58 | | |
| Balance—current liabilities.. | 7,115 87 | | |
| Total | \$9,580 45 | Total—current liabilities. | \$9,580 45 |

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---|---------------------------|----------------|----------------------|--------------------------|------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$306,100 00 | | | | |
| Capital stock scrip.... | 677 50 | | | | |
| Wiscasset and Quebec Railroad Co. bonds and coupons to be converted | 120,052 50 | | | | |
| Total | \$426,830 00 | \$426,830 00 | | 43 46 | \$9,821 21 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|-------------------------------------|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | |
| | | | | | |
| Grand total cost construction, equipment, etc | | | | \$428,629 43 | |

INCOME ACCOUNT.

| | | |
|---|-------------|------------|
| Gross earnings from operation..... | \$22,274 71 | |
| Less operating expenses..... | 26,037 46 | |
| Deficit | | \$3,762 75 |
| Miscellaneous income | | 22 98 |
| Deficit | | \$3,739 77 |
| Deductions from income: | | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for | \$145 98 | |
| Taxes | 285 67 | |
| Total deductions from income..... | | 431 65 |
| Deficit | | \$4,171 42 |
| Deficit from operations of year ending June 30, 1901 | | \$4,171 42 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue | \$5,078 50 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$8 30 | |
| Excess fares refunded..... | | 49 47 | |
| Total deductions | | \$57 77 | |
| Total passenger revenue | | | \$5,020 73 |
| Mail | | | 3,386 02 |
| Express | | | 937 12 |
| Extra baggage and storage..... | | | 34 07 |
| Other items..... | | | 86 40 |
| Total passenger earnings..... | | | \$9,464 34 |
| Freight: | | | |
| Freight revenue | \$13,152 92 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$342 55 | |
| Total freight revenue | | | 12,810 37 |
| Total passenger and freight earnings..... | | | \$22,274 71 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less ex- penses. | Net mis- cellane- ous income. |
|-----------------------|------------------|---------------------|--|
| Oil barrels sold..... | \$22 98 | | \$22 98 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|-------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$8,645 43 |
| Renewals of ties..... | 976 85 |
| Repairs and renewals of bridges and culverts..... | 267 22 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 106 91 |
| Repairs and renewals of buildings and fixtures..... | 206 91 |
| Other expenses..... | 25 00 |
| Total | \$10,228 32 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives..... | \$2 36 |
| Repairs and renewals of passenger cars..... | 74 52 |
| Repairs and renewals of work cars..... | 93 30 |
| Repairs and renewals of shop machinery and tools..... | 5 67 |
| Total | 175 85 |
| Conducting transportation: | |
| Superintendence..... | 633 34 |
| Engine and roundhouse men..... | 1,514 68 |
| Fuel for locomotives..... | 2,610 62 |
| Water supply for locomotives..... | 61 00 |
| Oil, tallow and waste for locomotives..... | 100 79 |
| Train service..... | 1,163 25 |
| Train supplies and expenses..... | 72 09 |
| Switchmen, flagmen and watchmen..... | 646 00 |
| Telegraph expenses..... | 22 44 |
| Station service..... | 3,075 88 |
| Station supplies..... | 109 82 |
| Car mileage—balance..... | 2,956 88 |
| Loss and damage..... | 19 37 |
| Advertising..... | 37 39 |
| Rents of buildings and other property..... | 50 00 |
| Stationery and printing..... | 38 75 |
| Other expenses..... | 1 10 |
| Total | \$13,113 40 |
| General expenses: | |
| Salaries of general officers..... | \$1,950 00 |
| General office expenses and supplies..... | 179 52 |
| Insurance..... | 281 25 |
| Law expenses..... | 40 50 |
| Stationery and printing (general offices)..... | 28 89 |
| Other expenses..... | 39 73 |
| Total | \$2,519 89 |
| Recapitulation of expenses: | |
| Maintenance of way and structures..... | \$10,228 32 |
| Maintenance of equipment..... | 175 85 |
| Conducting transportation..... | 13,113 40 |
| General expenses..... | 2,519 89 |
| Grand total..... | \$26,037 46 |

Percentage of expenses to earnings, 1.16.

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers..... | 2 | 572 | \$1,950 00 | \$3 41 |
| Other officers..... | 2 | 632 | 1,183 34 | 1 87 |
| Station agents..... | 11 | 3,465 | 2,136 00 | 61 |
| Other station men..... | 2 | 630 | 240 00 | 38 |
| Enginemen..... | 2 | 510½ | 894 28 | 1 75 |
| Firemen..... | 2 | 467 | 594 92 | 1 27 |
| Conductors..... | 2 | 514 | 773 00 | 1 50 |
| Other trainmen..... | 1 | 396½ | 455 37 | 1 15 |
| Machinists..... | 1 | 279½ | 519 96 | 1 85 |
| Other shopmen..... | 1 | 332 | 569 49 | 1 71 |
| Section foremen..... | 7 | 2,166 | 2,919 20 | 1 35 |
| Other trackmen..... | 15 | 4,215½ | 4,990 46 | 1 18 |
| Switchmen, flagmen and watchmen..... | 2 | 646 | 646 00 | 1 00 |
| Total (including "general officers")..... | 50 | 14,826½ | \$17,870 02 | \$1 20 |
| Less "general officers"..... | 2 | 572 | 1,950 00 | 3 41 |
| Total (excluding "general officers")..... | 48 | 14,254½ | \$15,920 02 | \$1 12 |
| Distribution of above: | | | | |
| General administration..... | | 572 | \$1,950 00 | \$3 41 |
| Maintenance of way and structures..... | | 6,694½ | 8,469 59 | 1 26 |
| Maintenance of equipment..... | | 65½ | 115 19 | 1 75 |
| Conducting transportation..... | | 7,494 | 7,335 24 | 98 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|--|--|--------------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue | 10,357 | | | |
| Number of passengers carried one mile | 211,598 | | | |
| Number of passengers carried one mile per mile of road..... | 4,864 | | | |
| Average distance carried, miles | 20.62 | | | |
| Total passenger revenue | | 5,020 | 73 | |
| Average amount received from each passenger | | | 48 | 94 |
| Average receipts per passenger per mile | | | 02 | 36 |
| Total passenger earnings | | 9,464 | 34 | |
| Passenger earnings per mile of road | | | 217 | 57 |
| Passenger earnings per train mile..... | | | 26 | 79 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 12,206 | | | |
| Number of tons carried one mile | 306,850 | | | |
| Number of tons carried one mile per mile of road..... | 7,054 | | | |
| Average distance haul of one ton, miles..... | 25.14 | | | |
| Total freight revenue | | 12,810 | 37 | |
| Average amount received for each ton of freight | | | 1 | 04 |
| Average receipts per ton per mile..... | | | 02 | 09 |
| Total freight earnings..... | | 12,810 | 37 | |
| Freight earnings per mile of road | | | 294 | 49 |
| Freight earnings per train mile..... | | | 40 | 8 |
| Total traffic: | | | | |
| Gross earnings from operation..... | | 22,274 | 71 | |
| Gross earnings from operation per mile of road | | | 512 | 06 |
| Gross earnings from operation per train mile..... | | | 55 | 1 |
| Operating expenses | | 26,037 | 46 | |
| Operating expenses per mile of road..... | | | 598 | 40 |
| Operating expenses per train mile | | | 64 | 4 |
| Train mileage: | | | | |
| Mileage of revenue passenger trains..... | 9,048 | | | |
| Mileage of revenue mixed trains | 26,274 | | | |
| Mileage of revenue freight trains..... | 5,090 | | | |
| Total revenue train mileage..... | 40,412 | | | |
| Mileage of nonrevenue trains..... | 3,132 | | | |

DESCRIPTION OF EQUIPMENT.

| Item. | Number added during year. | Total number at end of year. | EQUIPMENT FITTED WITH TRAIN BRAKE. | | EQUIPMENT FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|------------------------------------|----------------|--|---------|
| | | | Number. | Name. | Number. | Name. |
| Locomotives—owned and leased: | | | | | | |
| Total locomotives in service. | | 3 | 3 | Eames Vacuum. | | |
| Cars—owned and leased: | | | | | | |
| In passenger service— | | | | | | |
| First-class cars | | 2 | 2 | Eames Vacuum.. | 2 | Miller. |
| Combination cars | | 1 | 1 | Eames Vacuum.. | 1 | Miller. |
| Baggage, express and postal cars | | 1 | 1 | Eames Vacuum.. | 1 | Miller. |
| Total | | 4 | 4 | Eames Vacuum.. | 4 | Miller. |
| In freight service— | | | | | | |
| Box cars | | 16 | | | | |
| Flat cars | | 14 | | | | |
| Coal cars | | 4 | | | | |
| Total | | 34 | | | | |
| In company's service— | | | | | | |
| Caboose cars..... | | 1 | | | | |
| Other road cars..... | | 15 | | | | |
| Total | | 17 | | | | |
| Total cars in service | | 55 | | | | |
| Total cars owned..... | | 55 | | | | |

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|-----------------------------|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track | 43.46 | ..... | ..... | 43.46 | | |

NEW TIES LAID DURING YEAR.

| Kind. | Number. | Average |
|---------------|---------|------------------------------------|
| | | price at distributing point—cents. |
| Cedar | 6,451 | 13.57 |
| Oak | 913 | 10.61 |
| Hemlock | 26 | 12.50 |
| Total | 7,390 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|--------------------------------------|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Total | | 713 | | | 713 | 43,544 | 32.75 |
| Av. cost at distributing point | | \$3.66 | | | \$3.66 | | |

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

| Kind of Accident. | EMPLOYEES. | | | | | | | |
|---|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | Trainmen. | | Switchmen, flagmen and watchmen. | | Other employees. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Jumping on or off trains, locomotives or cars | | 1 | | | | | | 1 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| Item. | Number. | Aggregate length. | | Minimum length. | Maximum length. | Item. | Number. | Height of lowest above surface of rail. | |
|--------------------|---------|-------------------|-----|-----------------|-----------------|------------------------------------|---------|---|-----|
| | | Ft. | In. | | | | | Ft. | In. |
| Bridges: | | | | | | Overhead Highway Crossings: | | | |
| Iron | 1 | 112 | 8 | | | Bridges | 1 | | |
| Wooden. | 15 | 3,647 | 4 | 4 | 2,133 | | | | |
| Total.. | 16 | 3,760 | | | | Overhead Railway Crossings: | | | |
| Trestles .. | 7 | 6,154 | | 49 | 150 | 7 | | | |

Gauge of track, 2 feet - 43.46 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1901.

HISTORY.

Name of common carrier making this report? York Harbor and Beach Railroad Company.

Date of organization. 1886.

Under laws of what government, state or territory organized.

Under the laws of the State of Maine. Incorporated February 1, 1883, chapter 179; January 27, 1887, Private Statutes, chapter 14; February 8, 1887, Private Statutes, chapter 66; March 10, 1887, Private Statutes, chapter 218.

ORGANIZATION.

| Names of Directors. | Post Office Address. | Date of Expiration of Term. |
|--------------------------|------------------------|-----------------------------|
| Lucius Tuttle..... | Boston, Mass | October 23, 1901. |
| Samuel C. Lawrence. | Medford, Mass..... | October 23, 1901. |
| *Joseph S. Ricker | Portland, Me. | October 23, 1901. |
| Frank Jones..... | Portsmouth, N. H | October 23, 1901. |
| J. E. Staples | York Village, Me..... | October 23, 1901. |
| H. E. Evans..... | York Village, Me..... | October 23, 1901. |
| E. S. Marshall | York Harbor, Me..... | October 23, 1901. |

Total number of stockholders at date of last election, 89.

Date of last meeting of stockholders for election of directors, October 24, 1900.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

* Died January 17, 1901.

OFFICERS.

| Title. | Name. | Location of Office. |
|--|-------------------------|---------------------|
| President. | Lucius Tuttle. | Boston, Mass. |
| Clerk | S. W. Junkins... .. | York Corner, Me. |
| Treasurer | Herbert E. Fisher. | Boston, Mass. |
| Auditor. | Wm. J. Hobbs | Boston, Mass. |
| Chief Engineer..... | H. Bissell..... | Boston, Mass. |
| Superintendent | W. T. Perkins..... | Boston, Mass. |
| General Traffic Manager | Wm. F. Berry | Boston, Mass. |
| General Freight Agent | M. T. Donovan..... | Boston, Mass. |
| General Passenger and Ticket Agent. | D. J. Flanders | Boston, Mass. |

PROPERTY OPERATED.

| Name. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of road named. |
|--------------------------------|-------------------|----------------------|------------------------------------|---|
| | From— | To— | | |
| York Harbor and Beach Railroad | Kittery, Me | York Beach, Me. | 11.17 | |

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The Boston and Maine Railroad owns \$248,550 out of a total capital stock of \$300,000.

CAPITAL STOCK.

| Description. | Number of shares authorized | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|-----------------------------|----------------------|--------------------------------------|---|---|----------------------|
| | | | | | Rate. | Amount. |
| Capital stock: Common.. | 6,000 | \$50 | \$300,000 | \$300,000 | | |
| Manner of Payment for Capital Stock. | | | Number of shares issued during year. | Cash realized on amount issued during year. | Total number shares issued and outstanding. | Total cash realized. |
| Issued for cash: common ..... |  |  | ..... | .. ..... | 6,000 | \$300,000 00 |

Total common stock authorized by charter, 10,000 shares, \$500,000.

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901. | |
|---|-------------|---|--|
| Cash | \$7,246 16 | | |
| Bills receivable | 20,000 00 | | |
| Due from solvent companies and individuals | 716 30 | | |
| Total—cash and current assets | \$27,962 52 | | |

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| Account. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--------------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock | \$300,000 00 | \$300,000 00 | ..... | 11.17 | \$26,858 00 |

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| Name of Road. | Capital stock. | Funded debt. | Total. | AMOUNT PER MILE OF LINE. | |
|------------------------------|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| York Harbor & Beach R. R. .. | \$300,000 00 | ..... | \$300,000 00 | 11.17 | \$26,858 00 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| Item. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1900. | Total cost to June 30, 1901. | Cost per mile. |
|---|---------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in operating expenses. | Not included in operating expenses. | | | |
| | | Charged to income account as permanent improvements. |  |  |  | Charged to construction or equipment. |
| Construction: | | | | | |
| Engineering | | | \$12,529 95 | \$12,529 95 | \$1,121 75 |
| Right of way and station grounds..... | | | 19,360 42 | 19,360 42 | 1,733 26 |
| Real estate..... | | | | | |
| Grading, bridge culvert masonry | | | 129,076 34 | 129,076 34 | 11,555 63 |
| Bridges, trestles and culverts..... | | | 43,670 98 | 43,670 98 | 3,909 67 |
| Ties..... | | | | | |
| Rails..... | | | 72,290 21 | 72,290 21 | 6,471 82 |
| Track fastenings..... | | | | | |
| Station buildings and fixtures..... | | | 21,896 26 | 21,896 26 | 1,960 27 |
| Shops, roundhouses, and turntables..... | | | | | |
| Shop machinery and tools..... | | | 1,175 84 | 1,175 84 | 105 27 |
| Total construction..... | | | \$300,000 00 | \$300,000 00 | \$26,857 65 |

INCOME ACCOUNT.

| | | |
|---|-------------|-------------|
| Gross earnings from operation..... | \$23,476 84 | |
| Less operating expenses..... | 23,178 94 | |
| Income from operation..... | | \$297 90 |
| Miscellaneous income—less expenses | | 1,223 69 |
| Total income..... | | \$1,521 59 |
| Deductions from income: | | |
| Taxes | | \$280 54 |
| Net income..... | | \$1,241 05 |
| Surplus from operations of year ending June 30, 1901..... | | \$1,241 05 |
| Surplus on June 30, 1900..... | | 26,721 74 |
| Surplus on June 30, 1901..... | | \$27,962 52 |

EARNINGS FROM OPERATION.

| Item. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$15,154 86 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$21 07 | |
| Excess fares refunded..... | | 285 15 | |
| Total deductions | | \$306 22 | |
| Total passenger revenue | | | \$14,848 64 |
| Express | \$415 06 | | |
| Extra baggage and storage..... | 153 22 | | 568 28 |
| Total passenger earnings..... | | | \$15,416 92 |
| Freight: | | | |
| Freight revenue..... | \$7,981 13 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$1 51 | |
| Total freight revenue. | | | 7,979 62 |
| Total passenger and freight earnings | | | \$23,396 54 |
| Other earnings from operation: | | | |
| Telegraph companies..... | | | \$80 30 |
| Total gross earnings from operation.. | | | \$23,476 84 |

MISCELLANEOUS INCOME.

| Item. | Gross income. | Less expenses. | Net mis- cellaneous income. |
|---------------------|------------------|-------------------|-----------------------------------|
| Rent of lands | \$299 00 | | \$299 00 |
| Interest | 924 69 | | 924 69 |
| Total | \$1,223 69 | | \$1,223 69 |

OPERATING EXPENSES.

| Item. | Amount. |
|--|--------------------|
| Maintenance of way and structures: | |
| Repairs of roadway..... | \$3,552 34 |
| Renewals of ties | 70 |
| Repairs and renewals of bridges and culverts..... | 448 88 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 89 67 |
| Repairs and renewals of buildings and fixtures | 995 06 |
| New side track. | 5,790 41 |
| Other expenses..... | 34 87 |
| Total | \$10,911 93 |
| Conducting transportation: | |
| Engine and roundhouse men | \$1,550 66 |
| Fuel for locomotives | 2,585 55 |
| Oil, tallow and waste for locomotives..... | 116 42 |
| Train service..... | 1,350 03 |
| Train supplies and expenses..... | 208 59 |
| Switchmen, flagmen and watchmen | 505 05 |
| Telegraph expenses..... | 309 19 |
| Station service..... | 1,892 13 |
| Station supplies..... | 148 98 |
| Car mileage—balance | 1,212 85 |
| Hire of equipment—balance | 1,240 85 |
| Loss and damage | 76 13 |
| Injuries to persons..... | 2 00 |
| Advertising | 24 77 |
| Stationery and printing..... | 219 22 |
| Total | \$11,742 42 |
| General expenses: | |
| Insurance | \$277 75 |
| Law expenses | 123 50 |
| Other expenses..... | 123 34 |
| Total | \$524 59 |
| Recapitulation of expenses: | |
| Maintenance of way and structures | \$10,911 93 |
| Conducting transportation..... | 11,742 42 |
| General expenses..... | 524 59 |
| Grand total..... | \$23,178 94 |

Percentage of expenses to earnings—entire line, 98.73.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1900. | | ASSETS. | JUNE 30, 1901. | | YEAR ENDING JUNE 30, 1901. | |
|----------------|--------------|-------------------------------|----------------|--------------|----------------------------|----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease |
| | \$300,000 00 | Cost of road..... | ..... | \$300,000 00 | | |
| | 26,721 47 | Cash and current assets ..... | ..... | 27,962 52 | \$1,241 05 | |
| | \$326,721 47 | Grand total ... | ..... | \$327,962 52 | \$1,241 05 | |
| | | LIABILITIES. | | | | |
| | \$300,000 00 | Capital stock .. | ..... | \$300,000 00 | | |
| | 26,721 47 | Profit and loss ..... | ..... | 27,962 52 | 1,241 05 | |
| | \$326,721 47 | Grand total ... | ..... | \$327,962 52 | \$1,241 05 | |

EMPLOYEES AND SALARIES.

| Class. | Number. | Total number of days worked. | Total yearly compensation. | Average daily compensation. |
|---|---------|------------------------------|----------------------------|-----------------------------|
| General officers | 9 | | | |
| Station agents..... | 6 | 1,252 | \$2,144 00 | \$1 71 |
| Other station men | 4 | 332 | 484 35 | 1 46 |
| Enginemen..... | 2 | 239 | 881 60 | 3 69 |
| Firemen..... | 2 | 239 | 494 31 | 2 07 |
| Conductors..... | 1 | 188 | 564 00 | 3 00 |
| Other trainmen..... | 2 | 376 | 658 00 | 1 75 |
| Section foremen..... | 2 | 376 | 658 00 | 1 75 |
| Other trackmen..... | 6 | 1,128 | 1,579 20 | 1 40 |
| Switchmen, flagmen and watchmen.... | 1 | 312 | 390 00 | 1 25 |
| All other employees and laborers | 1 | 188 | 94 00 | 50 |
| Total (including "general officers")..... | 36 | 4,630 | \$7,947 46 | \$1 72 |
| Less "general officers"..... | 9 | | | |
| Total (excluding "general officers")..... | 27 | 4,630 | 7,947 46 | \$1 72 |
| Distribution of above: | | | | |
| General administration..... | 9 | | | |
| Maintenance of way and structures..... | 8 | 1,504 | 2,237 20 | \$1 49 |
| Conducting transportation | 19 | 3,126 | 5,710 26 | 1 83 |

TRAFFIC AND MILEAGE STATISTICS.

| Item. | Column for number passengers, tonnage, car mileage, number cars, etc. | COLUMNS FOR REVENUE AND RATES. | | |
|--|---|--------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue..... | 58,248 | | | |
| Number of passengers carried one mile | 567,539 | | | |
| Number of passengers carried one mile per mile of road | 50,814 | | | |
| Average distance carried, miles | 9.74 | | | |
| Total passenger revenue | | 14,848 | 64 | |
| Average amount received from each passenger | | | 25 | 493 |
| Average receipts per passenger per mile | | | 02 | 616 |
| Total passenger earnings | | 15,416 | 92 | |
| Passenger earnings per mile of road | | 1,380 | 21 | |
| Passenger earnings per train mile | | | 83 | 624 |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue ... | 12,441 | | | |
| Number of tons carried one mile | 74,630 | | | |
| Number of tons carried one mile per mile of road | 6,681 | | | |
| Average distance haul of one ton, miles | 5.99 | | | |
| Total freight revenue | | 7,979 | 62 | |
| Average amount received for each ton of freight | | | 64 | 140 |
| Average receipts per ton per mile | | | 10 | 692 |
| Total freight earnings | | 7,979 | 62 | |
| Freight earnings per mile of road | | 714 | 38 | |
| Freight earnings per train mile | | 1,82 | 809 | |
| Total traffic: | | | | |
| Gross earnings from operation | | 23,476 | 84 | |
| Gross earnings from operation per mile of road | | 2,101 | 78 | |
| Gross earnings from operation per train mile | | | 102 | 964 |
| Operating expenses | | 23,178 | 94 | |
| Operating expenses per mile of road | | 2,075 | 11 | |
| Operating expenses per train mile | | | 101 | 658 |
| Income from operation | | | 297 | 90 |
| Income from operation per mile of road | | | 26 | 67 |
| Car mileage, etc.: | | | | |
| Average mileage operated during year | 11.17 | | | |
| Train mileage: | | | | |
| Mileage of revenue passenger trains | 18,436 | | | |
| Mileage of revenue freight trains | 4,365 | | | |
| Total revenue train mileage | 22,801 | | | |
| Mileage of nonrevenue trains | 2,873 | | | |

FREIGHT TRAFFIC MOVEMENT.

| | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | Total freight tonnage—whole tons. |
|--------------------|--|---|-----------------------------------|
| Total tonnage..... | 3,314 | 9,127 | 12,441 |

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| Line in Use. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track.... | 11.17 | ..... | .. | ..... | 11.17 | ..... | ..... | 11.17 |
| Miles of yard track and sidings..... | 1.11 | ..... | ..... | ..... | 1.11 | ..... | .84 | .27 |
| Total mileage operated (all tracks)..... | 12.28 | ..... | ..... | ..... | 12.28 | ..... | .84 | 11.44 |

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | | |
|-----------------------------|-------|--|-------|----------------------------|---------|--|--|
| Kind. | Tons. | Weight per yard—lbs. Average price per ton at distributing point—dollars. | | Kind. | Number. | Average price at distributing point—cts. | |
| Steel (old)..... | 71078 | .. | 18 47 | Chestnut..... | 690 | 40 | |
| | | | | Cedar..... | 551 | 40 | |
| | | | | Switch ties (60 feet each) | 59 | 99 | |
| | | | | Total..... | 1,700 | 42 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| Locomotives. | COAL—tons. | | WOOD—cords. | | Total fuel consumed—tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Total..... | ... | 798 | ..... | ..... | 798 | 25,674 | 62.16 |
| Average cost at distributing point..... | ... | \$3 24 | ..... | ..... |  |  |  |

BRIDGES, TRESTLES, TUNNELS, Etc.

| Item. | Number. | Aggregate length. | | Minimum length. | | Maximum length. | | Item. | Number. | Height of lowest above surface of rail. | |
|-----------------|---------|-------------------|-----|-----------------|-----|-----------------|-----|------------------------------------|----------|---|------|
| | | Ft. | In. | Ft. | In. | Ft. | In. | | | Ft. | In. |
| Bridges: | | | | | | | | Overhead Highway Crossings: | | | |
| Wooden. | 2 | 63 | | 11 | | 52 | | Bridges | 1 | | 20 0 |
| | | | | | | | | Trestles | 1 | | 19 6 |
| | | | | | | | | Total | 2 | | |
| Trestles... | 7 | 4,709 | | 29 | | 1,590 | | Overhead Railway Crossings: | | | |

Gauge of track, 4 feet, 8½ inches—11.17 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

| Miles of line. | Miles of wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|-----------------------------|
| 11.17 | 11.17 | Western Union Telegraph Co. | Western Union Telegraph Co. |

STREET RAILWAY REPORTS

For the Year Ending June 30, 1901.



Report of the Atlantic Shore Line Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|---|--|------------|
| Gross transportation earnings | | \$3,685 47 |
| Operating expenses | | 1,712 29 |
| Net earnings from operation. | | \$1,973 18 |
| Net divisible income | | 1,973 18 |
| Total surplus June 30, 1901. | | 1,973 18 |

EARNINGS AND EXPENSES OF OPERATION.

| | | |
|---|--|------------|
| EARNINGS FROM OPERATION. | | |
| Gross earnings from operation—passengers carried | | \$3,685 47 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks. | | \$200 00 |
| Transportation expenses: | | |
| Wages and compensation of persons employed in conducting transportation | | 1,506 56 |
| Other transportation expenses: | | |
| Grease and oil | | 5 73 |
| Total operating expenses | | \$1,712 29 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|------------|--------------------|
| Cost of railway: | | |
| Roadbed and tracks | \$9,000 00 | |
| Electric line construction, including poles, wiring, feeder lines, etc | 3,500 00 | |
| Engineering and other expenses incident to construction, including survey of 28 miles and cost of franchise | 15,088 57 | |
| Total cost of railway owned..... | | \$27,588 57 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles | \$2,500 00 | |
| Electric equipment of same | 2,200 00 | |
| Total cost of equipment owned..... | | 4,700 00 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway..... | | 640 00 |
| Other permanent property: | | |
| Rights of way over private property..... | | 700 00 |
| Total permanent investments..... | | \$33,628 57 |
| Cash and current assets: | | |
| Cash..... | | 180 71 |
| Total | | \$33,809 28 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$30,000 00 |
| Profit and loss balance—surplus..... | | 3,809 28 |
| Total | | \$33,809 28 |

CAPITAL STOCK.

| | | |
|---|-----|--------------|
| Capital stock authorized by law, common | | \$120,000 00 |
| Capital stock issued and outstanding, common..... | | \$30,000 00 |
| Number of shares issued and outstanding..... | 300 | |
| Number of stockholders, common | 6 | |
| Number of stockholders in Maine, common..... | 6 | |
| Amount of stock held in Maine, common | | \$30,000 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|--|--------|
| Number of passengers paying revenue carried during the year..... | 73,709 |
| Number carried per mile of main railway track operated | 49,138 |
| Number of round trips run | 8,688 |
| Number of car miles run..... | 26,064 |
| Average number of persons employed. | 3 |
| The company commenced operating July 4, 1900. | |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Total passenger cars. | Equipped with electric heaters. | Number of motors. |
|---------------------------|------------------------------|-----------------------|---------------------------------|-------------------|
| Cars—passenger service: | | | | |
| Box passenger cars..... | 1 | 1 | 1 | 2 |
| Open passenger cars | 1 | 1 | 1 | 4 |
| Total | 2 | 2 | 1 | 6 |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 1.57 | ..... | ..... | 1.57 |
| Length of sidings, switches, etc | .37 | ..... | ..... | .37 |
| Total, computed as single track | 1.94 | ..... | ..... | 1.94 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|---------------------------------------|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 1.57 | ..... | 1.57 |
| Length of sidings, switches, etc..... | | .37 | ..... | .37 |
| Total, computed as single track | | 1.94 | ..... | 1.94 |

SALARIES, WAGES, Etc., OF OFFICERS AND OTHER EMPLOYES.

| EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|------------------|---------|------------------------------|----------------------------|--|----------------|
| Conductors | 1 | 362 | ..... | 13 | \$2 10 |
| Motormen | 1 | 362 | ..... | 13 | 2 10 |
| Totals | 2 | 724 | | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Atlantic Shore Line Railway Company, Kennebunkport, Me.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Ernest M. Goodall.
 Treasurer—L. B. Goodall.
 Clerk of Corporation—F. J. Allen.
 General Counsel—F. J. Allen.
 General Manager—I. L. Meloon.
 Superintendent—I. L. Meloon.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. M. Goodall, Sanford, Me.
 L. B. Goodall, Sanford, Me.
 G. B. Goodall, Sanford, Me.
 F. J. Allen, Sanford, Me.
 C. A. Bodwell, Sanford, Me.

Title of company, Atlantic Shore Line Railway Company.
 General offices at Kennebunkport, Me.
 Date of close of fiscal year, June 30.

STATE OF MAINE.

COUNTY OF YORK, ss.

E. M. Goodall, President, and I. L. Meloon, General Manager of the Atlantic Shore Line Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

E. M. GOODALL, President.

I. L. MELOON, Manager.

Subscribed and sworn to before me this 21st day of September, 1901,
 [Seal] FRED J. ALLEN, Notary Public,
 York county, Me.

Report of the Augusta, Hallowell and Gardiner Railroad Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|-------------|-------------|
| Gross transportation earnings | \$41,295 16 | |
| Other earnings from operation | 258 18 | |
| Total earnings | | \$41,553 34 |
| Operating expenses | | 28,315 83 |
| Net earnings from operation | | \$13,237 51 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt | \$8,250 00 | |
| Taxes, State and local | 387 36 | |
| Total charges and deductions from income | | 8,637 36 |
| Net divisible income | | \$4,600 15 |
| Dividends declared, 4 per cent on \$120,000..... | | 4,800 00 |
| Deficit for year ending June 30, 1901 | | \$199 85 |
| Amount of surplus June 30, 1900 | | 29,564 06 |
| Total surplus June 30, 1901 | | \$29,364 21 |

EARNINGS AND EXPENSES OF OPERATION.

| | | |
|---|--|-------------|
| EARNINGS FROM OPERATION. | | |
| Receipts from passengers carried | | \$41,295 16 |
| Receipts from advertising in cars | | 200 00 |
| Receipts from interest on deposits and discounts | | 12 46 |
| Other earnings from operation: | | |
| Rent | | 45 72 |
| Gross income from operation | | \$41,553 34 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Expenses account | | \$2,538 67 |
| Insurance | | 1,302 12 |
| Interest | | 272 76 |
| Total | | \$4,113 55 |
| Maintenance of roadway and buildings: | | |
| Repairs of road-bed and track | | \$4,054 69 |
| Repairs of electric line construction | | 485 46 |
| Removal of snow and ice | | 691 45 |
| Repairs of buildings | | 4 25 |
| Total | | \$5,235 85 |
| Maintenance of equipment: | | |
| Repairs of cars and other vehicles | | \$2,664 08 |
| Repairs of electric equipment of cars—car cleaning | | 562 85 |
| Total | | \$3,226 88 |
| Transportation expenses: | | |
| Cost of electric motive power | | \$7,485 00 |
| Wages and compensation of persons employed in conducting transportation | | 8,254 55 |
| Total | | \$15,739 55 |
| Total operating expenses | | \$28,315 83 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|------------|--------------|
| Land | \$649 75 | |
| Cost of main line and equipment | 174,963 58 | |
| Permanent improvements.... | 21,275 43 | |
| Amount paid for new road in process of construction and equipment | 76,936 77 | |
| Total permanent investments..... | | \$273,825 53 |
| Cash and current assets: | | |
| Cash | \$1,343 44 | |
| Bills and accounts receivable | 813 39 | |
| Total cash and current assets .. | | 2,156 83 |
| Miscellaneous assets: | | |
| Materials and supplies..... | | 8,510 69 |
| Profit and loss balance—deficit. | | 73,900 74 |
| Total | | \$358,393 79 |
| LIABILITIES. | | |
| Total capital stock | | \$120,000 00 |
| Funded debt..... | | 150,000 00 |
| Current liabilities: | | |
| Matured interest coupons unpaid (including coupons due July 1)..... | \$4,357 50 | |
| Bills payable | 77,700 00 | |
| Audited vouchers..... | 6,336 29 | |
| Total current liabilities | | \$88,393 79 |
| Total | | \$358,393 79 |

CAPITAL STOCK.

| | | |
|--|-------|--------------|
| Capital stock authorized by law, common | | \$150,000 00 |
| Capital stock authorized by votes of company, common.. | | 120,000 00 |
| Capital stock issued and outstanding, common | | \$120,000 00 |
| Total capital stock liability | | 120,000 00 |
| Number of shares issued and outstanding, common | 1,200 | |
| Total number of stockholders | 21 | |
| Total stockholders in Maine..... | 18 | |
| Total stock held in Maine | | \$118,000 00 |

FUNDED DEBT.

| DESCRIPTION OF SECURITIES. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|---------------------------------|-------------------|-------------------|---------------------|----------------------------|
| First mortgage bonds | 6 | 1910 | \$100,000 00 | \$6,000 00 |
| Second mortgage bonds | 4½ | 1896-1911 | 50,000 00 | 2,250 00 |
| Total | | | \$150,000 00 | \$8,250 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|---|---------|
| Number of passengers carried during the year | 825,903 |
| Number of passengers carried per mile of railway track operated | 33,036 |
| Number of car miles run | 204,717 |
| Average number of persons employed | 38 |
| *The company commenced operation on the Togus Division June 15, 1901 | |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|-------------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars | 8 | 8 | 8 | 8 | | | |
| Open passenger cars | 10 | 10 | 10 | | | | |
| Total | 18 | 18 | 18 | 8 | | | |
| Cars—other service— | | | | | | | |
| Work cars | 2 | | | | | | |
| Snow plows | 1 | | | | | | |

* This is additional mileage of 5.486 miles.

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|---------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | *12.486 | ..... | ..... | 12.486 |
| Total length of main track | 12.486 | ..... | ..... | 12.486 |
| Length of sidings, switches, etc | .626 | ..... | ..... | .626 |
| Total, computed as single track | 13.112 | ..... | ..... | 13.112 |

* 5.486 miles, Augusta to Togus, operation commenced June 15, 1901.

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only | By electric power only. | By horse and electric power. | Total operated. |
|--|---------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 12.486 | ..... | 12.486 |
| Total length of main track | | 12.486 | ..... | 12.486 |
| Length of sidings, switches, etc | | .626 | ..... | .626 |
| Total, computed as single track..... | | 13.112 | ..... | 13.112 |

System of electric motive power in use by the company, Thompson and Houston. Names of the several cities and towns in which the railways operated by the company are located, Augusta, Hallowell and Gardiner, Farmingdale and Togus.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz: | | |
| With Maine Central Railroad at Loudon Hill, Hallowell | 2 | 1 |
| With Maine Central Railroad at Rines Hill, Augusta.... | 2 | 1 |
| Total number of tracks at crossings | 4 | 2 |

Number of above crossings at which frogs are inserted in the tracks, 4.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|--------------------|---------|------------------------------|----------------------------|--|----------------|
| Conductors | 6 | 2,181.81 | \$3,120 00 | 10 | \$1 43 |
| Motormen | 7 | 2,461 | 3,519 15 | 10 | 1 43 |
| Roadmen | 3 | 1,253 | 2,194 02 | 10 | 1 75 |
| Linemen | 1 | 150 | 225 10 | ..... | 1 50 |
| Engineers..... | 2 | 730 | 1,536 50 | ..... | 2 11 |
| Firemen | 2 | 730 | 1,095 00 | ..... | 1 50 |
| Electricians | 1 | 359.6 | 809 12 | ..... | 2 25 |
| Total | 19 | 7,865.41 | \$12,498 89 | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Augusta, Hallowell and Gardiner Railroad Company, Augusta, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—J. Manchester Haynes, Augusta, Maine.
 Treasurer—Geo. E. Macomber, Augusta, Maine.
 Clerk of Corporation—Henry G. Staples, Augusta, Maine.
 General Manager—Geo. E. Macomber, Augusta, Maine.
 Superintendent—L. F. Taylor, Hallowell, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Manchester Haynes, Augusta, Maine.
 Geo. E. Macomber, Augusta, Maine.
 J. F. Hill, Augusta, Maine.
 Thos. J. Lynch, Augusta, Maine.
 Geo. A. Cony, Augusta, Maine.
 Henry G. Staples, Augusta, Maine.
 F. S. Thorne, Gardiner, Maine.

Title of company, Augusta, Hallowell and Gardiner Railroad Company.
 General offices at Augusta, Maine.
 Date of close of fiscal year, June 30, 1901.
 Date of stockholders' annual meeting, 3d Monday in July.

STATE OF MAINE.

COUNTY OF KENNEBEC, SS.

Geo. E. Macomber, Treasurer and General Manager of the Augusta, Hallowell and Gardiner Railroad Company, being duly sworn, deposes and says that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

GEO. E. MACOMBER, Treasurer.

Subscribed and sworn to before me this 21st day of August, 1901,

[Seal]

THOMAS J. LYNCH, Notary Public,
 Kennebec county, Maine.

**Report of the Bangor, Hampden and Winterport Railway
Company for the Year Ending June 30, 1901.**

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|-------------|-------------|
| Gross transportation earnings..... | \$23,588 88 | |
| Other earnings from operation..... | 71 05 | |
| Total earnings | | \$23,659 93 |
| Operating expenses | | 15,460 51 |
| Net earnings from operation | | \$8,199 42 |
| Miscellaneous income: | | |
| Riverside Park..... | | 1,043 10 |
| Gross income above operating expenses..... | | \$9,242 52 |
| Charges upon income accrued during year: | | |
| Interest on funded debt..... | \$2,000 00 | |
| Interest and discount on unfunded debts and loans .. | 941 07 | |
| Taxes, State and local..... | 327 25 | |
| Other deductions from income: | | |
| Advertising and expense, park property..... | 5,407 76 | |
| Total charges and deductions from income. | | 8,676 08 |
| Net divisible income | | \$566 44 |
| Surplus for the year ending June 30, 1901 | | \$566 44 |
| Amount of surplus plus June 30, 1900 | | 1,881 09 |
| Total surplus June 30, 1901..... | | \$2,447 53 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | |
|--|-------------|
| Receipts from passengers carried..... | \$21,906 10 |
| Receipts from carriage of mails..... | 807 35 |
| Receipts from carriage of freight..... | 1,375 43 |
| Gross transportation earnings..... | \$23,588 88 |
| Receipts from advertising in cars..... | \$71 05 |
| Other earnings from operation—Riverside Park..... | 1,043 10 |
| Gross earnings from operation..... | \$24,703 03 |
| EXPENSES OF OPERATION. | |
| General expenses; | |
| Salaries of general officers and clerks..... | \$1,500 00 |
| General office expenses and supplies..... | 202 00 |
| Insurance..... | 82 00 |
| Total..... | \$1,784 00 |
| Maintenance of roadbed and buildings: | |
| Repair of roadbed and track..... | \$678 19 |
| Repair of electric line construction..... | 48 15 |
| Removal of snow and ice..... | 535 68 |
| Total..... | \$1,262 02 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles..... | \$575 45 |
| Repair of electric equipment of cars..... | 228 70 |
| Total..... | \$804 15 |
| Transportation expenses: | |
| Cost of electric motive power..... | \$4,272 09 |
| Wages and compensation of persons employed in conducting transportation..... | 4,779 24 |
| Damages for injuries to persons and property..... | 510 00 |
| Tolls for trackage over other railways..... | 736 98 |
| Rentals of buildings and other property..... | 1,089 79 |
| Tickets, transfers, etc..... | 90 33 |
| Car motor expenses and supplies..... | 131 91 |
| Total operating expenses..... | \$15,460 51 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|--|-------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks | \$55,175 56 | |
| Electric line construction, including poles, wiring, feeder lines, etc..... | 18,410 23 | |
| Total cost of railway owned | | \$73,585 79 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles | \$21,356 52 | |
| Electric equipment of same | 14,835 90 | |
| Total cost of equipment owned | | 36,192 42 |
| Other permanent property: | | |
| Telephone line | \$251 61 | |
| Riverside park | 5,943 51 | |
| Total cost of other permanent property owned | | 6,195 12 |
| Total permanent investments..... | | \$115,973 33 |
| Cash and current assets: | | |
| Cash | \$1,798 86 | |
| Bills and accounts receivable | 822 39 | |
| Total cash and current assets | | 2,621 25 |
| Miscellaneous assets: | | |
| Materials and supplies | | 1,391 34 |
| Total | | \$119,985 92 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$60,000 00 |
| Funded debt..... | | 40,000 00 |
| Current liabilities: | | |
| Loans and notes payable..... | \$10,748 80 | |
| Audited vouchers and accounts..... | 6,073 94 | |
| Salaries and wages | 534 32 | |
| Total current liabilities | | 17,357 06 |
| Accrued liabilities: | | |
| Interest accrued and not yet due..... | \$72 25 | |
| Taxes accrued and not yet due | 109 08 | |
| Total accrued liabilities..... | | 181 33 |
| Profit and loss balance—surplus | | 2,447 53 |
| Total | | \$119,985 92 |

CAPITAL STOCK.

| | | |
|--|--------------|-------------|
| Capital stock authorized by law, common .. | \$500,000 00 | |
| Capital stock authorized by votes of company, common.. | 500,000 00 | |
| Capital stock issued and outstanding, common | | \$60,000 00 |
| Total capital stock liability. | | \$60,000 00 |
| Number of shares issued and outstanding, common.. | 600 | |
| Number of stockholders, common | 22 | |
| Number of stockholders in Maine, common | 18 | |
| Amount of stock held in Maine, common | | \$38,000 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS, ETC. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|--|-------------------|-------------------|---------------------|----------------------------|
| First mortgage, 20 year gold bond, interest payable March and September 15 | 5 | Sept. 15, 1917. | \$40,000 00 | |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|---|---------|
| Number of passengers paying revenue carried during the year | 387,336 |
| Number carried per mile of main railway track operated..... | 64,818 |
| Number of car miles run..... | 99,881 |
| Average number of persons employed..... | 18 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|--------------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars..... | 3 | | 3 | | 3 | | 6 |
| Open passenger cars | 6 | | 6 | | | | 12 |
| Total | 9 | | 9 | | 3 | | 18 |
| Cars—other service— | | | | | | | |
| Work cars | 2 | | | | | | 2 |
| Other cars | 1 | | | | 1 | | 2 |
| Total | 3 | | | | 1 | | 4 |
| Snow plows | 1 | | | | | | |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|---------------------------------------|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line | 4.52 | ..... | 1.61 | 6.13 |
| Total length of main track | 4.52 | ..... | 1.61 | 6.13 |
| Length of sidings, switches, etc..... | .88 | ..... | ..... | .88 |
| Total, computed as single track | 5.40 | ..... | 1.61 | 7.01 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|---------------------------------------|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line | | 6.13 | ..... | 6.13 |
| Total length of main track..... | | 6.13 | ..... | 6.13 |
| Length of sidings, switches, etc..... | | .88 | ..... | .88 |
| Total, computed as single track..... | | 7.01 | ..... | 7.01 |

System of electric motive power in use by the company, General Electric. Names of the several cities and towns in which the railways operated by the company are located, Bangor and Hampden.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OFFICERS AND CLERKS. | | | | | Annual salary. |
|-------------------------------|---------|------------------------------|----------------------------|--|----------------|
| General officers: | | | | | |
| Superintendent | | | | | \$1,200 00 |
| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
| Conductors | 7 | 1,224.9 | \$1,837 39 | 10 | \$1 50 |
| Motormen | 7 | 1,223.6 | 1,835 48 | 10 | 1 50 |
| Roadmen | 3 | 232.5 | 448 75 | 10 | 1 50 |
| Machinists and mechanics..... | 4 | 438.4 | 657 62 | | |
| Total | 21 | 3,119.4 | \$4,779 24 | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Hampden and Winterport Railway, Bangor, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Henry L. Mitchell, Bangor, Maine.
Treasurer—Chas. D. Stanford, Bangor, Maine.
Clerk of Corporation—Henry W. Mayo, Hampden, Maine.
Auditor—F. D. Oliver, Bangor, Maine.
General Manager—Henry L. Mitchell, Bangor, Maine.
Superintendent of Operation—Wm. H. Snow, Bangor, Maine.
Superintendent of Construction—Jas. E. Green, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry L. Mitchell, Bangor, Maine.
Chas. D. Stanford, Bangor, Maine.
James H. Cutler, Bangor, Maine.
Julius Waterman, Bangor, Maine.
Charles F. Woodard, Bangor, Maine.
Henry W. Mayo, Hampden, Maine.
Horace C. Chapman, Bangor, Maine.

Title of company, Bangor, Hampden and Winterport Railway.
General offices at 140 Park Street, Bangor, Maine.
Date of close of fiscal year, June 30th.
Date of stockholders' annual meeting, first Thursday in August.

STATE OF MAINE.

COUNTY OF PENOBSBOT, SS.

Henry L. Mitchell, President, and Wm. H. Snow, Acting Superintendent of the Bangor, Hampden and Winterport Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

HENRY L. MITCHELL, President.
WM. H. SNOW, Acting Superintendent.

Subscribed and sworn to before me this 10th day of October, 1901,

JAMES D. RICE, Justice of the Peace,
Penobscot County, Maine.

Report of the Bangor, Orono and Old Town Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|---|-------------|-------------|
| Gross transportation earnings | \$52,594 15 | |
| Other earnings from operation | 1,062 20 | |
| Total earnings | | \$53,656 35 |
| Operating expenses | | 38,073 40 |
| Net earnings from operation | | \$15,582 95 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt..... | \$7,500 00 | |
| Interest and discount on unfunded debts and loans | 1,714 95 | |
| Taxes, State and local..... | 714 63 | |
| Total charges and deductions from income..... | | 9,929 58 |
| Net divisible income | | \$5,653 37 |
| Surplus for the year ending June 30, 1901 | | \$5,653 37 |
| Amount of deficit June 30, 1900.... | | 25,679 99 |
| Total deficit June 30, 1901 | | \$20,026 62 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | | |
|---|-------------|-------------|
| Gross transportation earnings, —passengers carried | \$52,594 15 | |
| Receipts from advertising in cars | 300 00 | |
| Other earnings from operation - sale of gravel..... | 762 20 | |
| Gross earnings from operation | | \$53,656 35 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks | \$1,763 35 | |
| General office expenses and supplies | 520 02 | |
| Insurance | 506 50 | |
| Total | | \$2,789 87 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track | \$3,629 62 | |
| Repair of electric line construction | 36 73 | |
| Removal of snow and ice..... | 1,362 58 | |
| Repair of buildings..... | 9 30 | |
| Total..... | | \$5,038 23 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles | \$3,147 40 | |
| Repair of electric equipment of cars..... | 3,189 71 | |
| Total..... | | \$6,337 11 |
| Transportation expenses: | | |
| Cost of electric motive power..... | \$9,443 03 | |
| Wages and compensation of persons employed in conducting transportation | 11,819 49 | |
| Damages for injuries to persons and property..... | 1,686 94 | |
| Rentals of buildings and other property..... | 243 00 | |
| Other transportation expenses—car house expenses | 715 73 | |
| Total operating expenses..... | | \$38,073 40 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|-------------|--------------|
| Total cost of railway owned..... | | \$257,770 26 |
| Total permanent investments..... | | 257,770 26 |
| Cash and current assets: | | |
| Cash..... | \$3,295 18 | |
| Bills and accounts receivable .. | 2,166 08 | |
| Total cash and current assets..... | | 5,461 21 |
| Profit and loss balance—deficit | | 20,026 62 |
| Total | | \$283,248 09 |
| LIABILITIES. | | |
| Capital stock, common | | \$125,000 00 |
| Funded debt..... | | 125,000 00 |
| Current liabilities: | | |
| Loans and notes payable..... | \$20,000 00 | |
| Audited vouchers and accounts..... | 5,700 33 | |
| Salaries and wages | 413 42 | |
| Matured interest coupons unpaid (including coupons due July 1). ... | 2,515 00 | |
| Total current liabilities | | 28,628 75 |
| Accrued liabilities: | | |
| Interest accrued and not yet due. | \$4,381 13 | |
| Taxes accrued and not yet due..... | 238 21 | |
| Total accrued liabilities..... | | 4,619 34 |
| Total | | \$283,248 09 |

CAPITAL STOCK.

| | | |
|--|--------------|--------------|
| Capital stock authorized by law, common..... | \$250,000 00 | |
| Capital stock authorized by votes of company, common.. | 125,000 00 | |
| Capital stock issued and outstanding, common..... | | \$125,000 00 |
| Total capital stock liability..... | | \$125,000 00 |
| Number of shares issued and outstanding, common.. | 1,250 | |
| Number of stockholders, common..... | 64 | |
| Number of stockholders in Maine, common | 58 | |
| Amount of stock held in Maine, common..... | | \$121,300 00 |

FUNDED DEBT.

| DESCRIPTION OF SECURITIES. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|---|-------------------|-------------------|---------------------|----------------------------|
| First mortgage bond dates March 15, 1895, redeemable after March 1, 1905, at 105, interest payable March 1 and Sept. 1... | 6 | Mar. 1, 1915 | \$125,000 00 | \$7,500 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | | | | | | | | |
|--|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|-----------|
| Number of passengers paying revenue carried during the year..... | | | | | | | | 1,028,874 |
| Number carried per mile of main railway track operated | | | | | | | | 63,263 |
| Number of car miles run | | | | | | | | 324,187 |
| Average number of persons employed. | | | | | | | | 20 |
| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. | |
| Cars—passenger service— | | | | | | | | |
| Box passenger cars | 8 | ..... | 8 | ..... | 8 | | | |
| Open passenger cars | 8 | ..... | 8 | ..... | ..... |  |  |  |
| Total. | 16 | ..... | 16 | ..... | 8 | ..... | 24 | |
| Cars—other service— | | | | | | | | |
| Work cars | 1 | | | | | | | |
| Snow plows | 2 | | | | | | | |

RAILWAY OWNED, LEASED, ETC,

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|---|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 16.2 | ..... | ..... | 16.2 |
| Total length of main track | 16.2 | ..... | ..... | 16.2 |
| Length of sidings, switches, etc | .5 | ..... | ..... | .5 |
| Total, computed as single track.... | 16.7 | ..... | ..... | 16.7 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|---|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 14.95 | ..... | 14.95 |
| Total length of main track | | 14.95 | ..... | 14.95 |
| Length of sidings, switches, etc. | | .50 | ..... | .50 |
| Total, computed as single track..... | | 15.45 | ..... | 15.45 |

System of electric motive power in use by the company, General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Bangor, Veazie, Orono, Old Town and Great Works.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (3 in number) viz: | | |
| With Maine Central Railroad at Veazie | 2 | 1 |
| With Bangor and Aroostook Railroad at Old Town. | 1 | 1 |
| Total number of tracks at crossings..... | 3 | |

Number of above crossings at which frogs are inserted in the tracks, 3.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OFFICERS AND CLERKS. | | | | | Annual salary. |
|-------------------------------|---------|------------------------------|----------------------------|--|----------------|
| General officers: | | | | | |
| Superintendent | | | | | \$1,200 00 |
| Treasurer | | | | | 500 00 |
| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
| Conductors | 12 | 3,273 | \$4,909 95 | 10 | \$1 50 |
| Drivers..... | 1 | | | | |
| Motormen | 12 | 3,273 | 4,909 95 | 10 | 1 50 |
| Roadmen | 7 | 2,177 | 3,417 89 | 10 | 1 57 |
| Machinists and mechanics..... | 7 | 2,922 | 5,113 50 | 10 | 1 75 |
| Total | 38 | 11,645 | \$18,350 84 | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Orono and Old Town Railway Company, Bangor, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—James H. Cutler, Bangor, Maine.
Treasurer—James H. Cutler, Bangor, Maine.
Clerk of Corporation—A. J. Durgin, Orono, Maine.
Auditor—F. D. Oliver, Bangor, Maine.
General Manager—James H. Cutler, Bangor, Maine.
Superintendent of Operation—Wm. H. Snow, Bangor, Maine.
Superintendent of Construction—James H. Green, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Egerton R. Burpee, Bangor, Maine.
James H. Cutler, Bangor, Maine.
Charles D. Stanford, Bangor, Maine.
James W. Cassidy, Bangor, Maine,
George T. Sewall, Old Town, Maine.
A. J. Durgin, Orono, Maine.
J. Fred Webster, Old Town, Maine.

Title of company, Bangor, Orono and Old Town Railway Company.
General offices at 140 Park Street, Bangor, Maine.
Date of close of fiscal year, June 30th.
Date of stockholders' annual meeting, second Tuesday in August.

STATE OF MAINE.

COUNTY OF PENOBSCOT, ss.

James H. Cutler, President, and W. H. Snow, Acting Superintendent of the Bangor, Orono and Old Town Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

JAS. H. CUTLER, President.

WILLIAM H. SNOW, Superintendent.

Subscribed and sworn to before me this 9th day of October, 1901.

[Seal.]

CHARLES H. BARTLETT, Notary Public,
Penobscot County, Maine.

Report of the Bangor Street Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|---|-------------|-------------|
| Gross transportation earnings | \$65,494 00 | |
| Other earnings from operation | 1,660 98 | |
| Total earnings | | \$67,154 98 |
| Operating expenses | | 51,330 74 |
| Net earnings from operation | | \$15,824 24 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt, railway department's proportion funded debt Public Works Company | \$10,000 00 | |
| Taxes, State and local | 958 19 | |
| Total charges and deductions from income | | 10,958 19 |
| Net divisible income | | \$4,866 05 |
| Surplus for the year ending June 30, 1901 | | \$4,866 05 |
| Amount of deficit June 30, 1900 | | 5,560 86 |
| Total deficit June 30, 1901 | | \$694 81 |

EARNINGS AND EXPENSES OF OPERATION.

| | | |
|---|--|-------------|
| EARNINGS FROM OPERATION. | | |
| Gross transportation earnings,—passengers carried | | \$65,494 00 |
| Receipts from rents of tracks and terminals | | 736 98 |
| Receipts from rentals of buildings and other property | | 524 00 |
| Receipts from advertising in cars | | 400 00 |
| Gross earnings from operation | | \$67,154 98 |
| EXPENSES OF OPERATION. | | |
| *General expenses | | \$4,608 97 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track | | \$4,768 38 |
| Repair of electric line construction | | 1,592 07 |
| Removal of snow and ice | | 2,188 76 |
| Repair of buildings | | 109 99 |
| Total | | \$8,659 20 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles | | \$2,561 71 |
| Repair of electric equipment of cars | | 1,902 51 |
| Renewal of horses, harnesses, shoeing, etc. | | 450 48 |
| Total | | \$4,914 70 |
| Transportation expenses: | | |
| Cost of electric motive power | | \$8,281 43 |
| Wages and compensation of persons employed in conducting transportation | | 22,787 56 |
| Damages for injuries to persons and property | | 265 00 |
| Sundry expenses | | 667 72 |
| Waiting room expenses | | 227 78 |
| Car house expenses | | 918 38 |
| Total operating expenses | | \$51,330 74 |

* All carried into undivided expenses, Public Works Company, and 4-10 charged to railway department.

GENERAL BALANCE SHEET.

It is impossible to determine correct data of "assets and liabilities" of the Bangor Street Railway separate from the other companies composing the Public Works Company.

The Public Works Company (Penobscot Water and Power Company, Brewer Water Company, Bangor Electric Light and Power Company and Bangor Street Railway) assumed all liabilities, and pay all indebtedness of the several united companies.

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, common | \$200,000 00 | |
| Capital stock authorized by votes of company, common .. | 200,000 00 | |
| Capital stock issued and outstanding, common | | \$200,000 00 |
| Total capital stock liability | | \$200,000 00 |
| Number of shares issued and outstanding, common 2,000 | | |
| Number of stockholders, common 12 | | |
| Number of stockholders in Maine, common 9 | | |
| Amount of stock held in Maine, common | | \$174,000 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|---|-----------|
| Number of passengers paying revenue carried during the year | 1,309,518 |
| Number carried per mile of main railway track operated | 13,500 |
| Number of car miles run | 372,882 |
| Average number of persons employed..... | 53 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped with fenders. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------|------------------------------|------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service: | | | | | | | |
| Box passenger cars..... | 11 | | 11 | | 11 | | 22 |
| Open passenger cars | 13 | | | | | | 26 |
| Total | 24 | | 11 | | 11 | | 48 |
| Snow plows | 2 | | | | | | 2 |

| MISCELLANEOUS EQUIPMENT. | Number. | Total number. |
|--|---------|---------------|
| Carts and snow sleds..... | | 4 |
| Other highway vehicles: | | |
| Jigger..... | | 2 |
| Trolley wagon..... | | 1 |
| Dump cart..... | | 1 |
| Horses | | 5 |
| Harnesses—double, 2; single, 3; total..... | | 5 |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line. | 8.4 | ..... | ..... | 8.4 |
| Length of second main track..... | 1.3 | ..... | ..... | 1.3 |
| Total length of main track | 9.7 | ..... | ..... | 9.7 |
| Length of sidings, switches, etc | .1 | ..... | ..... | .1 |
| Total, computed as single track | 9.8 | ..... | ..... | 9.8 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|--|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 8.4 | ..... | 8.4 |
| Length of second main track..... | | 1.3 | ..... | 1.3 |
| Total length of main track | | 9.7 | ..... | 9.7 |
| Length of sidings, switches, etc. | | .1 | ..... | .1 |
| Total, computed as single track..... | | 9.8 | ..... | 9.8 |

System of electric motive power in use by the company, General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Bangor and Brewer.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number) viz: | | |
| With Maine Central Railroad | 1 | 1 |

Number of above crossings at which frogs are inserted in the track, 1.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OFFICERS AND CLERKS. | | | | | Annual salary. |
|-------------------------------|---------|------------------------------|----------------------------|--|----------------|
| General officers: | | | | | |
| Superintendent | | | | | \$1,100 00 |
| OTHER EMPLOYES. | | | | | |
| | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
| Conductors | 18 | 6,422 | \$9,633 50 | 10 | \$1 50 |
| Motormen | 18 | 6,422 | 9,633 50 | 10 | 1 50 |
| Roadmen | 8 | 2,371 | 3,746 69 | 10 | 1 58 |
| Machinists and mechanics..... | 9 | 2,812 | 5,074 08 | 10 | 1 84 |
| Total | 53 | 18,027 | \$28,087 77 | | |

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS. | | TOTAL. | |
|---------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | | | 2 | | 2 | |

STATEMENT OF EACH ACCIDENT.

May 14, 1901. Man jumped in front of car; was badly bruised on head, arms and legs; died May 18, 1901. Coroner's jury found that the man tried to commit suicide; exonerated company.

May 24, 1901. Car ran over man who was laying on track drunk; crushed his head in; he died immediately. Coroner's jury found that the company was not responsible for man's death.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor Street Railway, Bangor, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Charles F. Woodard, Bangor, Maine.

Treasurer—James H. Cutler, Bangor, Maine.

Clerk of Corporation—James H. Cutler, Bangor, Maine.

Auditor—F. D. Oliver, Bangor, Maine.

Superintendent of Operation—Wm. H. Snow, Bangor, Maine.

Superintendent of Construction—James H. Green, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodard, Bangor, Maine.

James H. Cutler, Bangor, Maine.

James W. Cartwright, Jr., Bangor, Maine.

Title of company, Bangor Street Railway.

General offices at 140 Park Street, Bangor, Maine.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in August.

STATE OF MAINE.

COUNTY OF PENOBSCOT, ss.

James H. Cutler, Treasurer, and Wm. H. Snow, Acting Superintendent, of the Bangor Street Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

JAMES H. CUTLER, Treasurer.

WM. H. SNOW, Acting Superintendent.

Subscribed and sworn to before me this 10th day of October, 1901.

[Seal]

CHARLES H. BARTLETT, Notary Public.

Penobscot County, Maine.

Report of the Benton and Fairfield Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|------------|------------|
| Gross transportation earnings | \$8,075 76 | |
| Other earnings from operation | 15 76 | |
| Total earnings | | \$8,091 51 |
| Operating expenses | | 6,977 31 |
| Net earnings from operation | | \$1,114 20 |
| Charges upon income accrued during year: | | |
| Interest and discount on unfunded debts and loans..... | \$1,054 99 | |
| Taxes, State and local..... | 39 99 | |
| Total charges and deductions from income..... | | 1,094 98 |
| Net divisible income | | \$19 22 |
| Surplus for the year ending June 30, 1901 | | \$19 22 |
| Amount of deficit June 30, 1900..... | | 521 62 |
| Total deficit June 30, 1901 | | \$502 40 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | | |
|---|---|------------|
| Receipts from passengers carried..... | | \$2,267 85 |
| Receipts from carriage of mails | | 100 22 |
| Receipts from carriage of freight | | 5,707 69 |
| Gross transportation earnings..... | | \$8,075 76 |
| Other earnings from operation | | 15 75 |
| Gross earnings from operation..... | | \$8,091 51 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| General office expenses and supplies | | \$35 08 |
| Insurance | | 25 00 |
| Total..... | | \$60 08 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track | } | \$1,965 15 |
| Repair of electric line construction | | |
| Removal of snow and ice..... | | |
| Repair of buildings..... | | |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles | } | \$750 13 |
| Repair of electric equipment of cars. | | |
| Renewal of horses, harnesses, shoeing, etc. | | |
| Transportation expenses: | | |
| Cost of electric motive power | | \$1,247 95 |
| Wages and compensation of persons employed in conducting transportation | | 2,899 00 |
| Rentals of buildings and other property..... | | 55 00 |
| Total..... | | \$4,201 95 |
| Total operating expenses | | \$6,977 31 |

PROPERTY ACCOUNTS.

| | | |
|---|------------|-------------|
| Additions to railway: | | |
| Extension of tracks (length, 1,000 feet)..... | | |
| Additions to equipment: | | |
| Additional cars (1 in number)..... | \$2,350 00 | |
| Electric equipment of same | 3,600 00 | |
| Other additions to equipment | 293 18 | |
| Total additions to equipment..... | | \$6,243 18 |
| Additions to other permanent property: | | |
| One three span steel bridge across the Seabastcook river at Benton Falls with track extension..... | | 9,239 20 |
| Total additions to property accounts..... | | \$15,482 38 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|------------|-------------|
| Cost of railway: | | |
| Roadbed and tracks | } | \$30,177 24 |
| Electric line construction, including poles, wiring, feeder lines, etc | | |
| Interest accrued during construction of railway | | |
| Engineering and other expenses incident to construc- tion..... | | |
| Other items of railway cost..... | | |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles. | } | 10,122 01 |
| Electric equipment of same | | |
| Horses | | |
| Other items of equipment | | |
| Cost of land and buildings: | | |
| Land necessary for operation of railway..... | \$1,247 00 | |
| Electric power stations, including equipment..... | 1,720 68 | |
| Other buildings necessary for operation of railway | 631 02 | |
| Total cost of land and buildings owned | | 3,598 70 |
| Total permanent investments..... | | \$43,897 95 |
| Cash and current assets: | | |
| Cash..... | \$101 81 | |
| Bills and accounts receivable | 21 75 | |
| Total cash and current assets | | 123 56 |
| Profit and loss balance—deficit..... | | 1,523 50 |
| Total | | \$45,545 01 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$20,000 00 |
| Current liabilities: | | |
| Loans and notes payable..... | | 25,545 01 |
| Total | | \$45,545 01 |

CAPITAL STOCK.

| | | | |
|--|-----|-------------|--|
| Capital stock authorized by law..... | | \$20,000 00 | |
| Total number of shares outstanding..... | 800 | | |
| Number of stockholders, common..... | 4 | | |
| Number of stockholders in Maine, common..... | 2 | | |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|--|--------|
| Number of passengers paying revenue carried during the year..... | 45,357 |
| Number carried per mile of main railway track operated..... | 11,359 |

| DESCRIPTION OF EQUIPMENT. | Equipped | Equipped | Total | Equipped | Equipped | Equipped | Number of |
|----------------------------|--------------|-----------|-----------|---------------|---------------|--------------|-----------|
| | for electric | for horse | passenger | with fenders. | with electric | with stoves. | |
| | power. | power. | cars. | | heaters. | | motors. |
| Cars—passenger service: | | | | | | | |
| Box passenger cars..... | 1 | | 1 | | 1 | | 2 |
| Cars—other service: | | | | | | | |
| Box freight cars..... | 2 | | | | | | 6 |
| Platform freight cars..... | 3 | | | | | | |
| Total..... | 5 | | | | | | |
| Snow plows..... | 2 | | | | | | |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|---------------------------------------|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 3 7 | ..... | ..... | 3.7 |
| Length of sidings, switches, etc .. | .12 | ..... | ..... | .12 |
| Total, computed as single track | 3.82 | ..... | ..... | 3.82 |

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Benton and Fairfield.

SALARIES, WAGES, Etc., OF OFFICERS AND OTHER EMPLOYES.

| EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|------------------|---------|------------------------------|----------------------------|--|------------------|
| Conductors | 2 | ..... | .. .. | 10 | * |
| Motormen | 4 | ..... | ..... | 10 | * |
| Roadmen | 3 | ..... | ..... | 10 | \$1 25 to \$1 75 |
| Total .. | 9 | | | | |

*Ten dollars a week.

CORPORATE NAME AND OF THE COMPANY.

Benton and Fairfield Railway Company, Fairfield, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Charles D. Brown, Salem, Mass.
 Treasurer—Edw. W. Heath, Waterville, Maine.
 Clerk of Corporation—H. M. Mansfield, Fairfield, Maine.
 General Counsel—L. C. Cornish, Augusta, Maine.
 General Manager—H. M. Mansfield, Fairfield, Maine.
 Superintendent—Arthur Reynolds, Benton, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles D. Brown, Salem, Mass.
 Elisha Morgan, Springfield, Mass.
 H. M. Mansfield, Fairfield, Maine.
 Edw. W. Heath, Waterville, Maine.

Title of company, Benton and Fairfield Railway Company.
 General offices at Fairfield, Maine.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, third Thursday of June.

STATE OF MAINE.

COUNTY OF SOMERSET, ss.

Edw. W. Heath, Treasurer, and H. M. Mansfield, General Manager of the Benton and Fairfield Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

EDW. W. HEATH,
 HARVEY M. MANSFIELD.

Subscribed and sworn to before me this 6th day of September, 1901.
 [Seal] HASCALL S. HALL, Notary Public,
 Kennebec County, Me.

Report of the Biddeford and Saco Railroad Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|-------------|-------------|
| Gross transportation earnings..... | \$42,653 85 | |
| Other earnings from operation..... | 145 00 | |
| Total earnings | | \$42,798 85 |
| Operating expenses | | 30,012 61 |
| Net earnings from operation | | \$12,786 24 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt..... | \$6,000 00 | |
| Interest and discount on unfunded debts and loans..... | 281 25 | |
| Taxes, State and local..... | 419 77 | |
| Total charges and deductions from income..... | | 6,701 02 |
| Net divisible income | | \$6,085 22 |
| Surplus for the year ending June 30, 1901 | | \$6,085 22 |
| Amount of surplus June 30, 1900 | | 4,653 79 |
| Total surplus June 30, 1901 | | \$10,739 01 |

EARNINGS AND EXPENSES OF OPERATION.

| | | |
|---|--|-------------|
| EARNINGS FROM OPERATION. | | |
| Gross transportation earnings,—passengers carried..... | | \$42,653 85 |
| Receipts from power sold | | 50 00 |
| Receipts from advertising in cars | | 95 00 |
| Gross earnings from operation | | \$42,798 85 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks..... | | \$1,928 00 |
| General office expenses and supplies..... | | 270 80 |
| Insurance | | 495 03 |
| Other general expenses..... | | 1,388 17 |
| Total..... | | \$4,082 00 |
| Maintenance of roadway and buildings: | | |
| Repairs of road-bed and track | | \$667 59 |
| Repairs of electric line construction | | 693 48 |
| Removal of snow and ice..... | | 279 74 |
| Repairs of buildings..... | | 536 63 |
| Total..... | | \$2,177 44 |
| Maintenance of equipment: | | |
| Repairs of cars and other vehicles..... | | \$1,005 67 |
| Repairs of electric equipment of cars..... | | 573 08 |
| Total..... | | \$1,578 75 |
| Transportation expenses: | | |
| Cost of electric motive power..... | | \$10,123 20 |
| Wages and compensation of persons employed in conducting transportation | | 11,375 73 |
| Damages for injuries to persons and property | | 545 85 |
| Lubricants and waste, cars | | 124 64 |
| Total operating expenses..... | | \$30,012 61 |

PROPERTY ACCOUNTS.

| | | |
|--|-------------|--------------------|
| Additions to railway: | | |
| Extension of tracks (length, 10,795½ feet) | \$15,445 43 | |
| New electric line construction (length, 10,795½ feet) | 2,563 34 | |
| Other additions to railway—feed wire. | 738 72 | |
| Total additions to railway | | \$18,747 49 |
| Additions to equipment: | | |
| Electric equipment of cars, including S G. E. 1,000 motors | \$4,142 22 | |
| Other additions to equipment, including snow plow..... | 924 85 | |
| Total additions to equipment | | 5,067 07 |
| Additions to land and buildings: | | |
| *New electric power stations, including machinery, etc. | \$240 31 | |
| Additional equipment of power stations, including boiler, etc..... | 8,000 04 | |
| Total additions to land and buildings..... | | 8,240 35 |
| Additions to other permanent property: | | |
| *Reconstruction of road..... | | 4,091 21 |
| Total additions to property accounts | | \$36,146 12 |

* Commenced last year.

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks | \$104,792 57 | |
| Electric line construction, including poles, wiring, feeder lines, etc..... | 12,056 63 | |
| Total cost of railway owned..... | | \$116,849 20 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles | \$56,062 45 | |
| Electric equipment of same | | |
| Horses and miscellaneous equipment | 3,039 07 | |
| Total cost of equipment owned | | 59,101 52 |
| Cost of land and buildings: | | |
| Electric power station equipment | \$28,315 15 | |
| Land and buildings necessary for operation of railway. | 13,846 37 | |
| Total cost of land and buildings owned | | 42,161 52 |
| Total permanent investments..... | | \$218,112 24 |
| Cash and current assets: | | |
| Cash. | | 1,714 27 |
| Total | | \$219,826 51 |
| LIABILITIES. | | |
| Capital stock, common | | \$40,000 00 |
| Funded debt..... | | 150,000 00 |
| Current liabilities: | | |
| Notes | | 19,087 50 |
| Profit and loss balance—surplus..... | | 10,739 01 |
| Total | | \$219,826 51 |

CAPITAL STOCK.

| | | | |
|--|-----|--------------|-------------|
| Capital stock authorized by law, common..... | | \$100,000 00 | |
| Capital stock authorized by votes of company, common.. | | 40,000 00 | |
| Capital stock issued and outstanding, common | | | \$40,000 00 |
| Total capital stock liability | | | 40,000 00 |
| Number of shares issued and outstanding, common | 800 | | |
| Number of stockholders, common | 53 | | |
| Number of stockholders in Maine, common | 44 | | |
| Amount of stock held in Maine, common | | \$33,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF SECURITIES. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|--|-------------------|-------------------|---------------------|----------------------------|
| First mortgage gold bonds | 4 | June 1, 1940 | \$150,000 00 | \$6,000 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | | |
|---|--------------------------------------|---------|
| Number of passengers carried during the year..... | | 615,874 |
| Number of passengers carried per mile of railway track operated | | 80,918 |
| Number of round trips run | { Biddeford to Old Orchard | 14,078 |
| | { Biddeford to Saco | 9,002 |
| Number of car miles run..... | | 276,537 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Trail cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------|------------------------------|---------------------------|-------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars | 5 | | | | 5 | | |
| Open passenger cars | 11 | | 2 | | | | |
| Total | 16 | | 2 | | 5 | | 30 |
| Snow plows | 2 | 1 | | | | | |

MISCELLANEOUS EQUIPMENT.

| | Number. | Total number. |
|----------------------------------|---------|---------------|
| Barges and omnibuses | | 4 |
| One cart and 1 snow sled.. | | 2 |
| One wagon | | 1 |
| Harnesses—single | | 1 |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 7.611 | ..... | ..... | 7.611 |
| Total length of main track | 7.611 | ..... | ..... | 7.611 |
| Length of sidings, switches, etc | .535 | ..... | ..... | .535 |
| Total, computed as single track | 8.146 | ..... | ..... | 8.146 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only | By electric power only. | By horse and electric power. | Total operated. |
|--|---------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 7.611 | ..... | 7.611 |
| Total length of main track | | 7.611 | ..... | 7.611 |
| Length of sidings, switches, etc | | .535 | ..... | .535 |
| Total, computed as single track..... | | 8.146 | ..... | 8.146 |

System of electric motive power in use by the company, Thomson-Houston and General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Biddeford, Saco and Old Orchard.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz: | | |
| With Boston and Maine Railroad, Main street, Saco ... | 2 | 1 |

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

| OFFICERS AND CLERKS, | | | | | Annual salary. |
|----------------------|--|--|--|--|----------------|
| President | | | | | \$600 00 |
| Treasurer..... | | | | | 600 00 |
| Superintendent | | | | | 730 0 |

| OTHER EMPLOYEES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|-------------------------------|---------|------------------------------|----------------------------|--|----------------------------------|
| Conductors | 8 or 9 | ..... | ..... | 10 | \$1 50 |
| Motormen | 8 or 9 | ..... | ..... | 10 | 1 50 |
| Watchmen..... | 1 | ..... | ..... | 10 | 1 50 |
| Roadmen | 1 | ..... | ..... | 10 | 1 50 |
| Engineers..... | 1 | ..... | ..... | 10 | 2 37 ¹ / ₂ |
| Firemen | 3 or 4 | ..... | ..... | 10 | 1 50 |
| Electricians | 1 | ..... | ..... | 10 | 1 50 |
| Machinists and mechanics..... | 1 | ..... | ..... | 10 | 1 50 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Biddeford and Saco Railroad Company, 154 Main Street, Biddeford, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Charles H. Prescott, Biddeford, Maine.
 Treasurer—Eugene F. Lord, Biddeford, Maine.
 Clerk of Corporation—Eugene F. Lord, Biddeford, Maine.
 General Manager—Edward A. Newman, Portland, Maine.
 Superintendent—William A. Worthing, Biddeford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. Prescott, Biddeford, Maine.
 Carlos Heard, Biddeford, Maine.
 Harry P. Garland, Saco, Maine.
 William G. Davis, Portland, Maine.
 William A. Wheeler, Portland, Maine.
 William R. Wood, Portland, Maine.
 Ammi Whitney, Portland, Maine.
 Charles F. Libby, Portland, Maine.
 Charles S. Fobes, Portland, Maine.

Title of company, Biddeford and Saco Railroad Company.
 General offices at 154 Main Street, Biddeford, Maine.
 Date of close of fiscal year, June 30, 1901.
 Date of stockholders' annual meeting, July 10, 1901.

STATE OF MAINE.

COUNTY OF YORK, ss.

Eugene F. Lord, Treasurer, and William A. Worthing, Acting Superintendent, of the Biddeford and Saco Railroad Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

EUGENE F. LORD,
 WILLIAM A. WORTHING.

Subscribed and sworn to before me this 27th day of September, 1901.

[Seal]

CHAS. A. MOODY, Notary Public,
 York County, Maine.

Report of the Calais Street Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|-------------|-------------|
| Gross transportation earnings..... | \$23,960 05 | |
| Other earnings from operation..... | 416 12 | |
| Total earnings | | \$24,376 17 |
| Operating expenses | | 21,343 47 |
| Net earnings from operation | | \$3,032 70 |
| Charges upon income accrued during year: | | |
| Interest on funded debt..... | \$5,000 00 | |
| Interest and discount on unfunded debts and loans .. | 120 00 | |
| Taxes, State and local..... | 509 34 | |
| Total charges and deductions from income. | | 5,629 34 |
| Deficit for the year ending June 30, 1901 | | \$2,596 64 |
| Amount of deficit June 30, 1900 | | 10,700 59 |
| Total deficit June 30, 1901..... | | \$13,297 23 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | | |
|---|-------------|-------------|
| Receipts from passengers carried..... | \$23,960 05 | |
| Receipts from power sold..... | 231 12 | |
| Receipts from rentals of buildings and other property..... | 100 00 | |
| Receipts from advertising in cars | 75 00 | |
| Gross earnings from operation..... | | \$24,376 17 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks..... | \$1,456 00 | |
| General office expenses and supplies..... | 187 19 | |
| Insurance..... | 1,033 44 | |
| Other general expenses..... | 1,004 14 | |
| Total | | \$3,740 77 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track | \$1,709 00 | |
| Repair of electric line construction. | 274 63 | |
| Removal of snow and ice | 629 88 | |
| Repair of buildings..... | 51 54 | |
| Total..... | | \$2,665 10 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles..... | \$1,646 45 | |
| Repair of electric equipment of cars | 1,459 60 | |
| Total | | \$3,106 05 |
| Transportation expenses: | | |
| Cost of electric motive power..... | \$6,745 75 | |
| Wages and compensation of persons employed in conducting transportation | 5,085 80 | |
| Total..... | | \$11,831 55 |
| Total operating expenses..... | | \$21,343 47 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|--|-------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks | \$82,000 00 | |
| Electric line construction, including poles, wiring, feeder lines, etc..... | 35,000 00 | |
| Interest accrued during construction of railway..... | 2,000 00 | |
| Engineering and other expenses incident to construction | 30,000 00 | |
| Total cost of railway owned | | \$149,000 00 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles | \$11,800 00 | |
| Electric equipment of same | 8,000 00 | |
| Total cost of equipment owned | | 19,800 00 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway | \$6,200 00 | |
| Electric power stations, including equipment | 20,000 00 | |
| Other buildings necessary for operation of railway..... | 5,000 00 | |
| Total cost of land and buildings owned | | 31,200 00 |
| Total permanent investments..... | | \$200,000 00 |
| Cash and current assets: | | |
| Cash | | 137 77 |
| Profit and loss balance—deficit. | | 13,297 23 |
| Total | | \$213,435 00 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$100,000 00 |
| Funded debt..... | | 100,000 00 |
| Current liabilities: | | |
| Loans and notes payable..... | \$2,000 00 | |
| Matured interest coupons unpaid (including coupons due July 1) | 2,500 00 | |
| Total current liabilities | | 4,500 00 |
| Accrued liabilities: | | |
| Interest accrued and not yet due..... | \$60 00 | |
| Miscellaneous accrued liabilities—accounts due | 8,875 00 | |
| Total accrued liabilities..... | | 8,935 00 |
| Total | | \$213,435 00 |

CAPITAL STOCK.

| | | |
|--|--------------|--------------|
| Capital stock authorized by law, common .. | \$100,000 00 | |
| Capital stock authorized by votes of company, common.. | 100,000 00 | |
| Capital stock issued and outstanding, common | | \$100,000 00 |
| Total capital stock liability. | | \$100,000 00 |
| Number of shares issued and outstanding, common.. | 1,000 | |
| Number of stockholders, common | 12 | |
| Number of stockholders in Maine, common | 12 | |
| Amount of stock held in Maine, common | | \$100,000 00 |

FUNDED DEBT.

| DESCRIPTION OF SECURITIES. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during the year. |
|----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds..... | 5% | July 1, 1918 | \$100,000 00 | \$5,000 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | | | | | | | |
|---|--|--|--|--|--|--|---------|
| Number of passengers paying revenue carried during the year | | | | | | | 482,241 |
| Number carried per mile of main railway track operated | | | | | | | 68,892 |
| Number of round trips run | | | | | | | 13,140 |
| Number of car miles run..... | | | | | | | 183,960 |
| Average number of persons employed.... | | | | | | | 20 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars..... | 3 | | 3 | | 3 | | 5 |
| Open passenger cars | 4 | | 4 | | | | |
| Total..... | 7 | | 7 | | 3 | | 5 |
| Cars—other service— | | | | | | | |
| Work cars | 1 | | | | | | |
| Snow plows | 1 | | | | | | |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|----------------------------------|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line | 4 | 3 | ..... | 7 |
| Total length of main track | 4 | 3 | ..... | 7 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|----------------------------------|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 7 | ..... | 7 |
| Total length of main track | | 7 | ..... | 7 |

RAILWAY LOCATED OUTSIDE OF MAINE.

| RAILWAY OPERATED. | Owned. | Operated. |
|---------------------------------|--------|-----------|
| Length of railway line | | 3 |
| Total length of main track..... | | 3 |

System of electric motive power in use by the company, Westinghouse.
 Names of the several cities and towns in which the railways operated by the company are located, Calais, Maine, St. Stephen and Milltown, N. B., Canada.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number) viz.: | | |
| With Washington County Railroad, North St., Calais. ... | 1 | 1 |
| With St. Stephen & Milltown R.R., Main St., Milltown, N.B. | 1 | 1 |
| Total number of tracks at crossings | 2 | 2 |

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OFFICERS AND CLERKS. | | | | | Annual salary. |
|--|---------|------------------------------|----------------------------|--|----------------------|
| President, general manager and treasurer | | | | | \$2,000 00 |
| Superintendent and clerk | | | | | 1,350 00 |
| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
| Conductors | 6 | 2,190 | \$2,496 | 12 | \$1 14 $\frac{2}{3}$ |
| Motormen | 6 | 2,190 | 2,496 | 12 | 1 14 $\frac{2}{3}$ |
| Watchmen | 1 | 365 | 416 | 12 | 1 14 $\frac{2}{3}$ |
| Roadmen | 1 | 366 | 416 | 10 | 1 14 $\frac{2}{3}$ |
| Engineers | 2 | 730 | 936 | 12 | 1 2 $\frac{2}{3}$ |
| Machinists and mechanics | 2 | 730 | 936 | 10 | 1 2 $\frac{2}{3}$ |
| Total | 18 | 6,570 | \$7,696 | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Calais Street Railway Company, Calais, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—George A. Curran, Lawyer.
 Treasurer—Charles W. Young, Manufacturer.
 Clerk of Corporation—Charles F. Pray.
 General Counsel—George A. Curran.
 General Manager—Charles W. Young.
 Superintendent—Charles F. Pray, Electrician.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Curran, Calais, Maine.
 Charles W. Young, Calais, Maine.
 Charles F. Pray, Calais, Maine.

Title of company, Calais Street Railway Company.
 General offices at Calais, Maine.
 Date of close of fiscal year, June 30th.
 Date of stockholders' annual meeting, third Tuesday in July.

STATE OF MAINE.

COUNTY OF WASHINGTON, ss.

George A. Curran, President, and Charles W. Young, General Manager and Treasurer, of the Calais Street Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

GEO. A. CURRAN.
 CHARLES W. YOUNG.

Subscribed and sworn to before me this 26th day of August, 1901.

[Seal.]

GEORGE A. GARDNER,
 Notary Public, City of Calais, Washington County, Maine.

Report of the Fryeburg Horse Railroad Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|---------|----------|
| Gross transportation earnings | | \$600 70 |
| Operating expenses | | 504 80 |
| Net earnings from operation | | \$95 90 |
| Charges upon income accrued during the year: | | |
| Interest and discount on unfunded debts and loans..... | \$20 18 | |
| Taxes, State and local..... | 1 32 | |
| Payments on Hatch note..... | 75 00 | |
| Total charges and deductions from income..... | | 96 50 |
| Deficit for the year ending June 30, 1901 | | \$0 60 |
| Amount of surplus June 30, 1900 | | 51 58 |
| Total surplus June 30, 1901 | | \$50 98 |

EARNINGS AND EXPENSES OF OPERATION.

| | | |
|--|--|----------|
| EARNINGS FROM OPERATION. | | |
| Receipts from passengers carried | | \$600 70 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks..... | | \$5 00 |
| Maintenance of equipment: | | |
| Repairs of cars and other vehicles, curtains and painting car. | | \$16 50 |
| Renewal of horses, harnesses, shoeing, etc | | 3 95 |
| Total..... | | \$20 45 |
| Transportation expenses: | | |
| Cost of horse line. | | \$25 00 |
| Provender for horses. | | 42 65 |
| Wages and compensation of persons employed in conducting transportation..... | | 414 70 |
| Total operating expenses | | \$504 80 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|--|------------|------------|
| Cost of railway: | | |
| Boadbed and tracks | \$6,492 18 | |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles.... | 793 89 | |
| Cost of land and buildings: | | |
| Buildings necessary for operation of railway | 224 00 | |
| Total permanent investments..... | | \$7,510 07 |
| Cash and current assets: | | |
| Cash | | 21 16 |
| Miscellaneous assets: | | |
| Materials and supplies—hay on hand..... | | 25 00 |
| Total | | \$7,556 23 |
| LIABILITIES. | | |
| Capital stock, common | | \$5,075 00 |
| Current liabilities: | | |
| Loans and notes payable..... | | 497 82 |
| Profit and loss balance—surplus..... | | 1,983 41 |
| Total | | \$7,556 23 |

CAPITAL STOCK.

| | | |
|---|--------------|------------|
| Capital stock authorized by law, common..... | \$200,000 00 | |
| Number of stockholders, common... .. | 13 | |
| Number of stockholders in Maine, common | 19 | |
| Amount of stock held in Maine, common..... | | \$5,075 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | | | | | | | |
|---|------------------------------|---------------------------|-----------------------|-------------------------------|---------------------------------|-----------------------|-------------------|
| Number of passengers paying revenue carried during the year | | | | | | 10,931 | |
| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with tenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
| | | | | | | | |
| Cars—passenger service: | | | | | | | |
| Box passenger cars..... | | 3 | | | | | |
| Open passenger cars | | 1 | | | | | |
| Total | | 4 | | | | | |
| MISCELLANEOUS EQUIPMENT. | | | | | | Number. | Total number. |
| Horses | | | | | | | 1 |
| Harnesses—single..... | | | | | | | 1 |
| RAILWAY OWNED, LEASED, ETC. | | | | | | | |
| RAILWAY OWNED, ETC. | | | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. | |
| Length of railway line..... | | | 3 | | | | |
| Total length of main track | | | 3 | | | | |
| Total, computed as single track ... | | | 3 | | | | |
| RAILWAY OPERATED AND MOTIVE POWER USED. | | | | | | | |
| RAILWAY OPERATED. | | | By horse power only. | By electric power only. | By horse and electric power. | Total operated. | |
| Length of railway line..... | | | 3 | | | | |
| Total, computed as single track..... | | | 3 | | | | |

Names of the several cities and towns in which the railways operated by the company are located, Fryeburg, Maine.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|--|---------|------------------------------|----------------------------|--|----------------|
| Conductors } Drivers } | 1 | | | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Freeman Hatch, retired, Cornish, Maine.
 Treasurer—Cassius W. Pike, farmer, Fryeburg, Maine.
 Clerk of Corporation—Seth W. Fife, lawyer, Fryeburg, Maine.
 Superintendent—H. W. Cousins, millman, Fryeburg, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Freeman Hatch, Cornish, Maine.
 Seth W. Fife, Fryeburg, Maine.
 Cassius W. Pike, Fryeburg, Maine.
 Enoch C. Farrington, Augusta, Maine.
 H. W. Cousins, Fryeburg, Maine.

Title of company, Fryeburg Horse Railroad Company.
 General offices at Fryeburg, Maine.
 Date of close of fiscal year, June 30, 1901.
 Date of stockholders' annual meeting, first Tuesday in June, annually.

STATE OF MAINE.

COUNTY OF OXFORD, SS.

C. W. Pike, Treasurer, of the Fryeburg Horse Railroad Company, being duly sworn, deposes and says that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

CASSIUS W. PIKE.

Subscribed and sworn to before me this 26th day of August, 1901.

SETH W. FIFE, Justice of the Peace.

Report of the Lewiston, Brunswick and Bath Street Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|--------------|--------------|
| Gross transportation earnings | \$210,096 96 | |
| Other earnings from operation. | 1,630 96 | |
| Total earnings | | \$211,727 92 |
| Operating expenses | | 152,668 49 |
| Net earnings from operation. | | \$59,059 43 |
| Miscellaneous income: | | |
| Pleasure resorts | \$8,020 63 | |
| Total miscellaneous income | | 8,020 63 |
| Gross income above operating expenses..... | | \$67,080 06 |
| Charges upon income accrued during year: | | |
| Interest on funded debt..... | \$41,559 44 | |
| Taxes, State and local | 3,855 75 | |
| Rentals of leased railways: | | |
| Bath Street Railway, 4% div. on \$100,000 2½ mo. | \$833 33 | |
| Bath Street Railway, 5% int. on \$70,000 bonds. | 3,500 00 | |
| Lewiston and Auburn Horse St., 5% on \$85,000 | 4,250 00 | |
| Total | 8,583 33 | |
| Other deductions from income: | | |
| Pleasure resorts | 26,355 17 | |
| Total charges and deductions from income..... | | 80,353 69 |
| Deficit for the year ending June 30, 1901..... | | \$13,273 63 |
| Amount of deficit June 30, 1900..... | | 2,660 02 |
| Credits to profit and loss account during the year: | | |
| Erroneous sundry entries..... | \$4,081 96 | |
| Betterment account | 11,299 03 | |
| Received from real estate in Bath | 434 95 | |
| Total credits | \$15,815 94 | |
| Debits to profit and loss account during the year: | | |
| Betterment account | \$11,299 03 | |
| Expense taking down bridge | 61 94 | |
| Note | 171 77 | |
| Dis. and expense of bond sale..... | 3,283 33 | |
| Total debits | 14,816 07 | |
| Net amount credited to profit and loss | | 999 87 |
| Total deficit June 30, 1901 | | \$14,933 78 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | |
|---|--------------|
| Receipts from passengers carried..... | \$210,096 96 |
| Gross transportation earnings..... | \$210,096 96 |
| Receipts from power sold | 25 00 |
| Receipts from rentals of buildings and other property | 1,758 90 |
| Receipts from advertising in cars | 550 00 |
| Other earnings from operation: | |
| Old bridge, lathe and motors, animals, etc | 1,080 96 |
| Gross earnings from operation..... | \$213,511 82 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks..... | \$5,003 89 |
| General office expenses and supplies | 320 75 |
| Parks | 9,241 09 |
| Insurance | 3,665 75 |
| Other general expenses: | |
| Advertising and attractions. | 9,093 45 |
| Miscellaneous general operating | 5,510 28 |
| Total..... | \$32,835 21 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track | \$13,135 90 |
| Repair of electric line construction | 3,863 39 |
| Removal of snow and ice..... | 3,182 02 |
| Repair of buildings..... | 562 97 |
| Repair of steam and electric plants | 2,562 59 |
| Total..... | \$23,306 87 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles | \$13,159 32 |
| Repair of electric equipment of cars. | 11,509 38 |
| Car house, expense and supplies. | 6,968 59 |
| Total..... | \$31,637 29 |
| Transportation expenses: | |
| Cost of electric motive power, \$30,286.37; less power sold, \$25; net.. | \$30,261 37 |
| Cleaning, oiling and sanding track..... | 754 58 |
| Wages and compensation of persons employed in conducting transportation | 42,293 43 |
| Damages for injuries to persons and property | 5,520 31 |
| Rentals of buildings and other property | 2,027 10 |
| Other transportation expenses: | |
| Superintendence of transportation. | 3,154 19 |
| Expense of Maine Street crossing, Brunswick, from March 1, 1899 | 971 58 |
| Total operating expenses | \$172,761 93 |

PROPERTY ACCOUNTS.

| | | |
|--|-------------|-------------|
| Additions to railway: | | |
| Bath Street Railway—entire..... | \$54,053 33 | |
| Total additions to railway | | \$54,053 33 |
| Additions to equipment: | | |
| Electric head lights, friction brake, trolley bases and catches..... | 533 59 | |
| Total additions to equipment..... | | 533 59 |
| Additions to land and buildings: | | |
| Additional equipment of power stations | \$2,110 82 | |
| Other new buildings necessary for operation of railway | 822 83 | |
| Total additions to land and buildings | | 2,933 65 |
| Additions to other permanent property: | | |
| Electric light plant at Lake Grove, building at Park and telephone line to East Auburn | \$4,312 90 | |
| Furnishings and fittings for Cassino..... | 2,515 09 | |
| Filling and guard railing, trestles, drains and catch basins | 1,003 79 | |
| Total additions to other permanent property..... | | 7,831 78 |
| Total additions to property accounts..... | | \$65,352 35 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|-------------|----------------|
| Total cost of railway owned | } | \$1,636,652 36 |
| Total cost of equipment owned | | |
| Total cost of land and buildings owned | | |
| Other permanent property..... | | |
| Total permanent investments..... | | \$1,636,652 36 |
| Cash and current assets: | | |
| Cash..... | \$18,394 82 | |
| Bills and accounts receivable | 200 00 | |
| Total cash and current assets | | 18,594 82 |
| Miscellaneous assets: | | |
| Materials and supplies..... | \$9,111 25 | |
| Unexpired insurance..... | 1,345 14 | |
| Total miscellaneous assets..... | | 10,456 39 |
| Profit and loss balance—deficit..... | | 14,933 78 |
| Total | | \$1,680,637 35 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$627,100 00 |
| Funded debt..... | | 845,000 00 |
| Real estate mortgages: | | |
| Bonds of Bath Street Railway | \$70,000 00 | |
| Bonds of Lewiston and Auburn Horse Railroad..... | 85,000 00 | |
| | | 155,000 00 |
| Current liabilities: | | |
| Loans and notes payable..... | \$6,210 04 | |
| Audited vouchers and accounts..... | 30,239 81 | |
| Matured interest coupons unpaid (including coupons due July 1)..... | 1,750 00 | |
| Total current liabilities | | 38,199 85 |
| Accrued liabilities: | | |
| Interest accrued and not yet due..... | \$14,437 50 | |
| Taxes accrued and not yet due..... | 900 00 | |
| Total accrued liabilities | | 15,337 50 |
| Total | | \$1,680,637 35 |

CAPITAL STOCK.

| | | |
|--|--------------|--------------|
| Capital stock authorized by law, common | \$638,300 00 | |
| Capital stock authorized by votes of company, common.. | 638,300 00 | |
| Capital stock issued and outstanding, common | | \$627,100 00 |
| Number of shares issued and outstanding, common 6,271 | | |
| Number of stockholders, common | 185 | |
| Number of stockholders in Maine, common | 27 | |
| Amount of stock held in Maine, common | \$81,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS, ETC. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|---------------------------------|-------------------|-------------------|---------------------|----------------------------|
| \$1,000,000 20 year bonds | 5 | Mar. 1, 1918 | \$845,000 00 | \$40,575 00 |

\$155,000 of above impounded to purchase or retire at maturity the following: \$70,000 Bath Street Railway 5% bonds at par; \$85,000 Lewiston and Auburn Horse Railroad 5% bonds at par; total, \$155,000.

VOLUME OF TRAFFIC.

| VOLUME OF TRAFFIC, ETC. | |
|---|-----------|
| Number of passengers paying revenue carried (during the year | 4,231,885 |
| Number carried per mile of main railway track operated..... | 77,294 |
| Number of car miles run..... | 1,122,959 |
| Average number of persons employed..... | 190 |

EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Without motors. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. | |
|--|------------------------------|-----------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|---------------|
| Cars—passenger service— | | | | | | | | |
| Box passenger cars..... | 15 | 9 | 24 | ..... | 24 | ..... | 30 | |
| Open passenger cars..... | 34 | ..... | 34 | ..... | ..... | ..... | 68 | |
| Total..... | 49 | 9 | 58 | ..... | 24 | ..... | 98 | |
| Cars—other service— | | | | | | | | |
| Trail cars..... | 12 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Platform freight cars..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... |  |
| Work cars..... | 2 | ..... | ..... | ..... | ..... | ..... | 4 | |
| Parlor cars..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | |
| Total..... | 15 | 4 | ..... | ..... | ..... | ..... | 6 | |
| Snow plows..... | 9 | ..... | ..... | ..... | ..... | ..... | 22 | |
| MISCELLANEOUS EQUIPMENT. | | | | | | | Number. | Total number. |
| Barges, omnibuses and sleigh cars..... | | | | | | | | 3 |
| Carts and snow sleds..... | | | | | | | | 4 |
| Beach wagon..... | | | | | | | | 1 |
| Tower wagon..... | | | | | | | | 1 |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|---------------------------------------|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line | 54.75 | ..... | ..... | 54.75 |
| Total length of main track | 54.75 | ..... | ..... | 54.75 |
| Length of sidings, switches, etc..... | 1.43 | ..... | ..... | 1.43 |
| Total, computed as single track | 56.18 | ..... | ..... | 56.18 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|---------------------------------------|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line | | 54.75 | ..... | 54.75 |
| Total length of main track..... | | 54.75 | ..... | 54.75 |
| Length of sidings, switches, etc..... | | 1.43 | ..... | 1.43 |
| Total, computed as single track..... | | 56.18 | ..... | 56.18 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| RAILWAY OPERATED. | Owned. | Operated. |
|------------------------------|--------|-----------|
| Length of railway line | 7 | 7 |

System of electric motive power in use by the company, Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Lewiston, Auburn, Webster, Lisbon, Topsham, Brunswick and Bath.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (4 in number) viz: | | |
| With Maine Central Railroad, Court Street, Auburn.... | 2 | 1 |
| With Maine Central Railroad, Cedar Street, Lewiston.. | 2 | 1 |
| With Maine Central Railroad, Maine Street, Brunswick | 3 | 1 |
| With Maine Central Railroad, Washington Street, Bath | 2 | 1 |
| Total number of tracks at crossings..... | 9 | 4 |

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OFFICERS AND CLERKS. | | | | | Annual salary. |
|---|---------|------------------------------|----------------------------|--|------------------|
| General officers: | | | | | |
| General Manager and Treasurer, General Supt., Claim Agent | | | | | \$6,203 89 |
| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
| Conductors | 39 | 14,240 | \$20,646 71 | 9½ | \$1 43 to \$1 50 |
| Motormen | 39 | 14,240 | 20,646 71 | 9½ | 1 43 to 1 50 |
| Starters | 5 | ..... | 3,154 19 | 12 | 1 75 to 2 00 |
| Roadmen | 16 | 4,840 | 7,744 00 | 10 | 1 25 to 2 50 |
| Linemen | 2 | 730 | 1,380 00 | 10 | 1 75 to 2 00 |
| Engineers.... | 6 | 2,190 | 4,500 00 | 10 | 2 14 |
| Firemen | 1 | 365 | 547 50 | ..... | 1 50 |
| Electricians | 1 | 365 | 900 00 | 10 | 2 50 |
| Machinists and mechanics..... | 10 | 3,715 | 6,129 75 | 10 | 1 50 to 2 15 |
| Total | 119 | 40,685 | \$65,648 86 | | |

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS. | | TOTAL. | |
|---------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other persons..... | | | 2 | ..... | 2 | ..... |

STATEMENT OF EACH ACCIDENT.

September 19, 1900. Car on local line in Bath running towards Winnegance. Child about five years old ran in front of car and was run over, causing immediate death.

April 14, 1901. Car on local line in Bath running toward "North End." Suddenly a child about five years of age, who had been playing on side of street, ran across street and on to track immediately in front of car, was struck and instantly killed by car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Lewiston, Brunswick and Bath Street Railway, Brunswick, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Herbert M. Heath, Attorney at Law.
 Vice-President—Theo. L. Peters, Broker.
 Treasurer—Milton I. Masson.
 Clerk of Corporation—Chas. L. Andrews, Attorney at Law.
 General Counsel—Herbert M. Heath.
 General Manager—Milton I. Masson.
 Superintendent—Fordyce C. Farr.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Herbert M. Heath, Augusta, Maine.
 Theodore L. Peters, New York, N. Y.
 Milton I. Masson, Brunswick, Maine.
 E. Burton Hart, Jr., New York, N. Y.
 Edward J. Lawrence, Fairfield, Maine.
 Amos F. Gerald, Fairfield, Maine.
 Albert H. Shaw, Bath, Maine.

Title of company, Lewiston, Brunswick and Bath Street Railway.
 General offices at Brunswick, Maine.
 Date of close of fiscal year, June 30, 1901.
 Date of stockholders' annual meeting, second Thursday of May.

STATE OF MAINE.

COUNTY OF CUMBERLAND, ss.

M. I. Masson, Treasurer, and F. C. Farr, Acting Superintendent of the Lewiston, Brunswick and Bath Street Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

M. I. MASSON,
 F. C. FARR.

Subscribed and sworn to before me this 12th day of September, 1901,
 [Seal.]

WESTON THOMPSON, Notary Public,
 Cumberland County, Maine.

Report of the Norway and Paris Street Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|------------|------------|
| Gross transportation earnings | \$5,189 96 | |
| Other earnings from operation | 268 63 | |
| Total earnings | | \$5,458 59 |
| Operating expenses | | 4,924 31 |
| Net earnings from operation | | \$534 28 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt | \$900 00 | |
| Taxes, commutation | 53 68 | |
| Total charges and deductions from income | | 953 68 |
| Deficit for the year ending June 30, 1901 | | \$419 40 |
| Amount of surplus June 30, 1900 | | 515 47 |
| Credits to profit and loss account during the year | | 9 23 |
| Total surplus June 30, 1901 | | \$105 30 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | | |
|---|--|------------|
| Receipts from passengers carried | | \$5,189 96 |
| Receipts from carriage of mails | | 200 00 |
| Gross transportation earnings | | \$5,389 96 |
| Receipts from advertising in cars | | 68 63 |
| Gross earnings from operation | | \$5,458 59 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Freight and express | | \$6 48 |
| Insurance | | 235 00 |
| Expense account | | 233 70 |
| Interest | | 2 00 |
| Total | | \$477 18 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track | | \$665 80 |
| Repair of electric line construction | | 63 75 |
| Removal of snow and ice | | 190 20 |
| Repair of buildings | | 5 84 |
| Total | | \$925 59 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles | | \$737 14 |
| General repairs | | 31 28 |
| Car cleaning | | 43 47 |
| Total | | \$811 89 |
| Transportation expenses: | | |
| Cost of electric motive power | | \$984 73 |
| Wages and compensation of persons employed in conducting transportation | | 1,506 41 |
| Mail | | 120 69 |
| Station lighting | | 7 82 |
| Total operating expenses | | \$4,924 31 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---------------------------------------|----------|-------------|
| Plant..... | | \$43,000 00 |
| Cash and current assets: | | |
| Cash..... | | 32 43 |
| Miscellaneous assets: | | |
| Materials and supplies..... | \$417 11 | |
| Construction..... | 177 96 | |
| H. L. Shepherd, trustee of house..... | 807 27 | |
| Total miscellaneous assets..... | | 1,402 34 |
| Total..... | | \$44,434 77 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$25,000 00 |
| Funded debt..... | | 18,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts..... | | 1,329 47 |
| Profit and loss balance—surplus..... | | 105 30 |
| Total..... | | \$44,434 77 |

CAPITAL STOCK.

| | | |
|--|-------------|-------------|
| Capital stock authorized by law, common .. | \$25,000 00 | |
| Capital stock authorized by votes of company, common.. | 25,000 00 | |
| Capital stock issued and outstanding, common | | \$25,000 00 |
| Number of shares issued and outstanding, common.. | 250 | |
| Number of stockholders, common | 10 | |
| Number of stockholders in Maine, common | 8 | |
| Amount of stock held in Maine, common | | \$16,200 00 |

FUNDED DEBT.

| DESCRIPTION OF SECURITIES. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during the year. |
|----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Funded debt..... | 5% | July 1, 1916 | \$18,000 00 | \$900 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|---|---------|
| Number of passengers paying revenue carried during the year | 110,064 |
| Number carried per mile of main railway track operated | 55,734 |
| Number of round trips run | 11,272 |
| Number of car miles run..... | 45,091 |
| Average number of persons employed.... | 5 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars..... | 2 | | | | | | |
| Open passenger cars | 2 | | | | | | |
| Total..... | 4 | | | | | | |
| Snow plows | 1 | | | | | | |

RAILWAY OWNED, LEASED, ETC,

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--------------------------------------|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 2.13 | ..... | ..... | 2.13 |
| Length of sidings, switches, etc ... | .01 | ..... | ..... | .01 |
| Total, computed as single track.... | 2.14 | ..... | ..... | 2.14 |

System of electric motive power in use by the company, rent power of Oxford Light Company.

Names of the several cities and towns in which the railways operated by the company are located, Norway and Paris.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade, viz.: | | |
| With Norway branch and Main line, Grand Trunk Railway on Pleasant Street, South Paris..... | 2 | 1 |
| With Norway branch of Grand Trunk, Paris Street..... | 1 | 1 |
| Total number of tracks at crossings | 3 | 1 |

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|------------------------|---------|------------------------------|----------------------------|--|----------------|
| Conductors | 3 | 732 | \$1,046 41 | 10 | \$1 43 |
| Motormen | | | | | |
| Roadmen | ... | 180 | 224 92 | 10 | 1 25 |
| Linemen..... | | 25 | 36 72 | ... | 1 50 |
| Men repairing cars.... | | 203.5 | 305 33 | .. | 1 50 |
| Total | | | \$1,613 38 | ..... | ..... |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Norway and Paris Street Railway, Norway, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Freeland Howe, Norway, Maine.
 Treasurer—H. L. Shepherd, Rockport, Maine.
 Clerk of Corporation—J. F. Hill, Augusta, Maine.
 Superintendent—W. J. Jones, Norway, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Geo. E. Macomber, Augusta, Maine.
 J. Manchester Haynes, Augusta, Maine.
 J. F. Hill, Augusta, Maine.
 O. D. Baker, Augusta, Maine.
 H. L. Shepherd, Rockport, Maine.
 Freeland Howe, Norway, Maine.
 Elizabeth B. Beal, Norway, Maine.

Title of company, Norway and Paris Street Railway.
 General offices at Norway, Maine.
 Date of close of fiscal year, June 30, 1901.
 Date of stockholders' annual meeting, third Wednesday of August.

STATE OF MAINE.

COUNTY OF KNOX, ss.

H. L. Shepherd, Treasurer and General Manager, of the Norway and Paris Street Railway Company, being duly sworn, deposes and says that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declares them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

H. L. SHEPHERD.

Subscribed and sworn to before me this 31st day of August, 1901.
 [Seal.]

GEO. H. M. BARRETT,
 Notary Public, Knox County, Maine.

STATE OF MAINE.

COUNTY OF OXFORD, ss.

W. J. Jones, Superintendent of the Norway and Paris Street Railway Company, being duly sworn, deposes and says that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declares them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

W. J. JONES, Superintendent.

Subscribed and sworn to before me this 26th day of October, 1901.
 [Seal.]

H. D. SMITH,
 Notary Public, Oxford County, Maine.

Report of the Penobscot Central Railway Company Commencing May 1, 1901, and Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|---|--|------------|
| Gross transportation earnings | | \$4,268 77 |
| Operating expenses | | 2,269 00 |
| Net earnings from operation | | \$1,999 77 |
| Charges upon income accrued during the year: | | |
| Taxes, State and local..... | | 60 00 |
| Net divisible income | | \$1,939 77 |
| Surplus for the year ending June 30, 1901 | | \$1,939 77 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | | |
|---|--|------------|
| Receipts from passengers carried | | \$2,959 75 |
| Receipts from carriage of freight | | 1,309 02 |
| Gross transportation earnings | | \$4,268 77 |
| Gross earnings from operation | | \$4,268 77 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks..... | | \$260 00 |
| Insurance | | 90 00 |
| Other general expenses..... | | 213 00 |
| Total. | | \$563 00 |
| Transportation expenses: | | |
| Cost of electric motive power. | | \$404 00 |
| Wages and compensation of persons employed in conducting transportation | | 1,122 00 |
| Rentals of buildings and other property. | | 120 00 |
| Taxes | | 60 00 |
| Total operating expenses | | \$2,269 00 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks | \$216,039 21 | |
| Electric line construction, including poles, wiring, feeder lines, etc..... | 32,842 12 | |
| Engineering and other expenses incident to construction | 7,500 00 | |
| Total cost of railway owned..... | | \$256,381 33 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles and equipment of same. | \$80,262 71 | |
| Other items of equipment: Tools, office furniture..... | 800 00 | |
| Total cost of equipment owned | | \$81,062 71 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway..... | \$200 00 | |
| Electric power station equipment | 35,610 26 | |
| Other buildings necessary for operation of railway..... | 9,000 00 | |
| Total cost of land and buildings owned | | \$44,810 26 |
| Other permanent property: | | |
| Storage batteries | | \$12,608 95 |
| Total permanent investments..... | | \$394,863 25 |
| Profit and loss balance—deficit..... | | \$105,136 75 |
| Total | | \$500,000 00 |
| LIABILITIES. | | |
| Capital stock, common | | \$250,000 00 |
| Funded debt..... | | 250,000 00 |
| Total | | \$500,000 00 |

CAPITAL STOCK.

| | | |
|--|--------------|---------------|
| Capital stock authorized by law, common..... | \$250,000 00 | |
| Capital stock authorized by votes of company, common.. | \$250,000 00 | |
| Capital stock issued and outstanding, common | | *\$250,000 00 |
| Number shares sold and outstanding, common | 926 | |
| Number of stockholders, common..... | 80 | |
| Number of stockholders in Maine, common | 80 | |
| Amount of stock held in Maine, common..... | All | |

*\$2,600 sold—balance in the treasury.

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|--|--------|
| Number of passengers paying revenue carried during the year..... | 12,216 |
| Number carried per mile of main railway track operated | 604 |
| Number of round trips run | 275 |
| Number of car miles run | 11,100 |
| Average number of persons employed. | 20 |
| The company commenced operation May 1, 1901. | |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars | 3 | | | | | | |
| Open passenger cars | 2 | | | | | | |
| Total | 5 | | 5 | | 5 | | 14 |
| Cars—other service— | | | | | | | |
| Box freight cars | *10 | | | | | | |
| Platform freight cars | *10 | | | | | | |
| Snow plows | 1 | | | | | | |

*2 equipped with electric power.

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 26.25 | | | 26.25 |
| Total length of main track | 26.25 | | | 26.25 |
| Length of sidings, switches, etc | 1.50 | | | 1.50 |
| Total, computed as single track | 27.75 | | | 27.75 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|--|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 26.25 | ..... | 26.25 |
| Total length of main track | | 26.25 | ..... | 26.25 |
| Length of sidings, switches, etc. | | 1.50 | ..... | 1.50 |
| Total, computed as single track..... | | 27.75 | ..... | 27.75 |

Names of the several cities and towns in which the railways operated by the company are located, Bangor, Glenburn, Kenduskeag, Corinth and Charleston.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade, viz: | | |
| With Maine Central at Front Street, Bangor | 1 | |
| With Bangor Street Railway on Main street, Bangor... | 2 | |
| Total number of tracks at crossings..... | 3 | |

Number of above crossings at which frogs are inserted in the tracks, 1.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OFFICERS AND CLERKS. | Annual salary. |
|--|----------------|
| W. E. Pierce, Superintendent | \$840 00 |
| H. A. Wentworth, Auditor..... | 720 00 |
| F. A. Hunt, General Freight Agent..... | 660 00 |

| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|--------------------------------|---------|------------------------------|----------------------------|--|----------------|
| Conductors | 3 | ..... | ..... | 10 | \$1 50 |
| Motormen | 3 | ..... | ..... | 10 | 1 50 |
| Engineers | 2 | ..... | ..... | 10 | 2 00 |
| Firemen | 1 | ..... | ..... | 10 | 1 50 |
| Machinists and mechanics | 1 | ..... | ..... | ..... | 2 00 |
| Total | 10 | ..... | ..... | ..... | ..... |

CORPORATE NAME AND ADDRESS OF THE COMPANY

Penobscot Central Railway, Bangor, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Flavius O. Beal.
 Treasurer—Frederick H. Small.
 Clerk of Corporation—Erastus C. Ryder.
 General Counsel—Erastus C. Ryder.
 Auditor—Herbert A. Wentworth.
 General Manager—Flavius O. Beal.
 Superintendent—Wilbur E. Pierce.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Flavius O. Beal, Bangor, Maine.
 Horace C. Chapman, Bangor, Maine.
 Ezra L. Sterns, Bangor, Maine.
 Frederick H. Small, Bangor, Maine.
 John H. Higgins, Charleston, Maine.

Title of company, Penobscot Central Railway.
 General offices at 36 Broad Street, Bangor, Maine.
 Date of close of fiscal year, July 1, 1901.
 Date of stockholders' annual meeting, second Tuesday in October.

STATE OF MAINE.

COUNTY OF PENOBSCOT, SS.

Fred. H. Small, Treasurer, and Flavius O. Beal, General Manager, of the Penobscot Central Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

F. O. BEAL, General Manager.
 F. H. SMALL, Treasurer.

Subscribed and sworn to before me this 13th day of November, 1901.

[Seal.]

FOREST J. MARTIN, Notary Public,
 Penobscot County, Maine.

**Report of the Portland Railroad Company for the Year
Ending June 30, 1901.**

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|--------------|---------------------|
| Gross transportation earnings..... | \$445,788 26 | |
| Other earnings from operation | 3,004 66 | |
| Total earnings | | \$448,792 92 |
| Operating expenses | | 294,411 92 |
| Net earnings from operation | | \$154,381 00 |
| Miscellaneous income: | | |
| Income from parks..... | | 28,805 63 |
| Gross income above operating expenses | | \$183,186 63 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt..... | \$42,500 00 | |
| Interest and discount on unfunded debts and loans..... | 8,222 38 | |
| Taxes, State and local..... | 8,953 39 | |
| Other deductions from income: | | |
| Park expenses | 45,491 75 | |
| Total charges and deductions from income..... | | 105,167 52 |
| Net divisible income | | \$78,019 11 |
| Dividends declared, 6 per cent | | 59,856 00 |
| Surplus for the year ending June 30, 1901 | | \$18,163 11 |
| Amount of surplus June 30, 1900 | | 188,318 15 |
| Debits to profit and loss account during year: | | |
| Power station equipment, Deering | \$173 50 | |
| Cape Elizabeth Street Railway, account | 466 79 | |
| Total debits | | 640 29 |
| Total surplus June 30, 1901 | | \$205,840 97 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | |
|---|---------------------|
| Receipts from passengers carried | \$445,241 00 |
| Receipts from carriage of mails | 547 26 |
| Gross transportation earnings..... | \$445,788 26 |
| Receipts from rentals of buildings and other property. | 1,984 66 |
| Receipts from advertising in cars..... | 1,000 00 |
| Other earnings from operation: | |
| Miscellaneous | 20 00 |
| Gross earnings from operation | \$448,792 92 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks..... | \$10,457 69 |
| General office expenses and supplies..... | 979 25 |
| Insurance | 4,779 55 |
| Other general expenses..... | 14,309 48 |
| Total. | \$30,525 97 |
| Maintenance of roadway and buildings: | |
| Repairs of road-bed and track | \$27,149 92 |
| Repairs of electric line construction | 11,715 24 |
| Removal of snow and ice..... | 4,426 35 |
| Repairs of buildings..... | 2,370 88 |
| Total. | \$45,662 39 |
| Maintenance of equipment: | |
| Repairs of cars and other vehicles..... | \$27,701 52 |
| Repairs of electric equipment of cars..... | 17,190 75 |
| Renewals of horses, harnesses, shoeing, etc..... | 200 00 |
| Total. | \$45,092 27 |
| Transportation expenses: | |
| Cost of electric motive power..... | \$35,838 38 |
| Provender for horses | 2,152 42 |
| Wages and compensation of persons employed in conducting transportation | 125,326 38 |
| Damages for injuries to persons and property | 1,252 48 |
| Tolls for trackage over other railways, — Tukey's bridge | 2,000 00 |
| Rentals of buildings and other property..... | 3,276 00 |
| Other transportation expenses: | |
| Miscellaneous | 3,285 65 |
| Total. | \$173,131 29 |
| Total operating expenses. | \$294,411 92 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|--|--------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks | \$665,314 81 | |
| Electric line construction, including poles, wiring, feeder lines, etc | 72,375 34 | |
| Total cost of railway owned | | \$737,690 15 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles..... | \$184,369 07 | |
| Electric equipment of same | | |
| Horses | 771 50 | |
| Total cost of equipment owned | | 185,140 57 |
| Cost of lands and buildings: | | |
| Land necessary for operation of railway | | 413,303 03 |
| Electric power stations, including equipment..... | | |
| Other buildings necessary for operation of railway...) | | |
| Other permanent property: | | |
| Theatre stock | \$1,000 00 | |
| Portland and Cape Elizabeth Railway Company, construction and equipments represented by stock, \$400,000.00; bonds, \$450,000.00; general construction, \$50,000.00..... | \$900,000 00 | |
| Portland and Yarmouth Electric Railway Company property account and bonds..... | 398,187 68 | |
| Westbrook, Windham and Naples Railway Company property account and bonds..... | 85,000 00 | |
| Total cost of other permanent property owned | | 1,384,187 68 |
| Total permanent investments..... | | \$2,720,321 43 |
| Cash and current assets: | | |
| Cash..... | \$13,341 43 | |
| Bills and accounts receivable | 7,636 15 | |
| Total cash and current assets | | 20,977 58 |
| Total | | \$2,741,299 01 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$999,973 36 |
| Funded debt | | 1,250,000 00 |
| Current liabilities: | | |
| Loans and notes payable | | 285,484 68 |
| Profit and loss balance—surplus | | 205,840 97 |
| Total | | \$2,741,299 01 |

CAPITAL STOCK.

| | | |
|--|----------------|--------------|
| Capital stock authorized by law, common | \$1,000,000 00 | |
| Capital stock authorized by votes of company, common.. | 1,000,000 00 | |
| Capital stock issued and outstanding, common | | \$999,973 36 |
| Total capital stock liability | | 999,973 36 |
| Number of stockholders, common | 160 | |
| Number of stockholders in Maine, common | 133 | |
| Amount of stock held in Maine, common | \$859,773 36 | |

FUNDED DEBT.

| DESCRIPTION OF SECURITIES. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|---|-------------------|-------------------|---------------------|----------------------------|
| Portland Railroad Company's 1st mortgage bonds..... | 4½% | May 1, 1913 | \$500,000 00 | \$22,500 00 |
| Portland & Cape Elizabeth Railway Company's 1st mortgage bonds..... | 5 % | Nov. 1, 1915 | 400,000 00 | 20,000 00 |
| Portland & Yarmouth Electric Railway Company's 1st mortgage bonds.... | 4 % | Mar. 1, 1919 | 350,000 00 | |
| Westbrook, Windham & Naples Railway Company's 1st mortgage bonds..... | 5 % | July 1, 1919 | 70,000 00 | |
| Westbrook, Windham & Naples Railway Company's income bonds..... | 5 % | July 1, 1919 | 24,000 00 | |
| Totals..... | | | \$1,344,000 00 | \$42,500 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|--|-----------|
| Number of passengers paying revenue carried during the year..... | 8,410,263 |
| Number of car miles run..... | 1,955,703 |
| Average number of persons employed..... | 294 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for trail power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars..... | 45 | 12 | 57 | | 45 | | |
| Open passenger cars..... | 74 | 20 | 94 | | | | |
| Total..... | 119 | 32 | 51 | | 45 | | |
| Cars—other service— | | | | | | | |
| Work cars..... | | 8 | | | | | |
| Snow plows..... | | 17 | | | | | |

| MISCELLANEOUS EQUIPMENT. | Number. | Total number. |
|-----------------------------|---------|---------------|
| Carts and snow sleds..... | | 7 |
| Other highway vehicles..... | | |
| Tower wagons..... | | 3 |
| Road machines..... | | 2 |
| Horses..... | | 19 |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|---|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line | 29.14 | 12.44 | ..... | 41.58 |
| Length of second main track | 8.71 | 3.99 | ... .. | 12.70 |
| Total length of main track | 37.85 | 16.43 | ..... | 54.28 |
| Total, computed as single track | 37.85 | 16.43 | ..... | 54.28 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|---------------------------------------|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line | | 41.58 | ..... | 41.58 |
| Length of second main track | | 12.70 | ... .. | 12.70 |
| Total length of main track | | 54.28 | ..... | 54.28 |

System of electric motive power in use by the company, General Electric Co.
 Names of the several cities and towns in which the railways operated by the company are located, Portland, Westbrook, South Portland and Cape Elizabeth.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade: | | |
| With Maine Central Railroad, Congress St., near Stroud-water | 2 | 1 |
| With Maine Central Railroad, Forest Ave., Woodfords... | 2 | 1 |
| With Maine Central Railroad, Brighton Ave., Portland .. | 2 | 1 |
| With Maine Central Railroad, Woodfords St., Woodfords | 2 | 1 |
| With Maine Central Railroad, Allen Ave., Morrills..... | 3 | 1 |
| With Maine Central Railroad, Main St., Westbrook | 3 | 1 |
| With Boston and Maine Railroad, Forest Ave., Portland. | 2 | 1 |
| With Boston and Maine Railroad, Forest Ave., Portland. | 1 | 2 |
| With Boston and Maine Railroad, Forest Ave., Woodfords | 1 | 1 |
| With Boston and Maine Railroad, Ocean St., Woodfords. | 1 | 1 |
| With Boston and Maine Railroad, Forest Ave., Morrills. | 2 | 1 |
| With Boston and Maine Railroad, Cumberland Mills..... | 4 | 1 |
| With Boston and Maine Railroad, at Cape Elizabeth. . . | 1 | 1 |
| With Boston and Maine Railroad, Private way..... | 1 | 1 |
| With Boston and Maine Railroad, State and Commercial Streets..... | 2 | 1 |
| With Boston and Maine Railroad, High and Commercial Streets..... | 1 | 2 |
| With Boston and Maine Railroad, Maple and Commercial Streets..... | 2 | 2 |
| Total number of tracks at crossings..... | 32 | 20 |

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

| OFFICERS AND CLERKS, | | | | | Annual salary. |
|--------------------------------------|---------|------------------------------|----------------------------|--|----------------|
| General officers and clerks (7)..... |  |  |  |  |  | $10,457 69 |
| OTHER EMPLOYEES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
| Conductors | 89 | 32,729 | \$57,276 05 | 10 | \$1 75 |
| Motormen | 89 | 32,729 | 57,276 06 | 10 | 1 75 |
| Watchmen..... | 6 | 2,190 | 3,458 04 | 10 | 1 58 |
| Roadmen | 30 | 9,359 | 14,039 17 | 10 | 1 50 |
| Hostlers and other help | 30 | 10,991 | 16,486 32 | 10 | 1 50 |
| Linemen | 7 | 2,229 | 3,343 28 | 10 | 1 50 |
| Engineers..... | 4 | 1,460 | 3,887 52 | 10 | 2 66 |
| Firemen, etc..... | 9 | 3,335 | 5,246 60 | 10 | 1 60 |
| Electricians | 30 | 9,490 | 22,082 07 | 10 | 2 32 |
| Machinists and mechanics..... | | | | | |
| Total | 294 | 104,512 | \$133,095 11 | | |

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS. | | TOTAL. | |
|---------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | | | | 4 | ..... | 4 |

STATEMENT OF EACH ACCIDENT.

August 27, 1900. Woman injured by falling while alighting from car.

October 3, 1900. Man injured by collision with car.

April 12, 1901. Man injured by reason of car leaving track.

June 1, 1901. Woman injured by falling while alighting from car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland Railroad Company, 471 Congress Street, Portland, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Wm. R. Wood.
 Treasurer—Edward A. Newman.
 Clerk of Corporation—Edward A. Newman.
 General Counsel—Chas. F. Libby.
 General Manager—Edward A. Newman.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William R. Wood, Portland, Maine.
 Charles F. Libby, Portland, Maine.
 William G. Davis, Portland, Maine.
 William A. Wheeler, Portland, Maine.
 Ammi Whitney, Portland, Maine.
 Charles S. Fobes, Portland, Maine.
 Walter G. Davis, Portland, Maine.

Title of company, Portland Railroad Company.
 General offices at Portland, Maine.
 Date of close of fiscal year, June 30, 1901.
 Date of stockholders' annual meeting, August.

STATE OF MAINE.

COUNTY OF CUMBERLAND, SS.

William R. Wood, President, and E. A. Newman, General Manager of the Portland Railroad Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

WILLIAM R. WOOD, President.

EDWARD A. NEWMAN, General Manager.

Subscribed and sworn to before me this 13th day of November, 1901.

CHAS. F. BERRY, Justice of the Peace.

Cumberland County, Maine.

[Seal]

LEVI TURNER, Notary Public.

Report of the Portland and Yarmouth Electric Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|-------------|--------------------|
| Gross transportation earnings | \$57,655 69 | |
| Other earnings from operation..... | 101 82 | |
| Total earnings | | \$57,757 51 |
| Operating expenses | | 39,847 45 |
| Net earnings from operation ... | | \$17,910 06 |
| Income from parks..... | | 11,624 90 |
| Gross income above operating expenses... | | \$29,534 96 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt..... | \$14,322 27 | |
| Interest and discount of unfunded debts and loans..... | 4,215 28 | |
| Taxes, State and local..... | 444 51 | |
| Other deductions from income: | | |
| Park expenses | 17,894 04 | |
| Total charges and deductions from income..... | | \$36,876 10 |
| Deficit for the year ending June 30, 1901 | | \$7,341 14 |
| Amount of surplus June 30, 1900..... | | 6,611 07 |
| Total deficit June 30, 1901..... | | \$730 07 |

EARNINGS AND EXPENSES OF OPERATION.

| | | |
|---|---|--------------------|
| EARNINGS FROM OPERATION. | | |
| Receipts from passengers carried..... | | \$55,995 05 |
| Receipts from carriage of express and parcels | | 1,660 64 |
| Gross transportation earnings | | \$54,655 69 |
| Receipts from advertising in cars | | 95 81 |
| Other earnings from operation—miscellaneous | | 6 01 |
| Gross earnings from operation | | \$57,757 51 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks | | \$2,024 85 |
| Insurance | | 875 65 |
| Total | | \$2,900 50 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track | | \$2,831 74 |
| Repair of electric line construction | | 243 76 |
| Removal of snow and ice..... | | 915 66 |
| Total..... | | \$3,991 16 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles..... | } | \$2,766 82 |
| Repair of electric equipment of cars..... | | |
| Transportation expenses: | | |
| Cost of electric motive power..... | | \$13,297 10 |
| Wages and compensation of persons employed in conducting transportation | | 12,787 12 |
| Damages for injuries to persons and property | | 2,949 63 |
| Other transportation expenses | | 1,155 12 |
| Total | | \$30,188 97 |
| Total operating expenses..... | | \$39,847 45 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|--|--------------|
| Total cost of railway equipment, land and buildings, and other permanent property owned | | \$650,405 69 |
| Profit and loss balance—deficit | | 730 07 |
| Total | | \$651,135 76 |
| LIABILITIES. | | |
| Capital stock, common | | \$300,000 00 |
| Funded debt | | 350,000 00 |
| Current liabilities: | | |
| Loans and notes payable | | 1,135 76 |
| Total | | \$651,135 76 |

CAPITAL STOCK.

| | | |
|--|--------------|--------------|
| Capital stock authorized by law, common | \$300,000 00 | |
| Capital stock authorized by votes of company, common | 300,000 00 | |
| Capital stock issued and outstanding, common | | \$300,000 00 |
| Number of shares issued and outstanding, common | 3,000 | |
| Number of stockholders, common | 13 | |
| Number of stockholders in Maine, common | 7 | |
| Amount of stock held in Maine, common | | \$260,000 00 |

FUNDED DEBT.

| DESCRIPTION OF SECURITIES. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|-------------------------------------|-------------------|-------------------|---------------------|----------------------------|
| First mortgage gold bonds | 4 | Mar. 1, 1919 | \$350,000 00 | |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|---|-----------|
| Number of passengers paying revenue carried during the year | 1,241,898 |
| Number of car miles run..... | 305,668 |
| Average number of persons employed..... | 34 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|-------------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| | | | | | | | |
| Cars—passenger service— | | | | | | | |
| Box passenger cars..... | 8 | | | | 8 | | 16 |
| Open passenger cars | 16 | | | | | | 28 |
| Total | 24 | | | | 8 | | 44 |
| Cars—other service— | | | | | | | |
| Box freight cars | 1 | | | | | | 2 |
| Platform freight cars | | 3 | | | | | |
| Snow plows | 3 | | | | | | |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|----------------------------------|--------|-------------------------------|-------------------------------|-------------------|
| | | | | |
| Length of railway line..... | 12.78 | | | 12.78 |
| Length of second main track..... | 1.49 | | | 1.49 |
| Total length of main track | 14.27 | | | 14.27 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED | By horse power only | By electric power only. | By horse and electric power. | Total operated. |
|-----------------------------------|---------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 12.78 | ..... | 12.78 |
| Length of second main track... .. | | 1.49 | ..... | 1.49 |
| Total length of main track | | 14.27 | ..... | 14.27 |

Names of the several cities and towns in which the railways operated by the company are located, Portland, Falmouth, Cumberland and Yarmouth.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|------------------------------|---------|------------------------------|----------------------------|--|----------------|
| Conductors | 20 | 7,412 | \$11,697 37 | 10 | \$1 60 |
| Motormen | | | | | |
| Watchmen..... | 2 | 726 | 1,089 75 | 10 | 1 50 |
| Roadmen | 5 | 1,800 | 2,701 34 | 10 | 1 50 |
| Engineers | 2 | 730 | 1,688 15 | 10 | 2 31 |
| Firemen | 2 | 805 | 1,208 70 | 10 | 1 50 |
| Machinists and mechanics.... | 3 | 910 | 1,457 07 | 10 | 1 60 |
| Total | 34 | 12,383 | \$19,842 38 | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland and Yarmouth Electric Railway Company, Portland, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Chas. S. Fobes, Portland, Maine.
Treasurer—C. F. Berry, Portland, Maine.
Clerk of Corporation—C. F. Berry, Portland, Maine.
General Counsel—C. F. Libby, Portland, Maine.
General Manager—E. A. Newman, Portland, Maine.
Superintendent—W. E. Dow, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. R. Wood, Portland, Maine.
Chas. F. Fobes, Portland, Maine.
Ammi Whitney, Portland, Maine.
Chas. F. Libby, Portland, Maine.
Wm. G. Davis, Portland, Maine.

Title of company, Portland and Yarmouth Electric Railway Company.
General offices at Portland, Maine.
Date of close of fiscal year, June 30, 1901.
Date of stockholders' annual meeting, third Wednesday in June.

STATE OF MAINE.

COUNTY OF CUMBERLAND, ss.

C. F. Berry, Treasurer, and E. A. Newman, General Manager of the Portland and Yarmouth Electric Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

CHAS. F. BERRY, Treasurer.
E. A. NEWMAN,

Subscribed and sworn to before me this 13th day of November, 1901.

[Seal]

LEVI TURNER, Notary Public,
Cumberland County, Me.

**Report of the Portsmouth, Kittery and York Street Railway
Company for the Year Ending June 30, 1901.**

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|-------------|-------------|
| Gross transportation earnings | \$75,940 51 | |
| Other earnings from operation | 857 03 | |
| Total earnings | | \$76,797 54 |
| Operating expenses | | 49,734 73 |
| Net earnings from operation | | \$27,062 81 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt..... | \$12,000 00 | |
| Interest and discount on unfunded debts and loans..... | 797 88 | |
| Taxes, State and local..... | 764 18 | |
| Rentals of leased steamboat..... | 300 00 | |
| Total charges and deductions from income..... | | 13,862 06 |
| Net divisible income | | \$13,200 75 |
| Dividends declared..... | | 13,252 50 |
| Deficit for the year ending June 30, 1901 | | \$51 75 |
| Amount of surplus June 30, 1900 | | 7,837 44 |
| Credits to profit and loss account during the year: | | |
| Premiums on stock sold..... | | 80 00 |
| Total surplus June 30, 1901. | | \$7,865 69 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | |
|--|-------------|
| Receipts from passengers carried..... | \$72,447 64 |
| Receipts from carriage of mails ... | 1,636 50 |
| Receipts from carriage of express and parcels..... | 1,856 37 |
| Gross transportation earnings..... | \$75,945 51 |
| Receipts from rentals of buildings and other property | 330 00 |
| Receipts from advertising in cars..... | 200 00 |
| Other earnings from operation: | |
| Old material sold and receipts from boats | 327 03 |
| Gross earnings from operation | \$76,797 54 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks..... | \$3,117 02 |
| General office expenses and supplies | 493 51 |
| Legal expenses..... | 906 19 |
| Insurance | 1,700 08 |
| Other general expenses: | |
| Advertising, telephone service, mail, express and traveling expense | 3,775 54 |
| Total | \$9,992 34 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track | \$2,103 13 |
| Repair of electric line construction | 915 83 |
| Removal of snow and ice..... | 200 57 |
| Repair of buildings..... | 146 56 |
| Total..... | \$3,366 09 |
| Maintenance of equipment: | |
| Repair of cars | \$1,770 34 |
| Repairs of electric equipment of cars..... | 1,073 28 |
| Miscellaneous shop expense | 71 15 |
| Total..... | \$2,914 77 |
| Transportation expenses: | |
| Cost of electric motive power | \$8,998 93 |
| Wages and compensation of persons employed in conducting transportation (ferry wages, \$6,836.89)..... | 16,946 25 |
| Damages for injuries to persons and property..... | 1,767 26 |
| Rentals of buildings and other property..... | 274 25 |
| Other transportation expenses: | |
| Expense boats, docks, fuel, water and miscellaneous expense of ferry..... | 5,474 84 |
| Total operating expenses..... | \$49,734 73 |

PROPERTY ACCOUNTS.

| | | |
|--|-----------|-------------|
| Additions to railway: | | |
| Extension of tracks, St. Aspinquid Park | \$124 07 | |
| New electric line construction..... | 317 95 | |
| Other additions to railway, construction track..... | 2,272 90 | |
| Total additions to railway | | \$2,714 92 |
| Additions to equipment: | | |
| Additional cars, construction cars..... | \$31 92 | |
| Electric equipment of same and trucks..... | 1,953 03 | |
| Other additions to equipment: | | |
| Steamboat | 7,535 19 | |
| Total additions to equipment..... | | 9,520 14 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway..... | \$18 17 | |
| New electric power stations, including machinery, etc.. | 46 18 | |
| Additional equipment of power stations | 1,742 38 | |
| Total additions to land and buildings | | 1,806 73 |
| Additions to other permanent property: | | |
| Construction on bridges..... | \$250 96 | |
| Construction on docks..... | 365 85 | |
| Construction on floats..... | 1,116 22 | |
| Construction on ferry boat..... | 13,318 87 | |
| Total additions to other permanent property..... | | 15,051 90 |
| Total additions to property accounts..... | | \$29,093 69 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Steamboat "Mystic" sold..... | | 500 00 |
| Net addition to property accounts for the year | | \$28,593 69 |

GENERAL BALANCE SHEET.

| | | |
|--|-------------|--------------|
| ASSETS. | | |
| Total permanent investments..... | | \$459,213 84 |
| Cash and current assets: | | |
| Cash..... | \$2,642 73 | |
| Bills and accounts receivable | 705 91 | |
| Other cash and current assets: prepaid insurance | 455 20 | |
| Total cash and current assets | | 3,803 84 |
| Miscellaneous assets: | | |
| Materials and supplies..... | | 1,271 20 |
| Total | | \$464,288 88 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$221,100 00 |
| Funded debt..... | | 200,000 00 |
| Current liabilities: | | |
| Loans and notes payable..... | \$28,300 00 | |
| Audited vouchers and accounts..... | 3,023 19 | |
| Total current liabilities | | 31,323 19 |
| Accrued liabilities: | | |
| Interest accrued and not yet due. | | 4,000 00 |
| Profit and loss balance—surplus..... | | 7,865 69 |
| Total | | \$464,288 88 |

CAPITAL STOCK.

| | | |
|--|--------------|--------------|
| Capital stock authorized by law, common | \$230,000 00 | |
| Capital stock authorized by votes of company, common.. | 230,000 00 | |
| Capital stock issued and outstanding, common | | \$221,100 00 |
| Total capital stock liability.. | | 221,100 00 |
| Number of shares issued and outstanding, common | 2,211 | |
| Number of stockholders, common | 144 | |
| Number of stockholders in Maine, common | 27 | |
| Amount of stock held in Maine, common | \$14,700 00 | |

FUNDED DEBT.

| DESCRIPTION OF SECURITIES, ETC. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|---|-------------------|-------------------|---------------------|----------------------------|
| Twenty year gold bearing \$1,000 and \$500 pieces. Interest payable semi-annually at the Waterville Trust Company, Waterville, Maine, trustee. | 6% | 1917 | \$200,000 00 | \$12,000 00 |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|---|-----------|
| Number of passengers paying revenue carried during the year | 1,448,953 |
| Number carried per mile of main railway track operated | 93,481 |
| Number of car miles run..... | 346,830 |
| Average number of persons employed.... | 53 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with tenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. | |
|----------------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|---------------|
| Cars—passenger service— | | | | | | | | |
| Box passenger cars..... | 5 | ..... | 5 | ..... | 5 | | | |
| Open passenger cars | 9 | ..... | 9 | | | | | |
| Total..... | 14 | ..... | 14 | ..... | 5 | ..... | 26 | |
| Cars—other service— | | | | | | | | |
| Mail cars | 1 | | | | | | | |
| Work cars..... | 1 | | | | | | | |
| Total..... | 2 | | | | | | | |
| Snow plows | 2 | | | | | | | |
| MISCELLANEOUS EQUIPMENT. | | | | | | | Number. | Total number. |
| Other items of equipment: | | | | | | | | |
| Ferry boat | | | | | | | 1 | |
| Steamboat | | | | | | | 1 | |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line | 15.5 | ..... | ..... | 15.5 |
| Total length of main track | 15.5 | ..... | ..... | 15.5 |
| Length of sidings, switches, etc | .15 | ..... | ..... | .15 |
| Total, computed as single track | 15.65 | ..... | ..... | 15.65 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|--|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 15.5 | ..... | 15.5 |
| Total length of main track | | 15.5 | ..... | 15.5 |
| Length of sidings, switches, etc | | .15 | ..... | .15 |
| Total, computed as single track..... | | 16.65 | ..... | 15.65 |

System of electric motive power in use by the company, General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Kittery, Kittery Point, York, York Harbor, York Beach to St. Aspinquid Park, connecting Portsmouth by ferry.

GENERAL REMARKS AND EXPLANATIONS.

Two overhead crossings with York Harbor & Beach Railroad, branch of Boston and Maine. One at Seabury and one at York Harbor.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

| OFFICERS AND CLERKS. | Annual salary. |
|------------------------|----------------|
| General officers | \$2,069 17 |
| Clerks | 1,047 85 |

| OTHER EMPLOYEES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|------------------------------------|---------|------------------------------|----------------------------|--|------------------|
| Ferry wages | | | \$6,836 89 | 10 | \$1 50 to \$2 50 |
| Conductors | | | 8,463 40 | 10 | \$10 per week |
| Motormen | | | 977 26 | 14 | 2 50 |
| Mail car | | | 649 80 | 10 | 1 75 |
| Watchmen | | | 863 77 | 10 | 2 03 |
| Express car | | | 3,200 00 | 10 | 1 50 to 2 00 |
| Roadmen | | | 400 00 | 10 | 1 50 to 2 00 |
| Sanding tracks and snow work | | | 830 20 | 10 | 1 50 to 2 00 |
| Linemen | | | 2,539 15 | 10 | * |
| Engineers and firemen | | | 650 00 | 10 | |
| Miscellaneous | | | 423 60 | 10 | 1 50 to 2 50 |
| Electricians | | | 1,087 78 | 10 | 1 50 to 2 00 |
| Machinists and mechanics..... | | | | | |
| Total | | | \$26,921 25 | | |

* Engineers, \$1.75 to \$2.00 per day; firemen, \$1.50 per day.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portsmouth, Kittery and York Street Railway, Portsmouth, N. H.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—E. Burton Hart, Jr., 59 East 79th Street, New York City.
 Vice-President—Theodore L. Peters, 30 Pine Street, New York City.
 Treasurer—Willis G. Meloon, Kittery, Maine.
 Clerk of Corporation—Horace Mitchell, Kittery Point, Maine.
 General Counsel—Samuel W. Emery, Portsmouth, N. H.
 Auditor—Albert D. Foster, Portsmouth, N. H.
 General Manager—Willis G. Meloon, Kittery, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. Burton Hart, Jr., 59 East 79th Street, New York City.
 Theodore L. Peters, 30 Pine Street, New York, N. Y.
 Willis G. Meloon, Kittery, Maine.
 Horace Mitchell, Kittery Point, Maine.
 Samuel W. Emery, Portsmouth, N. H.
 Wilson M. Walker, York Village, Maine.
 M. I. Masson, Brunswick, Maine.

Title of company, Portsmouth, Kittery and York Street Railway.
 General offices at Portsmouth, New Hampshire.
 Date of close of fiscal year, June 30, 1901.
 Date of stockholders' annual meeting, May 10, 1901.

STATE OF MAINE.

COUNTY OF YORK, ss.

E. Burton Hart, Jr., President, and W. G. Meloon, General Manager and Treasurer, of the Portsmouth, Kittery and York Street Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

E. BURTON HART, JR., President.

W. G. MELOON, Treasurer and General Manager.

Subscribed and sworn to before me this 16th day of September, 1901,

[Seal.]

HORACE MITCHELL, Notary Public,
 Kittery, York County, Maine.

**Report of the Rockland, Thomaston and Camden Street Railway
Company for the Year Ending June 30, 1901.**

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|---|-------------|--------------|
| Gross transportation earnings | \$79,856 22 | |
| Other earnings from operation..... | 10,336 87 | |
| Total earnings | | \$90,193 03 |
| Operating expenses | | 52,929 29 |
| Net earnings from operation | | \$37,263 80 |
| Charges upon income accrued during year : | | |
| Interest on funded debt..... | \$16,467 50 | |
| Interest and discount on unfunded debts and loans | 546 53 | |
| Taxes, State and local..... | 491 58 | |
| Total charges and deductions from income..... | | 17,505 61 |
| Net divisible income | | \$19,758 19 |
| Surplus for the year ending June 30, 1901 | | \$19,758 19 |
| Amount of surplus June 30, 1900 | | 86,620 51 |
| Total surplus June 30, 1901..... | | \$106,378 70 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | |
|--|--------------------|
| Receipts from passengers carried | \$62,419 45 |
| Receipts from carriage of mails | 979 93 |
| Receipts from carriage of express and parcels..... | 2,192 36 |
| Receipts from carriage of freight..... | 14,264 48 |
| Gross transportation earnings..... | \$79,856 22 |
| Receipts from power sold..... | 9,950 69 |
| Receipts from rentals of buildings | 75 00 |
| Receipts from advertising in cars..... | 275 00 |
| Other earnings from operation—discounts | 36 18 |
| Gross earnings from operation | \$90,193 09 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks..... | 2,267 06 |
| Legal expenses..... | 500 00 |
| Insurance | 711 97 |
| Other general expenses..... | 2,705 49 |
| Total..... | \$6,184 52 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track | \$2,146 95 |
| Repair of electric line construction | 857 73 |
| Removal of snow and ice..... | 1,266 98 |
| Repair of buildings..... | 430 24 |
| Total..... | \$4,701 90 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles..... | \$2,771 33 |
| Repair of electric equipment of cars..... | 662 25 |
| Car cleaning | 662 25 |
| Total..... | \$3,433 58 |
| Transportation expenses: | |
| Station lighting | \$377 39 |
| Power and repairs of machinery..... | 15,531 50 |
| Wages and compensation of persons employed in conducting transportation | 9,912 38 |
| Damages for injuries to persons and property | 529 45 |
| Internal revenue | 124 50 |
| Rentals of buildings..... | 207 11 |
| Other transportation expenses—mail, baggage, American Express and freight..... | 11,926 96 |
| Total operating expenses | \$52,929 29 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to equipment: | |
| Electric equipment..... | \$5,783 46 |
| Other additional rolling stock and vehicles..... | 960 00 |
| Total additions to equipment | \$6,743 46 |
| Additions to other permanent property: | |
| Track, railroad, new wharf, reservoir, etc | 19,358 67 |
| Total additions to property accounts | \$26,102 13 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|-------------|--------------|
| Total permanent investments | | \$367,678 22 |
| Cash and current assets: | | |
| Cash | \$372 34 | |
| Bills and accounts receivable | 1,001 93 | |
| Sinking and other special funds, accident insurance ... | 3,840 15 | |
| Other cash and current assets—stock issued..... | 250,000 00 | |
| Total cash and current assets | | 255,214 42 |
| Miscellaneous assets: | | |
| Materials and supplies..... | | 8,581 37 |
| Total | | \$631,474 01 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$250,000 00 |
| Funded debt.... | | 250,000 00 |
| Current liabilities: | | |
| Loans and notes payable | \$20,000 00 | |
| Miscellaneous current liabilities—unpaid bills | 5,095 31 | |
| Total current liabilities | | 25,095 31 |
| Profit and loss balance—surplus | | 106,378 70 |
| Total | | \$631,474 01 |

CAPITAL STOCK.

| | | |
|--|------------|--------------|
| Capital stock authorized by law, common | | \$300,000 00 |
| Capital stock authorized by votes of company, common.. | 250,000 00 | |
| Capital stock issued and outstanding, common | | \$250,000 00 |
| Total capital stock liability | | \$250,000 00 |
| Number of shares issued and outstanding, common.. | 2,500 | |
| Number of stockholders, common | 34 | |
| Number of stockholders in Maine, common..... | 34 | |
| Amount of stock held in Maine, common..... | | \$250,000 00 |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line. | 16.64 | ..... | ..... | 16.64 |
| Total length of main track | 16.64 | ..... | ..... | 16.64 |
| Length of sidings, switches, etc. | .57 | ..... | ..... | .57 |
| Total, computed as single track ... | 17.21 | ..... | ..... | 17.21 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|--|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line. | | 16.64 | ... .. | 16.64 |
| Total length of main track | | 16.64 | ..... | 16.64 |
| Length of sidings, switches, etc. | | .57 | ..... | .57 |
| Total, computed as single track. | | 17.21 | ..... | 17.21 |

System of electric motive power in use by the company, General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Thomaston, Rockland, Rockport and Camden.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade, viz.: | | |
| With Rockport Railroad | 1 | 1 |
| With Lime Rock Railroad, Camden Street | 1 | 1 |
| With Lime Rock Railroad, Sea Street | 1 | 1 |
| With Lime Rock Railroad, North Main Street | 1 | 1 |
| With Lime Rock Railroad, Old County Road | 1 | 1 |
| With Maine Central Railroad, South Main Street | 1 | 1 |
| With Maine Central Railroad, Mechanic Street | 1 | 1 |
| With Maine Central Railroad, Park Street | 2 | 1 |
| With Maine Central Railroad, Thomaston Road | 1 | 1 |
| With Lime Rock Railroad, Thomaston Road | 1 | 1 |
| Total number of tracks at crossings | 11 | 10 |

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

| OFFICERS AND CLERKS. | | | | | Average annual salary. |
|--|---------|------------------------------|----------------------------|--|------------------------|
| General officers: | | | | | |
| President, treasurer, superintendent and clerk. | | | | | \$2,267 06 |
| OTHER EMPLOYEES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Average wages per day. |
| Conductors | 10 | 3,465.86 | \$4,856 19 | ..... | \$1 43 |
| Drivers* | 5 | 1,901.49 | 2,947 31 | ..... | 1 55 |
| Motormen | 10 | 3,465.87 | 4,956 19 | ..... | 1 43 |
| Watchmen..... | 1 | 431.40 | 647 10 | ..... | 1 50 |
| Roadmen | 28 | 5,809.45 | 8,714 18 | ..... | 1 50 |
| All others..... | 10 | 197.90 | 316 65 | ..... | 1 60 |
| Linemen..... | 3 | 203.82 | 346 50 | ..... | 1 70 |
| Engineers..... | 2 | 773 | 1,654 21 | ..... | 2 14 |
| Firemen | 3 | 1,225.11 | 1,813 76 | ..... | 1 48 |
| Electricians | 2 | 619.71 | 1,239 43 | ..... | 2 00 |
| Machinists and mechanics | 1 | 58.85 | 88 28 | ..... | 1 50 |
| Total | 75 | 18,152.46 | \$27,679 20 | ..... | \$1 53 |

* Baggage and freight.

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|---------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | | 1 | | | | 1 |
| Employees | | 1 | | | | 1 |
| Other persons..... | | | 1 | | 1 | |
| Total..... | | | | | 1 | 2 |

STATEMENT OF EACH ACCIDENT.

September 3, 1900—Passenger slightly injured by cars coming together.

September 4, 1900—Employee slightly injured on construction train.

December 21, 1900—One person killed by attempting to cross track in front of loaded coal cars.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Rockland, Thomaston and Camden Street Railway, Rockland, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—George E. Macomber, Augusta, Maine.

Treasurer—Augustus D. Bird, Rockland, Maine.

Clerk of Corporation—H. M. Heath, Augusta, Maine.

Superintendent—Thomas Hawkens, Rockland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George E. Macomber, Augusta Maine.

John F. Hill, Augusta, Maine.

Herbert L. Shepherd, Rockport, Maine.

Sidney M. Bird, Rockland, Maine.

William T. Cobb, Rockland, Maine.

William S. White, Rockland, Maine.

Amos F. Crockett, Rockland, Maine.

Title of company, Rockland, Thomaston and Camden Street Railway Company

General offices at Rockland, Maine.

Date of close of fiscal year, June 30, 1901.

Date of stockholders' annual meeting, last Wednesday in August.

STATE OF MAINE.

COUNTY OF OXFORD, SS.

A. D. Bird, Treasurer, and Thomas Hawkens, Acting Superintendent of the Rockland, Thomaston and Camden Street Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

A. D. BIRD, Treasurer.

THOMAS HAWKENS, Superintendent.

Subscribed and sworn to before me this 17th day of September, 1901.

[Seal.]

W. A. HOLMAN, Notary Public,

Knox County, Maine.

**Report of the Sanford and Cape Porpoise Railway Company
for the Year Ending June 30, 1901.**

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|---|-------------|-------------|
| Gross transportation earnings | \$57,454 55 | |
| Other earnings from operation. | 6,638 88 | |
| Total earnings | | \$64,093 43 |
| Operating expenses | | 46,569 81 |
| Net earnings from operation. | | \$17,523 62 |
| Charges upon income accrued during year: | | |
| Interest on funded debt..... | \$14,168 45 | |
| Taxes, State and local | 273 90 | |
| Rentals of leased railways: | | |
| Mousam River Railroad..... | 4,000 00 | |
| Total charges and deductions from income..... | | 18,442 35 |
| Deficit for the year ending June 30, 1901..... | | \$918 73 |
| Amount of deficit June 30, 1900 | | 1,017 32 |
| Credits to profit and loss account during the year: | | |
| Insurance..... | \$230 65 | |
| Debits to profit and loss account during the year: | | |
| Westinghouse E. and M. Co. | \$710 00 | |
| Bad debts. | 22 37 | |
| Total debits | 732 37 | |
| Net amount credited to profit and loss | | 501 72 |
| Total deficit June 30, 1901 | | \$2,437 77 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | |
|--|-------------|
| Receipts from passengers carried | \$37,048 33 |
| Receipts from carriage of mails | 610 24 |
| Receipts from carriage of express and parcels | 908 48 |
| Receipts from carriage of freight | 20,406 22 |
| Gross transportation earnings..... | \$58,973 27 |
| Receipts from advertising in cars | 57 50 |
| Receipts from electric lights | 4,999 14 |
| Other earnings from operation: | |
| Park | 63 52 |
| Gross earnings from operation..... | \$64,093 43 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks..... | \$3,205 71 |
| General office expenses and supplies | 532 38 |
| Legal expenses | 72 23 |
| Insurance | 426 14 |
| Other general expenses: | |
| General expense, car service supplies, miscellaneous equipment, repairs..... | 807 99 |
| Miscellaneous car service expenses | 123 77 |
| Total..... | \$5,168 23 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track | \$2,396 49 |
| Repair of electric line construction | 600 99 |
| Removal of snow and ice..... | 167 24 |
| Repair of buildings..... | 2 38 |
| Total..... | \$3,167 10 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles | \$4,523 35 |
| Repair of electric equipment of cars | 1,991 85 |
| Total..... | \$6,515 20 |
| Transportation expenses: | |
| Cost of electric motive power..... | \$12,467 34 |
| Wages and compensation of persons employed in conducting trans- portation | 9,274 94 |
| Damages for injuries to persons and property | 467 36 |
| Rentals of buildings and other property | 92 60 |
| Other transportation expenses: | |
| Oil, waste, freight and cartage, wharf expense | 6,843 97 |
| Casino expense, wheelage, bridges and trestles repairs, tools, expense, amusement expense, etc..... | 2,573 08 |
| Total operating expenses | \$46,569 81 |

PROPERTY ACCOUNTS.

| | | |
|---|----------|----------|
| Additions to railway: | | |
| Extension of tracks (length, 400 feet) | \$600 00 | |
| New electric line construction (length, 400 feet) | 200 00 | |
| Total additions to railway | | \$800 00 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks | \$299,213 77 | |
| Electric line construction, including poles, wiring, feeder lines, etc..... | 125,697 95 | |
| Total cost of railway owned..... | | \$424,911 72 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles..... | \$23,679 60 | |
| Electric equipment of same..... | 38,096 40 | |
| Other items of equipment: Fencing and cattle passes... | 6,300 00 | |
| Total cost of equipment owned | | 68,076 00 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway..... | \$5,882 53 | |
| Electric power stations, including equipment | 29,000 00 | |
| Total cost of land and buildings owned | | 34,882 53 |
| Total permanent investments..... | | \$527,870 25 |
| Cash and current assets: | | |
| Cash | \$1,858 94 | |
| Bills and accounts receivable..... | 2,098 11 | |
| Total cash and current assets..... | | \$3,957 05 |
| Miscellaneous assets: | | |
| Wharf, park, light construction, furniture and fixtures, casino construction..... | \$7,907 90 | |
| Materials and supplies | 3,998 24 | |
| Other assets and property: Bonds in treasury .. | 4,000 00 | |
| Treasury stock: preferred..... | 1,000 00 | |
| Total miscellaneous assets..... | | 16,906 14 |
| Profit and loss balance—deficit..... | | 2,437 77 |
| Total | | \$551,171 21 |
| LIABILITIES. | | |
| Capital stock, common | | \$233,000 00 |
| preferred | | 17,000 00 |
| Total capital stock..... | | \$250,000 00 |
| Funded debt..... | | 250,000 00 |
| Current liabilities: | | |
| Loans and notes payable..... | \$33,371 96 | |
| Audited vouchers and accounts | 16,385 63 | |
| Salaries and wages | 1,413 62 | |
| Total current liabilities. | | 51,171 21 |
| Total | | \$551,171 21 |

CAPITAL STOCK.

| | | |
|--|--------------|--------------|
| Capital stock authorized by law, common..... | \$233,000 00 | |
| preferred..... | 17,000 00 | |
| Total capital stock authorized by law..... | \$250,000 00 | |
| Capital stock authorized by votes of company, common.. | \$233,000 00 | |
| preferred..... | 17,000 00 | |
| Total capital stock authorized by vote..... | \$250,000 00 | |
| Capital stock issued and outstanding, common..... | | \$233,000 00 |
| preferred..... | | 16,000 00 |
| Total capital stock outstanding..... | | \$249,000 00 |
| Amount paid in on shares not yet issued..... | | 1,000 00 |
| Total capital stock liability..... | | \$250,000 00 |
| Number shares issued and outstanding, common.... | 2,330 | |
| preferred.... | 160 | |
| Total number of shares outstanding..... | 2,490 | |
| Number of stockholders, common..... | 15 | |
| preferred..... | 3 | |
| Total number of stockholders..... | 18 | |
| Number of stockholders in Maine, common..... | 11 | |
| preferred..... | 2 | |
| Total stockholders in Maine..... | 13 | |
| Amount of stock held in Maine, common..... | \$140,000 00 | |
| preferred..... | 3,000 00 | |
| Total stock held in Maine..... | \$143,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS, ETC. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|----------------------------|-------------------|-------------------|---------------------|----------------------------|
| Bond sold..... | 5 | July, 1928. | \$246,000 00 | |
| Bonds in treasury..... | | | 4,000 00 | |
| Total..... | | | \$250,000 00 | |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|--|---------|
| Number of passengers paying revenue carried during the year..... | 370,483 |
| Number carried per mile of main railway track operated | 16,004 |
| Number of round trips run | 3,833 |
| Number of car miles run | 177,595 |
| Average number of persons employed..... | 35 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Trailers. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|--------------------------------|------------------------------|-----------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service: | | | | | | | |
| Box passenger cars | 7 | ..... | 7 | ..... | 7 | ..... | 14 |
| Open passenger cars..... | 8 | 1 | 9 | ..... | ..... | ..... | 24 |
| Total..... | 15 | 1 | 16 | ..... | 7 | ..... | 38 |
| Cars—other service: | | | | | | | |
| Box freight cars ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |
| Platform freight cars ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |
| Work cars ..... | ..... | 10 | ..... | ..... | ..... | ..... | ..... |
| Other cars..... | 2 | ..... | ..... | ..... | ..... | ..... | 6 |
| Total..... | 2 | 14 | ..... | ..... | ..... | ..... | 6 |
| Snow plows | 1 | ..... | ..... | ..... | ..... | ..... | ..... |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owued. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 20.57 | 2.58 | ..... | 23.15 |
| Total length of main track | 20.57 | 2.58 | ..... | 23.15 |
| Length of sidings, switches, etc | 1.10 | .89 | ..... | 1.99 |
| Total, computed as single track..... | 21.67 | 3.47 | ..... | 25.14 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|--|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 23.15 | ..... | 23.15 |
| Total length of main track | | 23.15 | ..... | 23.15 |
| Length of sidings, switches, etc. | | 1.99 | ..... | 1.99 |
| Total, computed as single track..... | | 25.14 | ..... | 25.14 |

System of electric motive power in use by the company, Westinghouse Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Sanford, Kennebunk and Kennebunkport.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade, viz: | | |
| With Boston and Maine Railroad at Springvale..... | 1 | 1 |

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|--------------------------------|---------|------------------------------|----------------------------|--|----------------|
| Conductors | 8 | ..... | ..... | 10½ | \$1 57 |
| Drivers | 1 | ..... | ..... | 10 | 1 50 |
| Motormen | 8 | ..... | ..... | 10½ | 1 57 |
| Starters | 1 | ..... | ..... | 10 | 2 00 |
| Watchmen | 1 | ..... | ..... | 10 | 1 50 |
| Roadmen | 5 | ..... | ..... | 10 | 1 50 |
| Linemen | 3 | ..... | ..... | 10 | 2 00 |
| Engineers..... | 4 | ..... | ..... | 10 | 2 00 |
| Electricians | 2 | ..... | ..... | 10 | 2 50 |
| Machinists and mechanics | 2 | ..... | ..... | 10 | 1 75 |
| Total | 35 | ..... | ..... |  |  |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Sanford and Cape Porpoise Railway Company, Sanford, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Ernest M. Goodall.
 Vice-President—Frank Hopewell.
 Treasurer—Louis B. Goodall.
 Clerk of Corporation—F. J. Allen.
 General Counsel—F. J. Allen.
 General Manager—E. M. Goodall.
 Superintendent—Ivan L. Meloon.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. M. Goodall, Sanford, Maine.
 Frank Hopewell, Boston, Mass.
 John Hopewell, Boston, Mass.
 L. B. Goodall, Sanford, Maine.
 Geo. Goodall, Sanford, Maine.

Title of company, Sanford and Cape Porpoise Railway Company.
 General offices at Sanford, Maine.
 Date of close of fiscal year, June 30, 1901.

STATE OF MAINE.

COUNTY OF YORK, ss.

Louis B. Goodall, Treasurer, and I. L. Meloon, Acting Superintendent of the Sanford and Cape Porpoise Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

LOUIS B. GOODALL, Treasurer.
 IVAN L. MELOON.

Subscribed and sworn to before me this 20th day of September, 1901.
 [Seal.]

FRED J. ALLEN, Notary Public,
 York County, Maine.

Report of the Skowhegan and Norridgewock Railway and Power Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|------------|-------------|
| Gross transportation earnings..... | | \$3,069 24 |
| Operating expenses | | 2,517 38 |
| Net earnings from operation | | \$551 86 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt..... | \$3,000 00 | |
| Interest and discount on unfunded debts and loans..... | 180 00 | |
| Taxes, State and local..... | 41 75 | |
| Total charges and deductions from income..... | | 3,221 75 |
| Deficit for the year ending June 30, 1901 | | \$2,669 89 |
| Amount of deficit June 30, 1900..... | | 10,186 61 |
| Total deficit June 30, 1901..... | | \$12,856 50 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | | |
|---|----------|------------|
| Receipts from passengers carried | | \$2,587 92 |
| Receipts from carriage of mails | | 250 00 |
| Receipts from carriage of express and parcels | | 204 32 |
| Receipts from carriage of freight..... | | 27 00 |
| Gross transportation earnings..... | | \$3,069 24 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks..... | \$90 13 | |
| General office expenses and supplies..... | 23 20 | |
| Oil and lubricants | 22 90 | |
| Total..... | | \$136 23 |
| Maintenance of roadway and buildings: | | |
| Repair of road-bed and track | \$363 22 | |
| Repair of electric line construction..... | 34 58 | |
| Removal of snow and ice..... | 40 40 | |
| Total..... | | \$438 20 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles..... | \$17 00 | |
| Repair of electric equipment of cars..... | 10 26 | |
| Total..... | | \$27 26 |
| Transportation expenses: | | |
| Cost of electric motive power..... | \$700 00 | |
| Wages and compensation of persons employed in conducting transportation | 1,057 19 | |
| Damages for injuries to persons and property | 59 50 | |
| Other transportation expenses: | | |
| Mail during the year | 99 00 | |
| Total operating expenses..... | | \$2,517 38 |

PROPERTY ACCOUNTS.

| | | |
|------------------|--|---------|
| Additions: | | |
| "The Pines"..... | | \$31 00 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|---|------------|--------------|
| Total cost of railway and equipment owned..... | | \$58,000 00 |
| Other permanent property: | | |
| "The Pines"..... | | 2,043 28 |
| Total permanent investments..... | | \$60,043 28 |
| Cash and current assets: | | |
| Cash..... | \$787 87 | |
| Bills and accounts receivable..... | 90 00 | |
| Total cash and current assets | | 877 87 |
| Profit and loss balance—deficit..... | | 62,078 85 |
| Total..... | | \$123,000 00 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$50,000 00 |
| Funded debt..... | | 50,000 00 |
| Current liabilities: | | |
| Loans and notes payable..... | \$3,000 00 | |
| Matured interest coupons unpaid (including coupons due July 1)..... | 21,000 00 | |
| Total current liabilities..... | | 23,000 00 |
| Total..... | | \$123,000 00 |

CAPITAL STOCK.

| | | |
|---|-----|-------------|
| Capital stock authorized by votes of company, common..... | | \$50,000 00 |
| Capital stock issued and outstanding, common..... | | 50,000 00 |
| Number of shares issued and outstanding, common | 500 | |
| Number of stockholders, common | 10 | |
| Number of stockholders in Maine, common..... | 8 | |
| Amount of stock held in Maine, common..... | | \$44,666 66 |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of interest. | Mortgage when due. | Amount. | Interest paid during the year. |
|------------------------------------|-------------------|--------------------|-------------|--------------------------------|
| ..... | 6% | 1914 | \$50,000 00 | |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|--|--------|
| Number of passengers paying revenue carried during the year..... | 54,323 |
| Number carried per mile of main railway track operated | 9,448 |
| Number of round trips run..... | 2,016 |
| Number of car miles run | 23,184 |
| Average number of persons employed. | 4 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars | 2 | | | | | | |
| Open passenger cars | 3 | | | | | | |
| Total. | 5 | | | | | | |
| Cars—other service— | | | | | | | |
| Platform freight cars | 1 | | | | | | |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|--|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 5.75 | | | 5.75 |
| Length of sidings, switches, etc | .10 | | | .10 |
| Total, computed as single track | 5.85 | | | 5.85 |

System of electric motive power in use by the company, Westinghouse.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number) viz: | | |
| With Maine Central Railroad..... | 1 | 2 |

SALARIES, WAGES, Etc., OF OFFICERS AND OTHER EMPLOYES.

| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|--------------------|---------|------------------------------|----------------------------|--|----------------|
| Conductors | 1 | 270 | ..... | 10 | \$1 30 |
| Motormen .. | 1 | 270 | ..... | 10 | 1 30 |
| Electricians | 1 | 270 | ..... | 10 | 1 30 |
| Total | 3 | 810 | | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Skowhegan and Norridgewock Railway and Power Company, Skowhegan, Me.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—R. W. Brown.
 Treasurer—J. P. Clark.
 Clerk of Corporation—Turner Buswell.
 General Counsel—Turner Buswell.
 Superintendent—C. J. Abby.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

R. W. Brown, Skowhegan, Maine.
 J. P. Clark, Skowhegan, Maine.
 A. H. Weston, Skowhegan, Maine.
 A. F. Gerald, Fairfield, Maine.
 Levy C. Emery, Skowhegan, Maine.

Title of company, Skowhegan and Norridgewock Railway and Power Company
 General offices at Skowhegan, Maine.

Date of close of fiscal year, June 30, 1901.

Date of stockholders' annual meeting, January.

STATE OF MAINE.

COUNTY OF SOMERSET, SS.

J. P. Clark, Treasurer, and C. J. Abby, Acting Superintendent, of the Skowhegan and Norridgewock Railway and Power Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

J. P. CLARK.
 C. J. ABBY.

Subscribed and sworn to before me this 29th day of July, 1901.

[Seal.]

GEO. N. PAGE, Notary Public,
 Skowhegan, Somerset County, Maine.

Report of the Somerset Traction Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|-------------|-------------|
| Gross transportation earnings | \$15,607 72 | |
| Other earnings from operation..... | 945 35 | |
| Total earnings | | \$16,553 07 |
| Operating expenses | | 10,077 04 |
| Net earnings from operation ... | | \$6,476 03 |
| Miscellaneous income: | | |
| "Lakewood"..... | \$4,669 39 | |
| Proceeds of note at Second National Bank..... | 1,999 60 | |
| Total miscellaneous income | | 6,668 99 |
| Gross income above operating expenses... | | \$13,145 02 |
| Charges upon income accrued during the year: | | |
| Interest and discount on unfunded debts and loans..... | \$290 00 | |
| Taxes, State and local | 218 37 | |
| Payments to sinking and other special funds: | | |
| Payment of R. B. Shepherd's note. | 900 00 | |
| Other deductions from income: | | |
| Lakewood operation, \$5,389.03; Lakewood permanent improvements, \$521.88; permanent improvements on road and equipment, \$2,546.23..... | 8,457 14 | |
| Total charges and deductions from income..... | | 9,865 51 |
| Net divisible income | | \$3,279 51 |
| Surplus for the year ending June 30, 1901..... | | 3,279 51 |
| Amount of deficit June 30, 1900..... | | 2,533 72 |
| Total surplus June 30, 1901..... | | \$745 79 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | |
|--|-------------|
| Receipts from passengers carried..... | \$14,652 86 |
| Receipts from carriage of mails | 98 02 |
| Receipts from carriage of express and parcels | 856 84 |
| Gross transportation earnings | \$15,607 72 |
| Receipts from advertising in cars | 50 00 |
| Other earnings from operation: Sale of supplies, scrap and insurance allowances | 895 35 |
| Gross earnings from operation | \$16,553 07 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks..... | \$185 00 |
| General office expenses and supplies. | 423 77 |
| Insurance | 204 24 |
| Other general expenses: Freight, \$298.68; oil, \$117.39; trucking, \$52.60; water, \$12.00; salt, \$79.80; coal, \$36.00; Theatre Co., \$150.00; miscellaneous, \$311.28..... | 1,057 75 |
| Total | \$1,870 76 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track | \$1,061 58 |
| Repair of electric line construction | 139 53 |
| Removal of snow and ice..... | 616 03 |
| Total..... | \$1,817 14 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles..... | \$263 24 |
| Repair of electric equipment of cars..... | 557 89 |
| Total | \$821 13 |
| Transportation expenses: | |
| Cost of electric motive power..... | \$583 32 |
| Wages and compensation of persons employed in conducting transportation | 4,984 82 |
| Total operating expenses..... | \$10,077 17 |

PROPERTY ACCOUNTS.

| | |
|---|------------|
| Additions to railway: | |
| Extension of tracks (length 1,200 feet) in part..... | \$223 49 |
| New electric line construction (length 1,200 feet) bills not yet due. | |
| Other additions to railway: | |
| Four switches for turnouts | 379 00 |
| Total additions to railway | \$602 49 |
| Additions to equipment: | |
| Additional cars (1 in number). | \$1,285 00 |
| Electric equipment of same (old). | |
| Other additions to equipment: | |
| Peckham trucks, \$533.64; register, jacks and punches, \$50.10 | 583 74 |
| Total additions to equipment..... | 1,868 74 |
| Additions to other permanent property: | |
| Typewriter..... | 75 00 |
| Total additions to property accounts | \$2,546 23 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|--|-------------|--------------|
| Total cost of railway owned | | \$83,588 49 |
| Total cost of equipment owned | | 23,868 74 |
| Total cost of land and buildings owned..... | | 5,123 00 |
| Other permanent property: | | |
| Lakewood property including steamers and pier..... | \$15,424 08 | |
| Typewriter..... | 75 00 | |
| Total cost of other permanent property owned | | 15,499 08 |
| Total permanent investments..... | | \$128,079 31 |
| Cash and current assets: | | |
| Cash..... | \$745 79 | |
| Bills and accounts receivable | 569 74 | |
| Total cash and current assets. | | 1,315 53 |
| Miscellaneous assets | | |
| Materials and supplies | | 556 14 |
| Total | | \$129,950 98 |
| LIABILITIES. | | |
| Capital stock, common | | \$29,800 00 |
| Real estate mortgages, bonded indebtedness..... | | 75,000 00 |
| Current liabilities: | | |
| Loans and notes payable.... | \$18,719 46 | |
| Miscellaneous current liabilities: Interest due on notes | 397 39 | |
| Total current liabilities..... | | 19,116 85 |
| Profit and loss balance—surplus..... | | 6,034 13 |
| Total .. | | \$129,950 98 |

CAPITAL STOCK.

| | | | |
|--|-----|--------------|-------------|
| Capital stock authorized by law, common .. | | \$200,000 00 | |
| Capital stock authorized by votes of company, common.. | | 30,000 00 | |
| Capital stock issued and outstanding, common | | | \$29,800 00 |
| Amount paid in on two shares not yet issued..... | | | \$69 00 |
| Total capital stock liability..... | | | \$29,869 00 |
| Number of shares issued and outstanding, common .. | 298 | | |
| Number of stockholders, common | 8 | | |
| Number of stockholders in Maine, common | 8 | | |
| Amount of stock held in Maine, common | | \$29,800 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of interest. | Mortgage when due. | Amount. | Interest paid during the year. |
|---|-------------------|--------------------|-------------|--------------------------------|
| All the property of the corporation | 5% | May 1, 1926 | \$75,000 00 | |

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | | | | | | | | |
|---|--|--|--|--|--|--|--|---------|
| Number of passengers paying revenue carried during the year | | | | | | | | 120,780 |
| Number carried per mile of main railway track operated | | | | | | | | 99,660 |
| Number of round trips run | | | | | | | | 3,631 |
| Number of car miles run..... | | | | | | | | 85,463 |
| Average number of persons employed. | | | | | | | | 10 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|-------------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| | | | | | | | |
| Box passenger cars | 3 | | 3 | | 3 | | 6 |
| Open passenger cars | 4 | | 4 | | | | 8 |
| Total | 7 | | 7 | | 3 | | 14 |
| Cars—other service— | | | | | | | |
| Box freight cars | 1 | | | | | | 2 |
| Platform freight cars | 1 | | | | | | 2 |
| Other cars—1 duplex | 1 | | 1 | | | | 2 |
| Total | 3 | | 1 | | | | 6 |
| Snow plows | 1 | | | | | | 2 |

| MISCELLANEOUS EQUIPMENT. | | Number. | Total number. |
|---------------------------------------|--|---------|---------------|
| Other railway rolling stock: | | | |
| 1 trailing flat car for freight | | 1 | 1 |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|---|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line | 12.00 | | | |
| Length of sidings, switches, etc. | .48 | | | |
| Total, computed as single track | 12.48 | | | |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|---|----------------------|-------------------------|------------------------------|-----------------|
| Length of railway line | | 12.00 | | |
| Length of sidings, switches, etc. | | .48 | | |
| Total, computed as single track | | 12.48 | | |

System of electric motive power in use by the company, General Electric Co.

Names of the several cities and towns in which the railways operated by the company are located, Skowhegan and Madison.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

| OFFICERS AND CLERKS. | | | | | Annual salary. |
|--|---------|------------------------------|----------------------------|--|----------------|
| President and General Manager, Francis W. Briggs | | | | | \$1,000 00 |
| OTHER EMPLOYEES. | | | | | |
| | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
| Conductors | 3 | \$37 | \$1,439 64 | | \$1 72 |
| Motormen | 3 | \$37 | 1,439 64 | | 1 72 |
| Roadmen | 1 | 210 | 294 41 | | 1 40 |
| Linemen, Superintendent | 1 | 365 | 780 00 | | |
| Electricians | 1 | 365 | 511 00 | | 1 40 |
| Machinists and mechanics | 1 | 365 | 520 00 | | \$10 p'r w. |
| Total | 10 | 2,979 | \$4,984 69 | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Somerset Traction Company, Skowhegan, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Francis W. Briggs
Treasurer—Edith S. Shepherd.
Clerk of Corporation—Joseph O. Smith.
General Manager—Francis W. Briggs.
Superintendent—Charles A. Jacobs.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph P. Oak, Showhegan, Maine.
Albert G. Blunt, Skowhegan, Maine.
Joseph O. Smith, Skowhegan, Maine.
Samuel W. Gould, Skowhegan, Maine.
Thomas H. Anderson, Skowhegan, Maine.
Lewis Anderson, Skowhegan, Maine.
Francis W. Briggs, Showhegan, Maine.

Title of company, Somerset Traction Company.
General offices at 22 Madison Avenue, Skowhegan, Maine.
Date of close of fiscal year, June 30, 1901.

STATE OF MAINE.

COUNTY OF SOMERSET, ss.

F. W. Briggs, President and General Manager of the Somerset Traction Company, being duly sworn, deposes and says that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declares them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

F. W. BRIGGS, President.

F. W. BRIGGS, General Manager.

Subscribed and sworn to before me this 1st day of August, 1901.

[Seal.]

FORREST GOODWIN, Notary Public.
Somerset County, Maine.

Report of the Waterville and Fairfield Railway and Light Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|---|-------------|-------------|
| Gross transportation earnings | \$25,994 90 | |
| Other earnings from operation | 18,745 02 | |
| Total earnings | | \$44,739 92 |
| Operating expenses | | 41,984 40 |
| Net earnings from operation | | \$2,755 52 |
| Miscellaneous income: | | |
| Rents | \$226 20 | |
| Advertising | 95 50 | |
| Total miscellaneous income..... | | 321 70 |
| Gross income above operating expenses..... | | \$3,077 22 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt. | \$12,245 00 | |
| Interest and discount on unfunded debts and loans | 1,737 52 | |
| Taxes, State and local..... | 1,726 75 | |
| Total charges and deductions from income. | | 15,709 30 |
| Deficit for the year ending June 30, 1901..... | | \$12,632 08 |
| Amount of surplus June 30, 1900 | | 315 29 |
| Total deficit June 30, 1901..... | | \$12,316 79 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | | |
|---|---|-------------|
| Receipts from passengers carried | | \$25,994 90 |
| Receipts from power sold | | 2,653 18 |
| Receipts from rentals of buildings and other property | | 226 20 |
| Receipts from advertising in cars | | 95 50 |
| Other earnings from operation | | 16,091 84 |
| Gross earnings from operation | | \$45,061 62 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks | | \$3,510 88 |
| General office expenses and supplies | | 995 82 |
| Legal expenses | | 438 64 |
| Insurance | | 1,502 92 |
| Other general expenses: | | |
| Operating expenses, lights | | 24,144 71 |
| Total | | \$30,592 97 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track | } | \$4,001 12 |
| Repair of electric line construction | | |
| Removal of snow and ice ..... |  |  | 674 22 |
| Repair of buildings | | 61 54 |
| Total | | \$4,736 88 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles | | \$1,311 66 |
| Transportation expenses: | | |
| Wages and compensation of persons employed in conducting transportation | | \$5,342 89 |
| Total operating expenses | | \$41,984 40 |

PROPERTY ACCOUNTS.

| | | |
|--|------------|-------------|
| Additions to equipment: | | |
| Electric equipment | \$1,757 21 | |
| Additions to land and buildings: | | |
| Additional equipment of power stations | 4,518 87 | |
| Additions to other permanent property: | | |
| Electric light plant | 4,938 30 | |
| Total additions to property accounts | | \$11,214 38 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Iron and copper sold | | 202 60 |
| Net additions to property accounts for the year | | \$11,011 78 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|--|-------------|--------------|
| Cost of railway, electric light plant and equipment..... | | \$278,258 44 |
| Total permanent investments | | \$278,258 44 |
| Cash and current assets: | | |
| Cash | \$2,719 83 | |
| Bills and accounts receivable | 8,105 03 | |
| Sinking and other special funds, suspense | 2,318 22 | |
| Other cash and current assets—Class B bonds | 3,000 00 | |
| Total cash and current assets | | 16,143 08 |
| Miscellaneous assets: | | |
| Materials and supplies..... | \$1,068 39 | |
| Other assets and property—charter and franchise..... | 200,000 00 | |
| Total miscellaneous assets..... | | 201,068 39 |
| Profit and loss balance—deficit. | | 12,316 79 |
| Total | | \$507,786 70 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$200,000 00 |
| Funded debt..... | | 240,000 00 |
| Current liabilities: | | |
| Loans and notes payable | \$43,324 81 | |
| Audited vouchers and accounts | 10,158 55 | |
| Matured interest coupons unpaid (including coupons due July 1) | 13,125 00 | |
| Total current liabilities | | 66,608 36 |
| Accrued liabilities: | | |
| Interest accrued and not yet due..... | | 1,178 34 |
| Total | | \$507,786 70 |

CAPITAL STOCK.

| | | |
|---|-------|--------------|
| Capital stock authorized by law, common | | \$200,000 00 |
| Number of shares issued and outstanding, common.. | 2,000 | |
| Number of stockholders, common | 49 | |
| Number of stockholders in Maine, common..... | 37 | |
| Amount of stock held in Maine, common..... | | \$1,766 00 |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of interest. | Mortgage when due. | Amount. | Interest paid during the year. |
|---|-------------------|--------------------|------------|--------------------------------|
| Nye Water Power, so called, at Fairfield. | 6% | Aug. 22, 1899. | \$4,731 90 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS, ETC. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during year. |
|---|-------------------|-------------------|---------------------|----------------------------|
| Underlying bonds: | | | | |
| Waterville and Fairfield Railroad . . . | 6 | 1909 | \$17,000 | |
| Waterville Electric Light & Power Co.. | 6 | 1908 | 22,500 | |
| New bonds, issue of 1897, Waterville and Fairfield Railway and Light Co.: | | | | |
| Class A | 5 | 1917 | 40,000 | |
| Class B | 5 | 1917 | 157,500 | |
| Bonds in trust with American Loan and Trust Company, hypothecated for loan: | | | | |
| Class B | | | 3,000 | |
| Total | | | \$240,000 | |

\$39,500 class B bonds of 1897 are held by American Loan and Trust Company against the underlying bonds listed above.

VOLUME OF TRAFFIC—EQUIPMENT.

| VOLUME OF TRAFFIC, ETC. | |
|---|----------|
| Number of passengers paying revenue carried during the year | 517,895 |
| Number carried per mile of main railway track operated | 109,030 |
| Number of round trips run | 11,765 |
| Number of car miles run..... | 112,116½ |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for horse power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars..... | 4 | ..... | 4 | ..... | 4 | | |
| Open passenger cars | 5 | ..... | 5 | ..... |  |  |  |
| Total | 9 | ..... | 9 | ..... | 4 | | |

| MISCELLANEOUS EQUIPMENT. | Number. | Total number. |
|----------------------------|---------|---------------|
| Barges and omnibuses | 1 | 1 |
| Horses | 1 | 1 |
| Harnesses—single..... | 1 | 1 |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|---------------------------------------|--------|-------------------------------|-------------------------------|-------------------|
| Total length of main track | 4.75 | ..... | ..... | 4.75 |
| Length of sidings, switches, etc..... | .05 | ..... | ..... | .05 |
| Total, computed as single track ... | 4.80 | ..... | ..... | 4.80 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only. | By electric power only. | By horse and electric power. | Total operated. |
|-------------------------------------|----------------------|-------------------------|------------------------------|-----------------|
| Total length of main track | | 4.75 | ..... | 4.75 |
| Length of sidings, switches, etc .. | | .05 | ..... | .05 |
| Total, computed as single track.... | | 4.80 | ..... | 4.80 |

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Waterville and Fairfield.

MISCELLANEOUS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade, (4 in number) viz: | | |
| With Maine Central Railroad, Lower College Avenue, Waterville | 2 | 1 |
| With Maine Central Railroad, Upper College Avenue, Waterville | 3 | 1 |
| With Maine Central Railroad, Brick yard, Waterville.. | 1 | 1 |
| With Maine Central Railroad, Main Street, Fairfield... | 1 | 1 |
| Total number of tracks at crossings..... | 7 | 4 |

Number of above crossings at which frogs are inserted in the tracks, 6.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OFFICERS AND CLERKS. | | | | | Average annual salary. |
|--|---------|------------------------------|----------------------------|--|------------------------|
| General officers: | | | | | |
| George K. Boutelle, President | | | | | \$1,200 |
| Horatio D. Bates, Treasurer and Clerk..... | | | | | 300 |
| Ralph J. Patterson, General Manager..... | | | | | 1,800 |
| Subordinate clerks..... | | | | | 500 |
| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Average wages per day. |
| Conductors | 4 | 1,462 | 2,193 00 | 10 | \$1 50 |
| Motormen | 4 | 1,462 | 2,193 00 | 10 | 1 50 |
| Roadmen | 1 | 312 | 468 00 | 10 | 1 50 |
| Linemen..... | 3 | 936 | 1,638 00 | 10 | 1 75 |
| Engineers..... | 2 | 730 | 1,460 00 | 10 | 2 00 |
| Firemen | 1 | 365 | 547 50 | 10 | 1 50 |
| Electricians | 1 | 365 | 821 25 | 10 | 2 25 |
| Machinists and mechanics | 3 | 1,095 | 1,642 50 | 10 | 1 50 |
| Total | 19 | 6,727 | \$10,963 25 | | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Waterville and Fairfield Railway and Light Company, Waterville, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—George K. Boutelle, Lawyer.
 Treasurer—Horatio D. Bates, Bank Cashier.
 Clerk of Corporation—Horatio D. Bates.
 General Counsel—Charles F. Woodard.
 General Manager—Ralph J. Patterson.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George K. Boutelle, Waterville, Maine.
 W. S. Spaulding, 23 Broad Street, Boston, Mass.
 Henry R. Reed, 23 Broad Street, Boston, Mass.
 Elias Milliken, Augusta, Maine.
 Clarence A. Leighton, Thomaston, Maine.

Title of company, Waterville and Fairfield Railway and Light Company.
 General offices at Waterville, Maine.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Tuesday in October.

STATE OF MAINE.

COUNTY OF KENNEBEC, SS.

George K. Boutelle, President, and Ralph J. Patterson, General Manager of the Waterville and Fairfield Railway and Light Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

GEO. K. BOUTELLE, President.

RALPH J. PATTERSON, General Manager.

Subscribed and sworn to before me this 21st day of September, 1901.
 [Seal].

HASCALL S. HALL, Notary Public,
 Kennebec County, Maine.

Report of the Westbrook, Windham and Naples Railway Company for the Year Ending June 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|---|-------------|-------------|
| Gross transportation earnings | \$10,418 22 | |
| Other earnings from operation | 142 65 | |
| Total earnings | | \$10,560 87 |
| Operating expenses | | 11,564 22 |
| Deficit from operation | | \$1,003 35 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt | | 4,930 41 |
| Interest and discount on unfunded debts and loans.... } | | |
| Deficit for the year ending June 30, 1901 | | \$5,933 76 |
| Amount of surplus June 30, 1900 | | 1,178 90 |
| Total deficit June 30, 1901.. | | \$4,754 86 |

EARNINGS AND EXPENSES OF OPERATION.

| EARNINGS FROM OPERATION. | | |
|---|--|-------------|
| Receipts from passengers carried..... | | \$9,837 96 |
| Receipts from carriage of express and parcels..... | | 580 26 |
| Gross transportation earnings..... | | \$10,418 22 |
| Receipts from advertising in cars | | 89 25 |
| Other earnings from operation: Miscellaneous receipts..... | | 53 40 |
| Gross earnings from operation | | \$10,560 87 |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| General office expenses and supplies | | \$100 50 |
| Insurance | | 366 00 |
| Other general expenses..... | | 678 66 |
| Total..... | | \$1,145 16 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track | | 1,793 27 |
| Repair of electric line construction | | 25 75 |
| Total..... | | \$1,820 02 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles..... | | \$331 72 |
| Repair of electric equipment of cars..... | | |
| Transportation expenses: | | |
| Cost of electric motive power. | | \$1,994 60 |
| Wages and compensation of persons employed in conducting transportation | | 4,757 07 |
| Damages for injuries to persons and property.... | | 20 00 |
| Other transportation expenses | | 1,497 65 |
| Total..... | | \$8,269 32 |
| Total operating expenses..... | | \$11,564 22 |

GENERAL BALANCE SHEET.

| ASSETS. | | |
|--|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks | \$100,828 74 | |
| Electric line construction, including poles, wiring feeder lines, etc..... | 8,697 74 | |
| Total cost of railway owned | | \$109,526 4 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles..... | } | 11,219 91 |
| Electric equipment of same | | |
| Cost of land and buildings: | | |
| Land necessary for operation of railway | | 3,124 71 |
| Cash and current assets: | | |
| Bills and accounts receivable | | 103 95 |
| Miscellaneous assets: | | |
| Materials and supplies..... | | 266 58 |
| Profit and loss balance—deficit..... | | 4,754 86 |
| Total | | \$128,996 49 |
| LIABILITIES. | | |
| Capital stock, common..... | | \$27,700 00 |
| Funded debt..... | | 94,000 00 |
| Unfunded debt | | 6,178 53 |
| Current liabilities: | | |
| Loans and notes payable..... | | 1,117 96 |
| Total | | \$128,996 49 |

CAPITAL STOCK.

| | | |
|--|--------------|-------------|
| Capital stock authorized by law, common | \$500,000 00 | |
| Capital stock authorized by votes of company, common.. | 300,000 00 | |
| Capital stock issued and outstanding, common | | \$27,700 0 |
| Number of shares issued and outstanding, common | 277 | |
| Number of stockholders, common | 7 | |
| Number of stockholders in Maine, common | 7 | |
| Amount of stock held in Maine, common | | \$27,700 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS, ETC. | Rate of interest. | Date of maturity. | Amount outstanding. | Interest paid during the year. |
|----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| 1st mortgage bond | 5% | July 1, 1919 | \$70,000 00 | |
| Income bonds..... | 5% | July 1, 1919 | 24,000 00 | |
| Total..... | | | \$94,000 00 | |

VOLUME OF TRAFFIC.

| VOLUME OF TRAFFIC, ETC. | |
|--|---------|
| Number of passengers paying revenue carried during the year..... | 163,966 |
| Average number of persons employed..... | 8 |

| DESCRIPTION OF EQUIPMENT. | Equipped for electric power. | Equipped for trail power. | Total passenger cars. | Equipped with fenders. | Equipped with electric heaters. | Equipped with stoves. | Number of motors. |
|---------------------------|------------------------------|---------------------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| Cars—passenger service— | | | | | | | |
| Box passenger cars..... | 2 | 1 | | | 2 | | 4 |
| Open passenger cars . | 2 | 1 | | | | | 4 |
| Total..... | 4 | 2 | | | 2 | | 8 |
| Cars—other service— | | | | | | | |
| Work cars | | 4 | | | | | |
| Snow plows | 1 | | | | | | |

RAILWAY OWNED, LEASED, ETC.

| RAILWAY OWNED, ETC. | Owned. | Held under lease or contract. | Trackage over other railways. | Total owned, etc. |
|----------------------------------|--------|-------------------------------|-------------------------------|-------------------|
| Length of railway line..... | 5.83 | ..... | ..... | 5.83 |
| Length of second main track..... | .04 | ..... | ..... | .04 |
| Total length of main track | 5.87 | ..... | ..... | 5.87 |

RAILWAY OPERATED AND MOTIVE POWER USED.

| RAILWAY OPERATED. | By horse power only | By electric power only. | By horse and electric power. | Total operated. |
|-----------------------------------|---------------------|-------------------------|------------------------------|-----------------|
| Length of railway line..... | | 5.83 | ..... | 5.83 |
| Length of second main track... .. | | .04 | ..... | .04 |
| Total length of main track | | 5.87 | ..... | 5.87 |

Names of the several cities and towns in which the railways operated by the company are located, Westbrook and Gorham.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

| OTHER EMPLOYES. | Number. | Total number of days worked. | Total yearly compensation. | Average number of hours on duty per day. | Wages per day. |
|------------------------------------|---------|------------------------------|----------------------------|--|----------------|
| Conductors Motormen | 8 | 2,718 | \$4,757 07 | 10 | \$1 75 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Westbrook, Windham and Naples Railway Company, 471 Congress Street, Portland, Maine.

NAMES AND BUSINESS OF PRINCIPAL OFFICERS.

President—Ammi Whitney.
 Treasurer—C. F. Berry.
 Clerk of Corporation—A. J. Houghton.
 General Counsel—Chas. F. Libby.
 General Manager—E. A. Newman.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Ammi Whitney, Portland, Maine.
 C. F. Berry, Portland, Maine.
 Ansel J. Houghton, Portland, Maine.
 Fred W. Spring, Westbrook, Maine.
 Geo. L. Walker, Portland, Maine.
 A. S. Macreadie, South Portland, Maine.
 Geo. M. Todd, Portland, Maine.

Title of company, Westbrook, Windham and Naples Railway Company.
 General offices at Portland, Maine.
 Date of close of fiscal year, June 30, 1901.
 Date of stockholders' annual meeting, first Wednesday in November.

STATE OF MAINE.

COUNTY OF CUMBERLAND, ss.

C. F. Berry, Treasurer, and E. A. Newman, General Manager of the Westbrook, Windham and Naples Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ending the thirtieth day of June, A. D. 1901, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

CHAS. F. BERRY, Treasurer.

E. A. NEWMAN, General Manager,

Subscribed and sworn to before me this 13th day of November, 1901.

[Seal]

LEVI TURNER, Notary Public,
 Cumberland County, Me.

EXPENSE.

| | | |
|--|------------|------------|
| Appropriation | \$3,200 00 | |
| Unexpended | 207 24 | \$3,407 24 |
| Stationery | \$364 96 | |
| Express | 164 19 | |
| Railway magazines | 39 20 | |
| Telephone and telegraph | 188 30 | |
| Postage | 210 00 | |
| Clerk hire | 583 33 | |
| Map plate repairs | 37 16 | |
| Stenography | 144 35 | |
| Miscellaneous—office | 168 31 | |
| Special expenses | 253 50 | |
| INCIDENTAL EXPENSES OF COMMISSIONERS IN DISCHARGE OF OFFICIAL DUTIES. | | |
| Joseph B. Peaks | 225 85 | |
| Benj. F. Chadbourne | 690 00 | |
| Parker Spofford | 326 10 | 3,395 125 |
| Unexpended | | 11 99 |
| | | \$3,407 24 |

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