

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE:

1903

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

DEPARTMENTS AND INSTITUTIONS

For the Year 1902.

VOLUME III.

AUGUSTA
KENNEBEC JOURNAL PRINT
1903

FORTY-FOURTH 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, 1902, INCLUDING
PETITIONS.

DECISIONS AND RULES OF THE BOARD

MADE DURING THE YEAR ENDING NOVEMBER 30,

1902.

AUGUSTA
KENNEBEC JOURNAL PRINT ·
1902

BOARD OF RAILROAD COMMISSIONERS.

JOSEPH B. PEAKS, *Chairman*, DOVER, ME.
BENJ. F. CHADBOURNE, BIDDEFORD, ME.
PARKER SPOFFORD, BUCKSPORT, ME.

E. C. FARRINGTON, *Clerk*. AUGUSTA, ME.
FRANCIS C. PEAKS, *Assistant Clerk*, DOVER, ME.

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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-fourth annual report.

Twenty railroad corporations, located wholly or in part in Maine, whose roads are operated by steam, and nineteen street railways whose roads are operated, with one exception by electricity, have made their annual returns for the year ending June 30, 1902.

Thirteen of the roads operated by steam are standard gauge and seven are narrow or two feet gauge roads. The Rockport Railroad, not operated, is a three feet gauge road. It is not referred to above, but is carried in the mileage of railroads in Maine.

As shown by the report of the Railroad Commissioners for the year ending June 30, 1901, there were 1,918.98 miles of steam railroads in Maine.

During the year ending June 30, 1902, there was constructed and put in operation the following additional mileage.

Wiscasset, Waterville and Farmington Railroad from Week's Mills to Winslow, fourteen miles; York Harbor and Beach Railroad, thirty-four one-hundredths miles; remeasurement of Bangor and Aroostook Railroad, three-hundredths of one mile, making a total addition in mileage of 14.37 miles.

This increase in mileage makes the total mileage of steam railroads in Maine on June 30, 1902, 1,933.35 miles. Of this mileage, 1,759.18 is standard gauge, and 174.17 narrow gauge.

GROSS EARNINGS FROM OPERATION IN MAINE.

Inasmuch as the earnings of those roads operated only in part, in Maine, are not given by states, deductions have to be made in order to get at the earnings which properly belong to Maine. A careful and conservative estimate has been made and the result is as follows:

Gross earnings in Maine for the year ending June 30, 1902, \$11,763,068.86, against \$10,930,002.86 in 1901, an increase in earnings in Maine of \$833,066.

The number of passengers carried in Maine for the year ending June 30, 1902, was 6,533,660, against 6,171,014 in 1901, a gain in passengers carried of 362,646.

The number of tons of freight hauled in Maine for the corresponding year 1902, was 8,868,303, against 8,387,688 in 1901, a gain of 480,615 tons hauled.

The total passenger train mileage for the year ending June 30, 1902, was 3,652,360, against 3,669,643 in 1901, a decrease in passenger train mileage of 17,283 miles.

The total freight train mileage for the corresponding year, 1902, was 3,332,999, against 3,367,032 in 1901, a decrease of 34,033 of freight train mileage.

The number of passengers carried one mile for the year 1902, was 165,693,194, against 151,267,811 in 1901, an increase of 14,425,383 in passengers carried one mile.

The number of tons of freight carried one mile for year ending June 30, 1902, was 681,953,618, against 600,993,666 in 1901, a gain of 80,959,952 tons carried one mile.

The total revenue train mileage in Maine including mixed trains, for the year 1902, was 7,422,224, against 7,186,697 in 1901, an increase of 235,527 revenue train miles.

The total non-revenue train mileage for the corresponding year, 1902, was 1,331,883, against 1,451,970 in 1901, a decrease of 120,087 non-revenue train miles.

EXPENDITURES.

The following comparative table gives the expenditures of each steam railroad for "Maintenance of Ways and Structures," "Maintenance of Equipment," "Conducting Transportation," and "General Expenses," for years 1901 and 1902,—the increase or decrease over that of 1901, and the total increase in expenditures over that of 1901.

The following Table Shows the Amounts Expended for "Maintenance of Way and Structures," "Equipment," "Conducting Transportation," "General Expenses," for Years 1901 and 1902, Increase or Decrease for the Years Ending June 30, 1901, and 1902, upon Steam Railroads doing business in Maine.

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Railroads.	1901.	1902.	1901.	1902.	1901.	1902.	1901.	1902.	Increase or decrease* over 1901.
	Maintenance of ways and structures.	Maintenance of ways and structures.	Maintenance of equipment.	Maintenance of equipment.	Conducting transportation.	Conducting transportation.	General expenses.	General expenses.	
Bangor & Aroostook R. R.	\$285,372 38	\$378,307 32	\$98,529 67	\$119,846 71	\$455,872 78	\$533,199 71	\$68,640 54	\$70,530 51	\$192,468 88
Boston & Maine R. R.	3,515,642 13	3,987,359 86	3,560,530 60	3,346,484 48	13,644,332 20	14,368,949 20	801,382 45	735,190 05	916,096 21
Bridgton & Saco River R. R.	7,362 26	7,981 86	2,978 23	3,934 92	17,047 43	15,631 01	1,365 24	1,418 21	212 64
Canadian Pacific Ry.	123,988 71	134,754 80	66,844 62	92,428 71	269,602 86	330,851 09	50,637 13	57,812 91	104,874 19
Franklin & Megantic Ry.	9,758 51	13,025 65	2,829 41	3,391 91	17,376 79	15,713 44	3,174 08	3,047 82	2,040 03
Georges Valley R. R.	3,657 69	2,878 98	460 79	1,088 50	4,609 28	4,883 57	1,390 46	1,406 98	139 81
Grand Trunk Ry.	3,280,561 54	3,508,670 75	3,053,195 84	3,759,455 88	8,317,021 42	8,281,207 81	582,097 32	575,347 56	891,805 98
Kennebec Central R. R.	2,209 80	2,192 20	879 90	980 43	6,581 15	6,709 66	710 36	619 80	120 83
Lime Rock R. R.	12,563 87	5,124 11	6,457 96	4,755 33	17,047 18	13,031 77	4,895 23	2,720 03	*15,333 90
Maine Central R. R.	1,206,865 23	1,081,191 69	559,346 22	1,124,913 50	2,031,221 01	2,181,450 45	164,875 54	164,704 79	589,921 53
Monson R. R.	2,201 31	3,376 45	360 01	728 45	3,160 79	2,994 55	566 12	511 26	1,322 48
Patten & Sherman R. R.	690 12	.....	74 07	.....	2,185 17	.....	250 00	.....	*3,196 36
Phillips & Rangeley R. R.	7,297 59	10,998 99	2,867 83	2,349 60	14,062 62	13,621 03	1,198 13	738 64	2,282 11
Portland & Rumford Falls Ry	108,697 69	119,517 73	37,429 49	39,368 85	119,715 27	130,891 40	20,454 64	20,296 59	23,875 49
Rumford Falls & Rangeley Lakes R. R.	26,448 07	30,386 15	7,786 79	13,337 16	26,379 37	25,584 57	3,576 75	3,987 29	9,104 19
Sandy River R. R.	6,787 12	7,605 31	4,010 16	2,694 99	14,949 04	14,795 60	3,324 31	3,986 64	*209 00
Sebecook & Moosch'd R. R.	3,015 47	6,242 35	2,312 53	736 80	5,500 62	7,176 50	896 05	1,257 62	3,708 33
Somerset Railway	26,238 02	33,415 56	10,506 50	17,498 67	33,151 74	38,516 93	7,652 78	8,437 26	20,319 38
Washington County R. R.	51,045 56	44,660 59	24,233 58	15,090 17	111,418 54	103,348 41	14,675 56	15,916 12	*22,357 95
Wiscasset, Waterville & Farmington R. R.	10,228 32	10,261 78	175 85	2,054 09	13,110 40	12,202 50	2,519 89	1,547 84	31 75
York Harbor & Beach R. R.	10,911 93	15,547 88	.....	.....	11,742 42	15,792 58	524 59	565 38	6,726 90
Totals	\$8,701,573 31	\$9,403,599 81	\$7,441,810 03	\$8,551,157 15	\$25,136,068 96	\$26,114,551 88	\$1,734,907 17	\$1,670,023 30	\$2,724,952 67

RAILROAD COMMISSIONERS' REPORT.

* Decrease.

Mileage of Steam Railroads for the Year Ending June 30, 1902.

Railroads.	Miles in Maine.	Length of line operated.	Miles of second track.	Miles of yard track and sidings operated.	Miles of branch track operated.	Miles of track operated.
Bangor & Aroostook Railroad:						
Brownville to Caribou	154.14	370.90	370.90	67.55	†1216.76	
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					
Milo Jc. to Katahdin Iron Works	19.02					
Patten Jc. to Patten	5.65					
Caribou to Limestone	15.91					
Spurs	11.13					
Boston & Maine Railroad:						
Western Division	44.00	157.43	2,265.50	512.96	1,195.89	198.69
Eastern Division	50.76					
Northern Division	2.92					
Worcester, Nashua & Portland Div.: (Portland & Rochester Railroad)	51.98					
Kennebunk & Kennebunkport	4.50	21.25	21.25	1.50		
Old Orchard Beach	3.27					
Bridgton & Saco River Railroad*		21.25				
Canadian Pacific Railway	144.50	176.70	†232.80		17.30	
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	8.50				
Georges Valley Railroad						
Grand Trunk Railway:						
Portland to Boundary Line	82.60	89.37	3,561.62	468.00	935.00	
Lewiston Branch	5.41					
Norway Branch	1.36					
Kennebec Central Railroad*		5.00	5.00			
Lime Rock Railroad		11.30	†12.57			
Maine Central Railroad:						
Portland to Bangor	136.60	649.67	815.83	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	18.80					
Portland to Lunenburg	109.10					
Union Station to Thompson's Point .....	.74				
Quebec Jc. to Beecher's Falls	55.53					
Beecher's Falls to Lime Ridge	52.85					
Monson Railroad*		8.16	8.16	1.00		
Phillips & Rangeley Railroad*		28.60	28.60	1.55		
Portland & Rumford Falls Railway:						
Rumford Falls Jc. to Rumford Falls	53.58	63.85	§68.05		21.10	
Canton to Otis Falls	10.27					
Rockport Railroad**		3.00				
Rumford Falls & Rangeley Lakes Railroad		31.31	§32.73	5.59		
Sandy River Railroad*		18.00	18.00			
Sebasticook & Moosehead Railroad		15.00	15.00	.25		
Somerset Railway		42.06	42.06	6.95	1.00	
Washington County Railroad:						
Calais to Washington Jc.	102.28	131.58	136.33		9.27	2.60
Eastport Jc. to Eastport	16.72					
St. Croix Jc. to Princeton	17.53					
Wiscasset, Waterville & Farmington R. R.*		57.46	57.46	3.50		
York Harbor & Beach Railroad		11.51	11.51	1.11		
		1,933.35				

† 56.10 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. ** Not operated.

GROSS EARNINGS.

Table Showing the Gross Earnings from Operation of the Railroads doing Business in Maine for the Years Ending June 30, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

Railroads.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Bangor and Aroostook Railroad	\$699,661 50	\$754,780 66	\$779,206 76	\$929,253 56	\$1,227,916 16	\$1,449,454 48	\$1,708,936 99
Boston and Maine Railroad	20,499,768 27	19,640,846 30	19,850,984 06	20,027,248 11	22,301,764 04	\$30,800,914 84	31,840,694 00
Bridgton and Saco River Railroad †	29,514 62	28,065 44	28,453 26	35,790 40	40,082 82	39,341 70	40,441 45
Canadian Pacific Railway	361,070 85	419,664 32	462,063 67	485,350 48	516,300 46	476,614 26	636,178 64
Franklin and Megantic Railway †	12,678 85	13,866 68	15,843 02	22,285 45	21,508 38	31,347 97	35,845 31
Georges Valley Railroad	11,537 73	10,642 87	11,014 55	11,553 20	12,778 36	14,030 36	12,540 17
Grand Trunk Railway	1,027,235 35	1,163,233 20	1,274,505 67	1,201,343 24	1,306,900 42	|||1,325,500 00	*24,075,430 53
Kennebec Central Railroad †	13,250 54	15,253 65	16,275 39	15,561 92	17,129 94	16,119 16	15,576 32
Lime Rock Railroad	71,947 76	71,386 50	59,805 64	72,410 45	77,006 59	80,346 17	62,026 86
Maine Central Railroad	5,010,618 55	4,923,335 91	4,784,101 23	5,049,689 16	5,640,723 68	5,896,346 61	6,278,018 75
Monson Railroad †	7,257 88	6,807 72	5,433 63	5,540 04	5,415 35	6,579 65	6,475 87
Patten and Sherman Railroad	-	4,225 34	4,806 42	5,030 61	7,090 09	††4,397 83	-
Phillips and Rangeley Railroad †	32,500 51	29,933 80	35,166 83	34,928 89	32,949 33	30,076 90	25,637 60
Portland and Rochester Railroad	263,297 37	242,419 18	253,373 45	266,041 20	||159,954 19	††	-
Portland and Rumford Falls Railway	208,182 29	252,825 35	289,936 49	300,808 29	356,479 61	440,107 85	528,820 76
Rockport Railroad †	7,310 15	2,266 22	-	-	-	-	-
Rumford Falls and Rangeley Lakes Railroad	48,000 74	96,449 84	\$1,500 82	74,139 64	91,191 88	92,959 35	101,202 48
Sandy River Railroad †	47,653 99	43,996 05	44,306 68	48,196 49	47,421 50	52,042 31	53,484 68
Sebasticook and Mooshead Railroad	6,448 32	8,702 01	8,935 85	9,987 60	10,361 51	12,115 01	16,209 39
Somerset Railway	84,281 70	78,688 48	67,133 88	80,195 40	103,907 96	109,122 96	134,069 22
St. Croix and Penobscot Railroad	28,653 05	25,765 28	25,643 98	††7,141 24	-	§§	-
Washington County Railroad	-	-	73,730 67	73,730 67	227,757 86	226,540 31	261,923 72
Wiscasset and Quebec Railroad † **	18,715 13	19,177 28	20,935 45	18,979 25	20,335 55	22,274 71	25,848 58
York Harbor and Beach Railroad	37,178 09	36,456 70	30,819 04	20,586 51	22,540 23	23,476 84	30,918 86
	\$28,526,763 24	\$27,888,788 79	\$28,150,245 77	\$28,796,791 77	\$32,247,515 91	\$41,149,709 27	\$65,890,280 18
Increase							\$24,740,570 91
Increase upon the basis of 1901, eliminating all G. T. Ry. except A. and St. L. portion							\$2,048,038 56

† 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, now B. & A. R. R.

††† A part of Boston & Maine Railroad.

* Entire system.

§§ A part of Washington County Railroad.

†††† Four months operation.

** Now Wiscasset, Waterville and Farmington Railroad.

PASSENGER TRAFFIC.

Table Showing Total Number of Passengers Carried by the Steam Railroads doing Business in Maine for Years Ending June 30, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

Railroads.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Bangor and Aroostook Railroad	229,940	220,213	228,836	239,092	315,747	348,558	421,763
Boston and Maine Railroad	35,132,992	32,558,341	32,176,210	31,607,156	32,932,814	38,416,814	37,830,047
Bridgton and Saco River Railroad *	15,877	13,745	13,075	19,717	19,119	19,809	22,546
Canadian Pacific Railway (International)	70,245	66,356	76,048	77,518	79,472	94,436	106,094
Franklin and Megantic Railway*	6,851	6,890	7,851	7,590	11,547	12,684	13,802
Georges Valley Railroad	5,141	4,422	6,303	5,600	5,280	5,280	4,580
Grand Trunk Railway	408,053	358,846	387,342	303,563	296,280	\$321,280	††7,972,469
Kennebec Central Railroad*	35,845	38,121	49,727	51,321	57,920	71,699	58,698
Maine Central Railroad	2,110,734	2,005,172	2,071,431	2,136,470	2,387,846	2,633,331	2,883,678
Monson Railroad*	4,190	3,565	4,486	3,849	4,436	4,620	4,451
Patten and Sherman Railroad .....	.....	6,231	7,289	6,873	10,633	6,060	††
Phillips and Rangeley Railroad *	10,409	9,867	10,198	10,729	10,821	11,419	11,010
Portland and Rochester Railroad	287,067	264,100	268,489	273,516	†143,881	||	.....
Portland and Rumford Falls Railway	99,136	95,862	98,427	94,583	117,974	145,109	177,746
Rumford Falls and Rangeley Lakes Railroad	7,227	10,798	11,374	9,012	11,781	15,702	18,060
Sandy River Railroad*	25,331	27,445	25,859	24,179	27,598	27,546	31,760
Sebasticock and Moosehead Railroad	6,867	7,561	8,508	7,711	10,084	12,501	16,228
Somerset Railway	29,861	25,457	25,263	24,429	28,474	30,667	42,945
St. Croix and Penobscot Railroad†	8,165	6,245	6,535	2,404	.....	†	.....
Washington County Railroad .....	.....	.....	.....	56,032	175,926	171,232	182,780
Wiscasset and Quebec Railroad * §§	12,037	13,565	11,255	9,767	9,632	10,257	12,479
York Harbor and Beach Railroad	85,623	89,772	77,922	87,222	61,300	58,248	101,046
	38,591,591	35,932,574	35,572,460	35,058,333	36,718,571	42,497,243	49,912,183
Increase over 1901 .....	.....	.....	.....	.....	.....	.....	7,419,940
Decrease upon the basis of 1901, eliminating all but A. and St. L. portion of the G. T. Ry. system .....	.....	.....	.....	.....	.....	.....	138,906

* Narrow gauge railroads.

† Six months ending December 31, 1899.

‡ Now a part of the Washington County Railroad.

†† Entire system.

§ Estimated for purpose of comparison.

¶ Increase in mileage over 1900—477.65 miles.

‡‡ Now a part of the Bangor and Aroostook Railroad.

|| Now a part of Boston and Maine Railroad.

§§ Now Wiscasset, Waterville and Farmington Railroad.

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, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

Railroads.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Bangor & Aroostook Railroad.	295,401	341,725	323,190	408,858	638,974	814,797	925,611
Boston & Maine Railroad	10,247,029	9,892,705	10,271,875	10,644,376	12,426,571	17,516,571	18,188,321
*Bridgton & Saco River Railroad	13,898	14,803	15,552	20,944	24,619	23,112	20,975
Canadian Pacific Railway (International)	279,882	289,120	364,663	389,421	454,188	410,275	553,569
*Franklin & Megantic Railway	9,140	8,641	12,542	19,898	14,966	32,081	27,577
Georges Valley Railroad	12,803	15,558	18,886	37,455	29,732	29,196	28,000
Grand Trunk Railway	1,049,781	1,247,028	1,402,938	1,506,862	1,896,155	10,790,468	11,141,762
*Kennebec Central Railroad ..	4,896	6,342	5,406	5,378	6,033	5,512	6,274
Lime Rock Railroad	238,052	236,122	197,879	247,485	267,820	297,731	141,875
Maine Central Railroad	2,678,203	2,687,603	2,747,021	3,217,809	3,573,915	3,740,709	4,049,412
*Monson Railroad	6,548	7,897	6,969	6,110	6,454	9,160	9,404
Patten and Sherman Railroad..	.....	4,267	3,351	4,469	5,782	14,263	.....
*Phillips and Rangeley Railroad	12,464	19,359	19,006	19,543	14,600	12,227	6,983
Portland & Rochester Railroad.	256,069	239,187	272,437	307,470	198,963	11	.....
Portland & Rumford Falls R'y..	168,438	233,379	278,881	367,735	409,048	479,939	562,827
Rockport Railroad	12,183	3,777	.....	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes R. R.	77,078	142,142	131,435	91,189	100,252	118,226	109,342
*Sandy River Railroad	34,192	29,607	29,008	42,055	34,729	52,093	41,375
Sebastcook and Moosehead R.R.	3,760	6,638	7,316	15,049	10,513	12,495	15,764
Somerset Railway	77,925	77,002	59,543	100,245	131,596	133,528	159,552
||St. Croix and Penobscot R.R.	60,815	53,399	62,586	15,924	.....	.....	.....
Washington Co. Railroad .....	.....	.....	.....	31,690	130,727	157,794	173,033
Wiscasset and Quebec R. R..	9,671	8,329	8,155	7,980	10,689	12,206	15,000
York Harbor & Beach R. R.	9,873	10,992	8,982	5,793	7,910	12,441	16,454
Increase	15,548,101	15,575,122	16,246,623	17,513,738	20,394,176	34,664,834	36,188,110
				1,267,115	2,880,438	14,270,658	1,523,276

* 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.

†† Now a part of the Bangor and Aroostook Railroad.

†† Owned by Boston and Maine Railroad.

** Now Wiscasset, Waterville and Farmington Railroad.

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 doing business in Maine for the year ending June 30, 1902.

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	\$1,708,936 99	-	\$1,708,936 99	\$1,101,824 25	\$552,821 25	\$54,231 49	-	-	\$54,231 49	-
Boston and Maine Railroad.....	31,840,694 00	\$589,901 15	32,430,595 15	22,437,983 39	8,205,885 43	1,786,726 33	\$1,764,000 00	16-7	22,367 33	-
Bridgton and Saco River Railroad†.....	40,441 48	339 89	40,781 34	28,966 00	6,804 07	5,011 27	4,090 00	4	921 27	-
Canadian Pacific Railway.....	636,178 64	-	636,178 64	615,847 51	71,827 59	-	-	-	-	\$51,496 46
Franklin and Megantic Railway†.....	35,845 31	76 00	35,921 31	35,178 82	3,154 56	-	-	-	-	2,412 07
Georges Valley Railroad.....	12,540 17	-	12,540 17	10,258 03	3,219 01	-	-	-	-	936 87
Grand Trunk Railway.....	24,075,430 53	962,539 43	25,037,969 96	16,124,682 00	6,287,382 19	2,625,905 77	2,647,365 88	5	-	21,460 11
Kennebec Central Railroad†.....	15,576 32	-	15,576 32	10,502 09	1,845 40	-	-	-	828 83	-
Lime Rock Railroad.....	62,226 86	1,600 11	63,826 97	25,631 24	18,724 07	19,271 66	18,000 00	4	1,271 66	-
Maine Central Railroad.....	6,278,018 75	70,142 67	6,348,161 42	4,552,260 43	1,435,303 94	360,597 05	298,566 00	6	62,031 05	-
Monson Railroad†.....	6,475 87	29 53	6,505 40	7,610 71	4,446 66	-	-	-	-	5,551 97
Phillips and Rangeley Railroad†.....	25,637 60	-	25,637 60	27,708 26	13,183 74	-	-	-	-	15,254 40
Portland and Rumford Falls Railway.....	528,820 76	27,864 90	556,685 66	310,172 57	80,656 53	165,856 76	90,000 00	6	75,856 76	-
Rumford Falls and Rangeley Lakes R. R.	101,202 48	186 61	101,389 09	73,295 17	21,864 69	6,229 23	-	-	6,229 23	-
Sandy River Railroad†.....	53,484 68	2,500 00	55,984 68	29,062 54	16,569 72	10,352 42	5,000 00	-	5,352 42	-
Sebasticook and Moosehead Railroad..	16,209 39	-	16,209 39	15,433 27	2,513 81	-	-	-	-	1,737 69
Somerset Railway.....	134,069 22	-	134,069 22	97,868 42	32,182 60	4,018 20	-	-	4,018 20	-
Washington County Railroad.....	261,923 72	-	261,923 72	179,015 29	110,689 20	-	-	-	-	27,780 77
Wiscasset, Waterville & Farming'n R.R.†	25,848 58	31 03	25,879 61	26,066 21	2,540 96	-	-	-	-	2,727 56
York Harbor and Beach Railroad.....	30,918 86	1,211 01	32,129 87	29,905 84	437 57	1,786 46	-	-	1,786 46	-

† Narrow gauge railroads.

‡ 7% on common, 6% on preferred.

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, 1902.

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.....	421,763	39.68	\$0.9844	\$0.0248	925,611	91.11	\$1.240	\$0.0136
Boston and Maine Railroad.....	37,830,047	17.32	.3055	.0176	18,183,321	89.11	.9967	.0111
Bridgton and Saco River Railroad §.....	22,546	13.44	.6196	.0460	20,975	15.14	.9973	.0690
Canadian Pacific Railway.....	106,094	69.05	1.1631	.0168	553,569	164.67	.8345	.0650
Franklin and Megantic Railway §.....	13,802	16.06	.6803	.0423	27,577	21.05	.8510	.0404
Georges Valley Railroad.....								
Grand Trunk Railway.....	7,972,469		.8766		11,141,762	217.65	1.370	.0062
Kennebec Central Railroad §.....	58,698	4.92	.0957	.0200	6,274	.5	1.416	.2832
Lime Rock Railroad.....					141,875		.4262	
Maine Central Railroad.....	2,883,675	36.37	.7511	.0206	4,049,412	81.61	.9083	.0111
Monson Railroad §.....	4,411	6.16	.3083	.0500	9,404	6.16	.4815	.0786
Phillips and Rangeley Railroad §.....	11,011	27.13	.9872	.0363	6,983	25.87	1.429	.0552
Portland and Rumford Falls Railway.....	177,746	25.60	.6402	.0250	562,827	34.36	.7054	.0205
Rumford Falls and Rangeley Lakes Railroad.....	18,060	21.20	.9765	.0460	109,342	21.69	.7339	.0338
Sandy River Railroad §.....	31,760	14.02	.5256	.0374	41,375	12.93	.7779	.0586
Sebasticook and Mooshead Railroad.....	16,228		.3193		15,764		.6024	
Somerset Railway.....	42,945	22.21	.6294	.0283	159,552	29.42	.6126	.0273
Washington County Railroad.....	182,780	27.68	.7017	.0233	173,033	44.52	.6220	.0139
Wiscasset, Waterville and Farmington Railroad §.....	12,479	18.09	.4646	.0257	15,000	26.57	1.004	.0380
York Harbor and Beach Railroad.....	201,046	7.30	.1879	.0256	16,454	5.97	.5979	.1000

§ Narrow gauge.

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

AVERAGE PASSENGER FARE PER MILE ON ALL STANDARD GAUGE
ROADS DOING BUSINESS IN MAINE FOR YEAR 1880 AND 1891
TO 1902.

Year.	Rate—Cents.
1880	2.728
1891	1.969
1892	1.922
1893	1.921
1894	1.879
1895	1.859
1896	1.887
1897	1.860
1898	1.830
1899	1.815
1900	1.828
1901	1.844
1902	1.910

The average passenger rates for the year 1880 were 2.728 cents per mile, and not including the mileage of roads largely out of the State, 4.055 cents.

This shows a reduction of rates per passenger per mile of 0.818 cents from 1880 to 1902, and not including the mileage of roads largely out of the State, a reduction of 1.845 cents per passenger per mile.

Freight Rates.

The following table gives 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 YEAR 1880 AND 1891
TO 1902.

Year.	Rate—Cents.
1880	3.870
1891	1.575
1892	1.450
1893	1.451
1894	1.425
1895	1.467
1896	1.445
1897	1.371
1898	1.361
1899	1.272
1900	1.271
1901	1.087
1902	0.862

The average freight rates for the year 1880 were 3.87 cents per ton of freight per mile, not including roads whose mileage was largely out of the State, 5.35 cents per ton per mile.

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 1902.

TABLE No. 2.

Average Fare per Mile on all Narrow Gauge Railroads for Years 1893 to 1902.

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 R. R.	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	1902	4.600
Franklin and Megantic Ry..	1893	3.66	1894	3.61	1895	3.14	1896	3.62	1897	3.69	1898	3.29	1899	3.75	1900	3.52	1901	3.79	1902	4.237
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	1902	2.000
Monson Railroad	1893	5.82	1894	5.26	1895	5.64	1896	5.62	1897	5.42	1898	4.73	1899	4.91	1900	4.61	1901	4.55	1902	5.005
Phillips and Rangeley R. R..	1893	5.37	1894	4.02	1895	4.15	1896	3.82	1897	3.86	1898	3.64	1899	3.54	1900	3.89	1901	3.52	1902	3.638
Sandy River Railroad	1893	3.67	1894	4.04	1895	4.07	1896	3.93	1897	3.67	1898	3.73	1899	3.90	1900	3.82	1901	3.87	1902	3.749
Wiscasset and Quebec R. R..	.....	.....	.....	.....	1895	2.90	.....	.....	1897	2.79	1898	3.09	1899	2.90	1900	2.40	1901	2.36	*1902	2.570

TABLE No. 2.

Average Rate per Ton Mile on all Narrow Gauge Railroads for Years 1893 to 1902.

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 R. R.	1893	7.43	1894	6.93	1895	7.30	1896	7.42	1897	6.78	1898	6.66	1899	5.97	1900	5.98	1901	6.15	1902	6.305
Franklin and Megantic Ry..	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	1902	4.043
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	1902	2.832
Monson Railroad	1893	19.20	1894	18.00	1895	15.75	1896	13.33	1897	10.68	1898	9.48	1899	10.52	1900	9.18	1901	8.73	1902	7.869
Phillips and Rangeley R. R..	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	1902	5.523
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	1902	5.962
Wiscasset and Quebec R. R..	.....	.....	.....	.....	1895	7.41	.....	.....	1897	4.95	1898	4.69	1899	4.37	1900	3.79	1901	4.10	*1902	3.800

* Wiscasset, Waterville and Farmington Railroad.

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, 1902.

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.....	421,763	925,611	1,347,374	45,130	227,389	272,519
Boston and Maine Railroad	37,830,047	18,183,321	56,013,368	298,252	715,234	1,013,486
Bridgton and Saco River Railroad †	22,546	20,975	43,521	14,263	14,940	29,203
Canadian Pacific Railway	106,094	553,569	659,663	31,464	391,570	423,034
Franklin and Megantic Railway †	13,802	27,577	41,379	7,150	18,726	25,876
Georges Valley Railroad..	No	data re	turned.			
Grand Trunk Railway ...	7,972,469	11,141,762	19,114,231	.....	680,874	
Kennebec Central Railroad †	58,698	6,274	64,972	57,944	6,274	64,218
Lime Rock Railroad † ..	.....	141,845	141,845			
Maine Central Railroad... ..	2,883,678	4,049,412	6,933,090	128,559	405,060	533,619
Monson Railroad †.....	4,411	9,404	13,815	3,329	7,099	10,428
Phillips and Rangeley Railroad †	11,011	6,983	17,994	10,447	6,318	16,765
Portland and Rumford Falls Railway.....	177,746	562,827	740,573	66,873	284,174	351,047
Rumford Falls and Rangeley Lakes Railroad.....	18,060	109,342	289,402	13,471	72,445	85,916
Sandy River Railroad †....	31,760	41,375	73,135	24,741	29,712	54,453
Sebasticook and Moosehead Railroad	16,228	15,764	31,992			
Somerset Railway.....	42,945	159,552	202,497	22,681	85,032	107,713
Washington County Railroad	182,780	173,033	355,813	37,108	56,499	93,607
Wiscasset, Waterville and Farmington Railroad † ..	12,479	15,000	27,479	5,153	9,095	14,248
York Harbor and Beach Railroad.....	101,046	16,454	117,500	64,166	8,540	72,706

† Narrow (2 feet) gauge.

‡ All freight.

ASSETS AND LIABILITIES.
Steam Railroads Doing Business in Maine, Year Ending June 30, 1902.

Railroads.	Construction and equipment.	Lands and other permanent property.	Cash and other assets.	Gross assets.	Capital stock.	Funded debt.	Current, accrued and other liabilities.	Gross liabilities.
Bangor & Aroostook R. R.	\$11,042,311 44	\$59,463 88	\$622,669 42	\$11,724,384 64	\$1,114,400 00	\$9,415,000 00	\$1,100,454 98	\$11,629,854 98
Boston & Maine R. R.	47,381,331 40	12,008,952 57	12,289,523 63	71,679,807 60	†28,879,089 60	†30,192,241 66	9,406,660 25	68,477,991 51
Bridgton & Saco River R. R.*	261,975 58	.....	6,914 47	268,890 05	102,250 00	151,700 00	6,075 06	260,025 06
Canadian Pacific R'y	7,005,323 97	112,463 87	.....	7,117,787 84	2,273,000 00	3,514,000 00	1,330,787 84	7,117,787 84
Franklin & Megantic R'y*	99,076 83	.....	9,076 60	108,153 43	87,500 00	24,000 00	9,837 88	121,337 88
Georges Valley R. R.	85,154 36	.....	.....	85,154 36	100,000 00	50,000 00	.....	150,000 00
Grand Trunk R'y	324,912,588 21	4,519,519 39	14,205,100 37	343,637,207 97	198,606,573 91	134,418,204 46	10,599,731 69	343,624,510 06
Kennebec Central R. R.*	81,578 65	.....	4,971 41	86,550 06	41,250 00	30,000 00	1,227 71	72,477 71
Lime Rock R. R.	508,531 71	35,625 00	8,683 52	552,840 23	450,000 00	400,000 00	74,495 54	924,495 54
Maine Central R. R.*	17,180,436 78	288,472 00	2,791,545 80	20,260,454 58	4,988,000 00	12,492,192 00	1,683,659 57	19,163,851 57
Monson R. R.*	78,461 67	.....	.....	78,461 67	70,000 00	70,000 00	88,379 41	228,379 41
Phillips & Rangeley R. R.*	296,522 76	.....	5,415 45	301,938 21	99,400 00	200,000 00	99,727 90	399,127 90
Portland & Rumf'd Falls R'y	2,373,412 77	995,286 82	522,636 17	3,891,335 76	2,000,000 00	1,342,000 00	82,065 00	3,424,086 00
Rumford Falls & Rangeley Lakes R. R.	723,752 56	1,536 00	54,502 18	779,790 74	300,000 00	409,181 04	22,235 45	731,416 49
Sandy River R. R.*	277,192 41	46,065 20	15,941 70	339,199 31	100,000 00	300,000 00	27,850 41	427,850 41
Sebasticook & Moosehead R. R. || . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
Somerset R'y	1,166,971 67	.....	31,543 46	1,198,515 13	736,648 76	397,500 00	32,972 94	1,167,121 70
Washington County R. R.	4,686,173 07	.....	50,575 05	4,736,748 12	1,999,900 00	2,320,000 00	614,911 78	4,934,811 78
Wiscasset, Waterville & Farmington R. R.*	804,129 62	.....	38,886 54	843,016 16	194,300 00	637,300 00	14,143 72	845,743 72
York Harbor & Beach R. R.	300,000 00	.....	29,748 98	329,748 98	300,000 00	.....	.....	300,000 00
	\$419,264,925 46	\$18,067,324 73	\$30,687,734 65	\$468,019,984 84	\$242,442,312 27	\$196,363,319 16	\$25,195,238 13	\$464,000,869 56
Assets exceed liabilities . . . . .	.....	.....	.....	.....	.....	.....	.....	\$4,019,115 28

* Narrow gauge—2 feet. † Includes \$2,091,218.90 premium on B. & M. Railroad common stock sold. ‡ Includes mortgage, \$594,800.00.
 || No data given. In hands of receiver. Sinking and other special funds not included.

COMPARATIVE STATEMENTS OF CONSTRUCTION, EQUIPMENT, OTHER PROPERTY, TOTAL INVESTMENTS, CAPITAL STOCK, INDEBTEDNESS, STOCK AND DEBT, PER MILE OF STEAM RAILROADS DOING BUSINESS IN MAINE.

Railroads.	COST, CAPITAL STOCK AND TOTAL INDEBTEDNESS PER MILE OF ROAD OWNED.						
	Construction.	Equipments.	Lands and other Permanent Property.	Total Permanent Investments.	Capital Stock.	Total Indebtedness.	Total Stock and Indebtedness.
Bangor & Aroostook Railroad.....	\$23,489 08	\$6,283 66	\$159 89	\$29,931 63	\$3,004 58	\$28,351 19	\$31,355 77
Boston & Maine Railroad.....	68,115 56	8,419 50	19,398 06	95,933 12	43,270 45	67,342 05	110,612 50
Bridgton & Saco River Railroad†.....	10,215 50	2,113 00	.....	12,328 50	4,811 76	7,424 70	12,236 46
Canadian Pacific Railway.....	37,123 87	2,521 43	636 46	40,281 76	12,863 61	27,418 15	40,281 76
Franklin & Megantic Railway†.....	5,610 75	321 99	.....	5,932 74	5,239 00	2,026 19	7,265 19
Georges Valley Railroad.....	9,527 29	490 86	.....	10,018 15	11,764 70	5,882 35	17,647 05
Grand Trunk Railway.....	*109,594 86	.....	1,524 12	111,118 98	66,991 00	48,916 04	115,907 04
Kennebec Central Railroad†.....	12,303 46	4,012 26	.....	16,315 73	8,250 09	6,245 54	14,495 54
Lime Rock Railroad.....	35,079 25	9,923 55	3,152 65	48,155 45	39,823 00	41,990 75	81,813 75
Maine Central Railroad.....	36,889 20	6,630 92	7,307 34	50,827 46	12,635 25	35,909 14	48,544 39
Monson Railroad.....	7,499 97	2,115 43	.....	9,615 40	8,578 00	19,409 24	27,987 24
Phillips & Rangeley Railroad†.....	8,354 35	2,013 58	.....	10,367 93	3,475 52	10,479 99	13,955 51
Portland & Rumford Falls Railway.....	32,776 45	4,395 25	15,587 89	52,759 59	31,323 00	22,308 61	53,626 61
Rumford Falls & Rangeley Lakes Railroad.....	20,025 67	3,090 03	49 05	23,164 75	4,791 00	13,778 87	18,569 87
Sandy River Railroad †.....	12,352 66	3,047 52	2,559 17	17,958 75	5,556 00	18,213 91	23,769 91
Sebasticook & Moosehead Railroad†.....	.....	.....	.....	.....	.....	.....	.....
Somerset Railway.....	24,776 00	2,969 00	.....	27,745 00	17,514 00	10,234 73	27,748 73
Washington County Railway.....	31,779 15	2,594 59	.....	31,373 74	14,669 00	21,527 99	36,196 99
Wiscasset, Waterville & Farmington Railroad†.....	*13,994 59	.....	.....	13,994 59	3,381 46	11,337 34	14,718 80
York Harbor & Beach Railroad.....	26,064 29	.....	.....	26,064 29	26,064 29	.....	26,064 29

* Includes equipment.

† Narrow gauge—2 feet.

‡ Data not given. In hands of receiver.

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.		
	Gross Income from Operation.	Operating Expenses.	Net Income from Operation.	Gross Income from Operation.	Operating Expenses.	Net Income from Operation.
Bangor and Aroostook Railroad	\$4,607 54	\$2,970 83	\$1,636 71	\$1.554	\$1.002	\$0.552
Boston and Maine Railroad	14,654 59	3,304 19	4,150 40	1.696	1.195	.501
Bridgton and Saco River Railroad†	1,903 12	1,363 10	540 02	.985	.706	.279
Canadian Pacific Railway	2,732 90	2,646 52	87 38	1.019	.986	.033
Franklin and Megantic Railway†	1,156 30	1,134 80	21 50	.627	.615	.012
Georges Valley Railroad	1,475 31	1,206 82	268 49	1.252	1.024	.228
Grand Trunk Railway	6,759 68	4,527 34	2,232 34	1.410	.944	.466
Kennebec Central Railroad†	3,115 26	2,100 41	1,014 85	.708	.478	.230
Lime Rock Railroad	4,934 51	2,039 08	2,895 43			
Maine Central Railroad	7,695 25	5,314 04	2,381 21	1.898	1.376	.522
Monson Railroad†	793 61	932 68	*139 07	.480	.564	*.084
Phillips and Rangeley Railroad†	896 42	968 82	*72 40	.625	.675	*.050
Portland and Rumford Falls Railway	7,771 06	4,558 01	3,213 05	2.504	1.469	1.035
Rumford Falls and Rangeley Lakes Railroad	3,092 04	2,239 38	852 66	1.769	1.281	.488
Sandy River Railroad†	2,971 37	1,614 58	1,356 79	1.226	.666	.560
Sebasticook and Moosehead Railroad	1,080 62	1,028 88	51 74	.770	.733	.037
Somerset Railway	3,187 57	2,326 87	860 70	1.471	1.073	.398
Washington County Railroad	1,921 24	1,313 10	608 14	.962	.658	.304
Wiscasset, Waterville and Farmington Railroad†	434 72	438 38	*4 66	.572	.577	*.005
York Harbor and Beach Railroad	2,686 26	2,598 24	88 02	1.133	1.096	.037

† Narrow gauge—2 feet.

* Deficit.

RAILROAD COMMISSIONERS' REPORT.

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.							
	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 and Aroostook Railroad.....	\$0.1878	\$0.0183	\$0.0088	\$0.0227	\$0.0336	\$0.0946	\$0.1526	\$0.1299
Boston and Maine Railroad.....	.1053	.0012	.0099	.0430	.0682	.1288	.2803	.1287
*Bridgton and Saco River Railroad.....	.1431	.0136	.0160	.0481	.0143	.0280	.2643	.0525
Canadian Pacific Railway.....	.1627	.0076	.0256	.0539	.1601	.0661	.1919	.1573
*Franklin and Megantic Railway.....	.1982	.....	.0140	.0196	.0207	.0723	.1446	.0800
Georges Valley Railroad.....	.2850	.....	.....	.1096	.0080	.....	.2256	.1284
Grand Trunk Railway.....	.0920	.0156	.0454	.0852	.0705	.1253	.2134	.1347
*Kennebec Central Railroad.....	.0874	.....	.....	.....	.0114	.0945	.1879	.0473
Lime Rock Railroad.....	.....	Data not given.	.....	.....	.....	.....	.....	.....
Maine Central Railroad.....	.1852	.0333	.0536	.0735	.0693	.4060	.2854	.1764
*Monson Railroad.....	.1697	.....	.0174	.0332	.0020	.0057	.0899	.0282
*Phillips and Rangeley Railroad.....	.2462	.0005	.0215	.0247	.0210	.0428	.1917	.1306
Portland and Rumford Falls Railway.....	.3505	.0774	.0155	.0592	.0739	.1017	.2130	.1650
Rumford Falls and Rangeley Lakes R. R. ....	.3777	.0007	.0407	.0809	.0162	.1963	.1385	.1711
*Sandy River Railroad.....	.1344	.....	.6108	.0176	.0242	.0709	.1692	.0790
Sebasticook and Moosehead Railroad.....	.2090	.....	.0519	.0197	.0203	.0002	.1533	.1284
Somerset Railway.....	.2858	.0249	.0083	.0490	.0762	.1878	.1509	.1675
Washington County Railroad.....	.1140	.0007	.0059	.0117	.0156	.0255	.1314	.0964
*Wiscasset, Waterville & Farmington R. R. ....	.1975	.....	.0056	.0238	.0237	.0151	.1522	.0656
York Harbor and Beach Railroad.....	.1529	.0234	.0401	.....	.....	.....	.2027	.0943

* Narrow gauge—2 feet.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

RAILROADS.	EARNINGS AND EXPENSES OF OPERATING.						
	Passenger Revenue.	Freight Revenue.	Other Earnings from Operation.	Gross Income from Operation.	Operating Expenses.	Net Income from Operation.	Per Cent Operating Expenses to Gross Income.
Bangor and Aroostook Railroad	\$476,447 60	\$1,149,008 14	\$83,481 25	\$1,708,936 99	\$1,101,884 25	\$607,052 74	64.47
Boston and Maine Railroad	13,040,502 34	18,603,720 96	196,470 70	31,840,694 00	22,437,983 39	9,402,710 61	70.47
†Bridgton and Saco River Railroad	19,518 15	20,923 30	.....	40,441 45	28,966 00	11,475 45	71.62
*Canadian Pacific Railway .....	.....	.....	.....	636,178 64	615,847 51	20,331 13	96.80
†Franklin and Mechanic Railroad	12,375 13	23,470 18	.....	35,845 31	35,178 82	666 49	98.14
Georges Valley Railroad	2,508 52	10,031 65	.....	12,540 17	10,258 03	2,282 14	81.8
Grand Trunk Railway	8,115,251 47	15,268,732 49	691,446 57	24,075,430 53	16,124,682 00	7,950,748 53	66.97
†Kennebec Central Railroad	6,499 97	8,886 35	190 00	15,576 32	10,502 09	5,074 23	67.00
Lime Rock Railroad .....	.....	60,490 36	1,536 50	62,026 86	25,631 24	36,395 62	41.32
Maine Central Railroad	2,505,062 29	3,689,241 79	83,714 67	6,278,018 75	4,552,260 43	1,725,758 32	72.51
†Monson Railroad	1,937 26	4,538 61	.....	6,475 87	7,610 71	\$1,134 84	117.5
†Phillips and Rangeley Railroad	14,794 38	10,163 03	680 19	25,637 60	27,708 26	\$2,070 66	108.07
Portland and Rumford Falls Railway	128,707 44	397,061 51	3,051 81	528,820 76	310,172 57	218,648 19	59.
Rumford Falls and Rangeley Lakes Railroad	20,086 93	80,252 89	862 66	101,202 48	73,295 17	27,907 31	72.
†Sandy River Railroad	21,398 49	31,897 65	188 54	53,484 68	29,062 54	24,422 14	54.34
Sebasticook and Moosehead Railroad	6,713 08	9,496 31	.....	16,209 39	15,433 27	776 12	95.2
Somerset Railway	33,685 19	97,746 83	2,637 20	134,069 22	97,868 42	36,200 80	73.
Washington County Railway	154,099 59	107,634 51	189 62	261,923 72	179,015 29	82,908 43	68.39
†Wiscasset Waterville and Farmington Railroad	9,589 17	15,060 91	1,198 50	25,848 58	26,066 21	\$217 63	101.
York Harbor and Beach Railroad	19,550 22	9,900 53	1,468 11	30,918 86	29,905 84	1,013 02	96.72

*International Railway of Maine.

†Narrow Gauge—2 feet.

‡Deficit.

RAILROAD COMMISSIONERS' REPORT.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Concluded.

RAILROADS.	COST OF REPAIRS.			AVERAGES.			
	Per Locomotive	Per Passenger, Baggage and Mail Car.	Per Freight Car.	Per Passenger: Average Journey.	Per Ton of Freight: Average Haul.	Per Train Mile: Average Passengers.	Per Train Mile: Average Tons of Freight.
Bangor & Aroostook Railroad	\$609 54	\$310 30	\$16 64	39 68	91.11	30	151
Boston & Maine Railroad	1,249 35	496 81	61 25	17.32	89.11	60	201
Biddeford & Saco River Railroad	511 82	147 35	28 01	13.44	15.14	*7	*8
Canadian Pacific Railway	3,432 96	.....	31 37	69.05	164.67	37	192
Franklin & Megantic Railway	595 72	281 93	34 62	16.06	21.05	5	25
Georges Valley Railroad	1,007 77	80 73	.....	.....	.....	.....	.....
Grand Trunk Railway	1,910 36	606 61	51 65	.....	217.65	.....	240
Kennebec Central Railroad	323 39	48 10	11 64	4.92	5	13	32
Lime Rock Railroad	169 50	.....	10 72	.....	.....	.....	.....
Maine Central Railroad	1,526 51	531 55	154 37	36.37	81.61	53	226
Monson Railroad	275 94	27 91	.....	6.16	6.16	*2	*3.5
Phillips & Rangeley Railroad	249 38	95 13	8 19	27.13	25.87	7	10
Portland & Rumford Falls Railway	1,311 76	824 75	38 42	25.60	34.36	41	194
Rumford Falls and Rangeley Lakes Railroad	1,394 05	204 56	40 06	21.20	21.69	14	74
Sandy River Railroad	158 86	98 86	15 05	14.02	12.93	11	36
Sebastiack & Moosehead Railroad	414 62	77 36	47	.....	.....	.....	.....
Somerset Railway	715 54	371 33	44 40	22.21	22.42	17	95
Washington County Railroad	343 87	110 79	11 28	27.68	44 52	26	71
Wiscasset, Waterville & Farmington Railroad	292 50	40 14	9 48	18.09	26.57	22	11
York Harbor & Beach Railroad .....	.....	.....	.....	7.30	5.97	34	16

* Mixed trains.

ASSETS AND LIABILITIES.

The Gross Assets and Liabilities of the Steam Railroad Corporations Doing Business in Maine June 30, 1899, 1900, 1901 and 1902 are classified and given in the following tables :

Gross Assets June 30, 1899, 1900, 1901 and 1902.

Assets.	1899.	Increase.	1900.	Increase.	1901.	Increase.	1902.	Increase.
Construction	\$78,392,656 70	\$6,194,937 68	\$81,865,757 73	\$3,473,101 03	\$339,446,123 00	\$257,580,365 27	\$342,343,081 97	\$2,896,958 97
Equipment	10,070,503 20	566,032 89	11,297,938 62	1,227,435 42	75,882,659 26	64,584,720 64	76,921,843 49	1,039,184 23
Other permanent property	8,585,017 58	†274,871 68	10,699,500 51	2,114,482 93	20,072,724 33	9,373,223 82	18,067,324 73	†2,005,399 60
Cash and current assets	7,379,002 74	731,490 78	6,063,770 01	715,232 73	13,815,510 53	7,151,740 52	21,920,365 05	8,104,854 52
Miscellaneous assets	5,333,457 56	206,775 55	3,867,216 24	†1,466,241 32	7,695,415 72	3,828,139 48	8,767,369 60	1,071,933 83
Gross assets	\$109,760,637 78	\$7,424,365 22	\$114,394,183 11	\$4,633,545 33	\$456,912,432 84	\$342,518,249 73	\$468,019,984 84	\$11,107,552 00

Gross Liabilities June 30, 1899, 1900, 1901 and 1902.

Liabilities.	1899.	Increase.	1900.	Increase.	1901.	Increase.	1902.	Increase.
Capital stock	\$43,358,512 10	\$2,482,614 00	\$45,281,758 17	\$1,923,246 07	\$240,877,416 15	\$195,595,657 98	\$242,442,312 27	\$1,564,896 12
Funded debt	51,574,051 30	4,886,174 14	51,047,406 65	†526,644 65	189,835,219 59	138,787,312 94	195,768,519 16	5,933,299 57
Real estate mortgages	594,800 00	†176,385 94	594,800 00	.....	594,800 00	.....	594,800 00	.....
Current liabilities	5,945,466 42	†82,078 67	6,847,019 01	901,552 59	15,806,981 50	8,959,762 49	16,536,170 36	729,188 86
Accrued liabilities	4,438,116 53	130,042 47	4,779,427 06	341,310 53	6,877,319 05	2,097,891 99	8,659,067 77	1,781,748 72
‡Gross liabilities	\$105,910,946 35	\$7,240,366 00	\$108,550,410 89	\$2,639,464 54	\$453,991,736 29	\$345,441,325 40	464,000,869 56	\$10,009,133 27
Surplus	3,849,691 43	183,999 22	5,843,772 22	1,994,080 79	2,920,696 55	\$2,923,075 87	4,019,115 28	1,098,418 73
Sinking and other special funds.	1,809,693 84	310,449 06	2,226,535 07	416,841 23	2,372,680 88	146,145 81	2,483,943 16	111,262 28

† Decrease.

‡ Sinking funds and other special funds not included.

§ Increase of liabilities over assets.

It will be observed by a comparison of the foregoing tables that there was an increase of assets over the previous year of \$11,107,552.00, and an increase of liabilities of \$10,009,133.27,—a balance of \$1,098,418.73 in favor of assets, increasing the surplus by that amount.]

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, 1901 and 1902 upon all the steam railroads doing business in Maine.

Table No. 1, 1902.

Gross income from operation.....	\$65,890,280 18
Operating expenses	45,739,332 04
Income from operation	\$20,150,948 14
Per cent of expenses to income.....	.69

Table No. 2, 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

Condensed Table, 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 1902.

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	39	44	3,159	28,117	23,733	39.68	91.11	\$0.9844	\$1.240	\$0.0248	\$0.0136
Boston and Maine Railroad	380	357	1190	16,929	99,552	50,933	17.32	89.11	.3055	.9667	.0176	.0111
Bridgton and Saco River Railroad †	14	...	2	41	5,636	5,244	13.44	15.14	.6196	.9971	.0460	.0690
Canadian Pacific Railway .....	...	10	...	1,000	10,609	55,356	69.08	164.67	1.1631	.8245	.0168	.0050
Franklin and Megantic Railway †	12	...	1	48	6,901	13,788	16.06	21.05	.6803	.8510	.0423	.0404
Georges Valley Railroad	11	...	1	5	...	...	...	...	...	...	...	...
Grand Trunk Railway §	205	523	646	24,460	38,896	21,302	...	217.65	.8766	1.370	...	.0062
Kennebec Central Railroad †	12	...	5	8	29,349	3,137	4.92	5	.0989	1.416	.0200	.2832
Lime Rock Railroad .....	...	3	...	396	...	47,271	...	...	...	4262	...	...
Maine Central Railroad	62	75	172	3,845	46,511	53,992	36.37	81.61	75.11	.9083	.0206	.0111
Monson Railroad †	12	...	1	19	2,205	4,702	6.16	6.16	.3088	.4815	.0500	.0786
Phillips and Rangeley Railroad †	14	...	4	96	2,752	1,746	27.13	25.87	.9872	1.429	.0363	.0552
Portland and Rumford Falls Railway	4	6	...	264	44,436	93,804	25.60	34.36	.6402	.7054	.0250	.0205
Rumford Falls and Rangeley Lakes Railroad	4	...	...	157	4,512	27,335	21.20	21.69	.9765	.7339	.0460	.0338
Sandy River Railroad †	3	2	...	71	10,586	20,687	14.02	12.93	.5256	.7739	.0374	.0596
Sebasticock and Moosehead Railroad	11	...	...	6	18,228	41,375	...	...	.3193	.6024	...	...
Somerset Railway	5	2	...	159	8,589	79,776	22.21	29.42	.6294	.6126	.0283	.0273
Washington County Railroad	5	5	19	247	36,556	34,606	27.68	44.52	.7017	.6220	.0233	.0139
Wiscasset and Quebec Railroad †	14	...	5	36	3,119	3,750	18.09	26.57	.4646	1.004	.0257	.0380
York Harbor and Beach Railroad || .....	...	...	...	...	...	...	7.30	5.97	.1879	.5979	.0256	.1000

† Narrow gauge.

§ Rolling stock by Grand Trunk Railway system.

|| Rolling stock by Boston and Maine Railroad system.

*401 dump cars.

† Includes freight engines.

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, 1901 and 1902, by Railroads Doing Business in Maine.

Railroads.	1901.				1902.			
	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	348,558	41.58	14,492,762	30	421,763	39.68	16,738,831	30
Boston and Maine Railroad	38,496,814	16.43	632,476,557	60	37,830,047	17.32	653,300,386	60
Bridgton and Saco River Railroad	19,809	12.77	252,991	17	22,546	13.44	303,087	17
Canadian Pacific Railway	94,436	62.97	5,946,594	40	106,094	69.05	7,325,539	37
Franklin and Megantic Railway	12,648	15.68	198,894	8	13,802	16.00	221,653	5
Georges Valley Railroad								
Grand Trunk Railway	7,094,309				7,972,469			
Kennebec Central Railroad	71,699	4.89	350,927	21	58,698	4.92	289,719	13
Lime Rock Railroad*								
Maine Central Railroad	2,633,331	37.19	97,934,328	49	2,883,678	36.37	104,832,565	53
Monson Railroad	4,620	6.16	28,459	12	4,451	6.16	27,175	12
Patten and Sherman Railroad	6,060	5.84	35,390	9	\$			
Phillips and Rangeley Railroad	11,410	26.53	302,731	12	11,011	27.13	298,788	7
Portland and Rumford Falls Railway	145,109	25.39	3,683,628	32	177,746		4,550,727	41
Rumford Falls and Rangeley Lakes Railroad	15,702	22.27	349,751	14	18,060	25.60	382,854	14
Sandy River Railroad	27,546	13.98	384,998	14	31,765	21.20		11
Sebastieook and Moosehead Railroad	12,501				16,228	14.62	455,335	
Somerset Railway	30,667	23.85	731,500	14	42,945	22.21	952,978	17
Washington County Railroad	171,282	28.48	4,872,441	28	182,780	27.68	5,058,917	26
Wiscasset and Quebec Railroad	10,257	20.62	211,598	23	† 12,479	18.09	225,798	22
York Harbor and Beach Railroad	58,248	9.74	567,589	31	101,046	7.30	738,562	34

* Freight only.

† Mixed trains.

§ Now Bangor and Aroostook R. R.

‡ Now Wiscasset, Waterville and Farmington 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, 1901 and 1902, on Railroads doing business in Maine.

Railroads.	1901.				1902.			
	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.....	814,797	91.61	74,646,024	136	925,611	91.11	84,338,878	151
Boston and Maine Railroad.....	17,516,571	87.82	1,538,317,388	202	18,183,321	89.11	1,620,362,196	201
Bridgton and Saco River Railroad.....	23,112	15.56	359,663	17	20,975	15.14	317,472	14
Canadian Pacific Railway.....	410,275	160.86	65,996,102	182	553,569	164.67	91,157,631	192
Franklin and Megantic Railway.....	32,081	23.54	755,070	27	27,577	21.05	580,493	25
Georges Valley Railroad.....	29,196							
Grand Trunk Railway.....	10,790,468	219.28	2,366,999,365	216	11,141,762	217.65	2,425,013,190	240
Kennebec Central Railroad.....	5,510	5.00	27,560	11	6,274	.5	31,370	32
Lime Rock Railroad.....	297,731				141,875			
Maine Central Railroad.....	3,740,709	79.96	299,114,181	212	4,049,412	81.61	350,460,107	226
Monson Railroad.....	9,160	6.16	56,425	13	9,404	6.16	57,929	13.5
Patten and Sherman Railroad.....	4,263	5.26	22,425	12	\$			
Phillips and Rangeley Railroad.....	12,227	19.68	240,741	13	6,983	25.87	180,696	10
Portland and Rumford Falls Railway.....	479,939	32.29	15,497,249	150	582,827	34.36	19,338,077	194
Rumford Falls and Rangeley Lakes Railroad.....	118,226	22.01	2,602,653	76	109,392	21.69	2,371,157	74
Sandy River Railroad.....	52,093	13.63	710,124	43	41,375	12.93	534,815	36
Sebastiack and Moosehead Railroad.....	12,495	8.46	105,642	16	15,764			
Somerset Railway.....	133,528	22.30	2,978,014	83	159,552	22.42	5,576,449	95
Washington County Railroad.....	157,794	31.70	5,002,643	57	173,033	44.52	7,702,638	71
Wiscasset and Quebec Railroad.....	12,206	25.17	306,850	9	15,000	26.51	398,540	11
York Harbor and Beach Railroad.....	12,441	5.99	74,630	17	16,454	5.97	98,274	16

† Mixed trains.

§ Now Bangor and Aroostook R. R.

‡ Now Wiscasset, Waterville and Farmington R. R.

Steam Railroads Crossing Highways in Maine at Grade "Over or Under," Steam or Electric Railroads, "Over or Under." Upon all Steam Railroads on June 30, 1902.

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	6
Bridgton and Saco River Railroad	22	..	..	..	..	..	..	..	..
Canadian Pacific Railway	26	..	5	1	1	1	..	..	..
Franklin and Megantic Railway	13	..	2	..	..	..	..	..	..
Georges Valley Railroad	4	..	..	..	..	..	..	..	..
Grand Trunk Railway	82	5	2	3	..	3	2	..	2
Kennebec Central Railroad	5	..	..	..	..	..	..	..	..
Lime Rock Railroad	13	..	..	1	..	..	4	..	..
Maine Central Railroad	625	37	26	8	1	1	27	6	4
Monson Railroad	5	..	..	..	..	..	..	..	..
Phillips and Rangeley Railroad	7	1	..	..	..	..	..	..	..
Portland and Rumford Falls Railway...	59	1	3	1	2	..	..	..	..
Rumford Falls and Rangeley Lakes R.R.	18	..	..	..	..	..	..	..	..
Sandy River Railroad	14	..	2	..	..	..	..	..	..
Sebasticock and Moosehead Railroad...	9	..	..	..	..	..	..	..	..
Somerset Railway	33	..	1	..	..	..	..	..	..
Washington County Railroad	79	2	1	..	..	..	1	..	1
Wiscasset, Waterville & Farmington R.R.	47	1	..	1	..	..	..	..	..
York Harbor and Beach Railroad	17	2	..	..	..	..	..	..	2
Total	1,410	88	63	25	5	6	44	9	16

It is a significant fact that at the 1,410 grade crossings, there were only 3 killed and 4 injured of those not trespassing (the same as in 1901), and 1 killed and 5 injured of those trespassing.

This is 1 killed to 452 and 1 injured to 370 grade crossings of those not trespassing, and 1 killed to 1,410 and one injured to 282 grade crossings, of those trespassing.

This small number of casualties is no doubt largely owing to the increased care and watchfulness of train officials and safeguards of the railroads and the realization of the traveling public upon highways that great care should be exercised in crossing railroads where the crossings are at grade.

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, 1902.

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	96	9	81	6	.....	8,363.10		27	2,361.6		2	15.6		1	3	
Boston and Maine Railroad	74	16	49	9	4,547.9		10	5,307		45	14.8	1	6
Bridgton and Saco River Railroad	13	3	10	341		3	712.5	
Canadian Pacific Railway	33	.....	18	3	2	4,949		36	2,072		.....	.....	.....	1	.....	.....
Franklin and Megantic Railway	2	.....	.....	.....	.....	194		6	823		2	17	.....	.....	.....	.....
Georges Valley Railroad	2	.....	1	1	.....	2,350		2	200		4	15.10	.....	3	.....	2
Grand Trunk Railway in Maine	36	1	35	.....	.....	.....		2	87		.....	.....	.....	.....	.....	.....
Kennebec Central Railroad	2	.....	.....	.....	.....	.....		11	15,142		.....	.....	.....	.....	.....	.....
Lime Rock Railroad	185	1	165	20	.....	24,651.8		35	10,168.3		19	14.10	.....	1	3	7
Maine Central Railroad	21	.....	.....	.....	.....	40		.....	.....		.....	.....	.....	.....	.....	.....
Monson Railroad	22	.....	.....	22	.....	794.3		3	136		.....	.....	.....	.....	.....	.....
Phillips and Rangeley Railroad	35	14	19	2	.....	1,914.2		1	540		1	21	.....	.....	.....	.....
Portland and Rumford Falls Railway	19	.....	3	16	.....	832.5		10	561		2	13	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes Railroad	6	.....	2	4	.....	423		2	186		.....	.....	.....	.....	.....	.....
Sandy River Railroad	2	.....	.....	.....	.....	.....		.....	.....		.....	.....	.....	.....	.....	.....
Sebasticook and Moosehead Railroad	11	.....	7	4	.....	2,067		1	84		.....	.....	.....	1	.....	.....
Somerset Railway	26	.....	12	12	2	2,069		52	6,992.11		2	17.6	.....	1	.....	1
Washington County Railroad	22	.....	1	21	.....	4,156		13	7,402		1	.....	.....	.....	.....	.....
Wiscasset, Waterville and Farmington Railroad	2	.....	.....	2	.....	63		7	4,709		2	20	.....	.....	.....	2
York Harbor and Beach Railroad .....	.....	.....	.....	.....	.....	.....		.....	.....		.....	.....	.....	.....	.....	.....
Total	586	41	398	134	4	57,786.1		221	57,482.1		80	.....	.....	8	6	19

RAILROAD COMMISSIONERS' REPORT.

It may be of a matter of interest to notice that the aggregate length of the bridges is nearly eleven miles, and the trestles nearly eleven miles making in all about twenty-two miles of bridges and trestles on the steam railroads in Maine on June 30, 1902.

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, 1902.

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."	Number of engines not equipped with "driving wheel brakes."	Number of engines equipped with "air brakes."	Number of engines not equipped with "air brakes."
Bangor and Aroostook Railroad.....	3,100	59	3,159	.....	56	1	56	1
Boston and Maine Railroad.....	16,929	.....	15,961	968	944	12	915	41
Bridgton and Saco River Railroad †.....	.....	41	.....	41	.....	.....	4	.....
Canadian Pacific Railway.....	1,000	.....	1,000	.....	10	.....	10	.....
Franklin and Megantic Railway †.....	.....	48	.....	48	.....	.....	2	.....
Georges Valley Railroad.....	.....	5	.....	5	1	.....	1	.....
Grand Trunk Railway.....	24,360	.....	24,360	.....	638	152	758	32
Kennebec Central Railroad †.....	.....	8	.....	8	.....	.....	2	.....
Lime Rock Railroad.....	.....	.....	.....	.....	3	.....	.....	.....
Maine Central Railroad.....	3,845	.....	3,845	.....	167	.....	167	.....
Monson Railroad †.....	.....	16	.....	16	.....	.....	.....	.....
Phillips and Rangeley Railroad †.....	.....	82	.....	82	.....	.....	.....	.....
Portland and Rumford Falls Railway.....	264	.....	264	.....	10	.....	1	.....
Rumford Falls and Rangeley Lakes Railroad.....	51	.....	51	.....	2	.....	2	.....
Sandy River Railroad †.....	.....	71	.....	71	.....	.....	5	.....
Sebasticook and Moosehead Railroad.....	6	.....	6	.....	1	.....	1	.....
Somerset Railway.....	152	7	145	14	.....	7	7	.....
Washington County Railroad.....	247	.....	247	.....	12	.....	12	.....
Wiscasset Waterville and Farmington R. R.....	.....	56	.....	56	.....	.....	.....	.....
York Harbor and Beach Railroad ††.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	49,954	393	49,038	1,309	849	186	1,943	84

† Narrow (two foot) gauge.

‡ Eames Vacuum.

* All flat and dump cars.

¶ 106 logging cars.

†† Equipment furnished by the Boston and Maine Railroad.

MILEAGE OF STEAM RAILROADS AND INCREASE
FROM 1836 TO JUNE 30, 1902.

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to 1902, was as follows:

	Miles.	Increase		Miles.	Increase.
1836.....	12.00	.....	1879.....	911.23	29.90
1842.....	19.88	7.88	1880.....	1,023.32	112.09
1843.....	72.39	52.51	1881.....	1,036.15	12.83
1847.....	75.39	3.00	1882.....	1,051.64	15.49
1848.....	132.16	56.77	1883.....	1,063.27	11.63
1849.....	211.49	79.33	1884.....	1,132.27	69.00
1850.....	232.59	21.10	1885.....	1,132.27	
1851.....	280.61	48.02	1886.....	1,141.43	9.16
1852.....	319.74	39.13	1887.....	1,164.52	23.09
1853.....	330.74	11.00	1888.....	1,164.07	1.45
1854.....	333.74	3.00	1889.....	1,322.45	158.38
1855.....	352.84	19.10	1890.....	1,360.26	37.81
1856.....	370.75	17.91	1891.....	1,382.92	22.66
1857.....	390.82	20.07	1892.....	1,385.00	2.08
1859.....	411.29	20.47	1893.....	1,399.14	14.14
1861.....	441.99	30.70	1894.....	1,515.99	116.85
1867.....	444.49	2.50	1895.....	1,629.75	110.76
1868.....	516.45	71.96	1896.....	1,720.41	93.66
1869.....	601.65	85.20	1897.....	1,722.92	2.51
1870.....	650.20	48.55	1898.....	1,748.95	26.03
1871.....	772.63	122.43	1899.....	1,871.85	122.90
1873.....	814.63	42.00	1900.....	1,905.00	33.15
1874.....	846.43	31.80	1901.....	1,918.98	13.98
1875.....	865.71	19.28	1902.....	1,933.35	14.37
1876.....	881.33	15.62			

† Loss.

ACCIDENTS IN MAINE UPON STEAM RAILROADS.

There were two accidents resulting fatally to passengers and 23 injured during the year ending June 30, 1902. For the corresponding year of 1901, there were none killed and 24 injured.

The liability to death and accident is shown by the fact that the number of passengers per passenger killed during the year covered by this report was 3,266, 830, and the number of passenger miles accomplished for 1 killed was 82,846,597. The number of passengers injured to passengers carried was 1 to 308,550 and 1 injured to 7,204,052 passenger miles.

The latest report of the Interstate Commerce Commission, giving the casualties upon the railroads in the United States for year 1901, shows that there were 1 passenger killed to 2,153,469 carried, and 1 killed to 61,537,548 passenger miles. The number of passengers injured was one to 121,748 carried and 1 injured to 3,479,067 passenger miles.

These comparisons show conclusively that the risk of life and limb in traveling is considerably less in Maine than in the country at large.

It may be of interest to learn that the number of accidents as shown by the report of the Interstate Commerce Commission for the year 1901, were passengers killed, 282; injured, 4,988; other persons, killed, 5,498; injured, 7,209; employes, killed, 2,675; injured, 41,142, making a total of all persons killed, 8,455 and injured 53,339. The numbers killed and injured has gradually increased since 1888, when the number killed was 5,282 and injured, 25,888.

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		3
Parting of trains		4
Falling from trains, locomotives or cars	1	
Jumping on or off trains, locomotives or cars	1	6
Other causes		10
	2	23

PASSENGERS KILLED AND INJURED IN MAINE IN 1900, 1901,
AND 1902.

	1900.	1901.	1902.
Total number of passengers carried in Maine	5,417,759	6,171,014	6,553,660
Total number of miles traveled	144,345,804	151,267,811	165,193,114
Passengers killed from causes beyond their own control	2	0	
Ratio to passengers carried	1, to 2,708,879	0, to 6,171,014	1, to 3,266,830
Ratio to total miles traveled	1, to 72,172,912	0, to 151,267,811	1, to 82,846,597
Passengers injured	24	29	23
Ratio to total number carried	1, to 225,739	1, to 308,550	1, to 284,072
Ratio to total miles traveled	1, to 6,014,408	1, to 7,563,390	1, to 7,204,052

TRESPASSERS AND NOT TRESPASSING.

Of those trespassing, eleven were killed and seventeen injured. Those not trespassing, four killed and sixteen injured. For the corresponding year, 1901, thirteen were killed and nine injured; not trespassing, three killed and thirteen 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	2			1	2
Derailment					1	
Jumping on or off trains, locomotives, or cars				1		1
At highway crossings	1	5	3	4	4	9
At stations	2			2	2	2
At other points along tracks	6	9	1		7	9
Other causes		1		9		10
Total	11	17	4	16	15	33

EMPLOYEES.

There were employed upon the railroads in Maine, not excluding general officers 7,447 persons of which 1,440 were trainmen. The total number of employes killed was 8 and 136 injured, against 12 killed and 152 injured in 1901.

The ratios of casualties show that one of every 931 employes were killed and 54 injured. Of trainmen, the most dangerous class of employment, there was 1 killed to 360 employed and 1 injured to every 15 employed. The number of trainmen killed was 4 and injured 97, against 7 killed and 81 injured in 1901.

The casualties to employes not arising from the movement of trains, were 59. These as will be seen by the following table were injured in handling traffic, tools and machinery, supplies and in getting on and off cars or locomotives.

A comparison with the report of the Interstate Commerce Commission for 1901, the latest given, shows a much less per cent of casualties in Maine than in the United States.

The report above referred to shows that there were killed upon the railroads in the United States, 1 to 400 employed, and 1 injured to 26 employed. Of trainmen, 1 was killed to 136 and 1 injured to 13 employed.

Reference is had to the following table showing the accidents and causes resulting from the movement of trains.

Kind of Accident.	EMPLOYEES.											
	Trainmen.	Switchmen, flagmen and watchmen.	Station men.	Shopmen.	Trackmen.	Other employes.	Total.					
							Killed.	Injured.				
Coupling and uncoupling.....	1	17	1	1	1	1	1	18				
Collisions	1	1	1	1	1	1	1	9				
Deraillments.....	1	1	1	1	1	1	1	2				
Parting of trains	1	1	1	1	1	1	1	2				
Falling from trains, locomotives or cars.....	1	23	1	1	4	1	1	30				
Jumping on or off trains, locomotives or cars	1	11	4	1	1	1	1	18				
Struck by trains, locomotives or cars.....	1	5	1	1	2	1	2	10				
Overhead obstructions	1	1	1	1	1	1	1	1				
Other causes	1	29	1	3	6	1	2	41				
Total	4	97	1	8	4	2	2	16	1	9	8	13

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

Kind of Accident.	EMPLOYES.							
	Station men.	Shopmen.	Trackmen.	Other employees.		Total Employees.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling traffic.....	3	1	12	2	3	5	5	8
Handling tools, machinery, etc.....	1	1	2	2	3	5	5	21
Handling supplies, etc.....	1	1	2	2	3	6	6	11
Getting on or off locomotives or cars at rest.....	1	1	1	1	1	1	1	2
Other causes.....	1	1	1	1	1	16	16	17
Total.....	4	4	15	8	8	32	32	59

From the foregoing statements it is shown that there were 25 persons killed and 251 injured by the operation or steam railroads in Maine during the year covered by this report.

RAILROAD EMPLOYES AND WAGES.

There were employed upon the steam railroads in Maine, in 1902, 7,477 persons, including general officers, being 96 less than 1901. The total number of days worked was 2,186,019, being 75,059 days less than in 1901. The amount of money paid in wages was \$3,967,274.53, or \$103,628.09 less than in 1901. The average daily compensation, including general officers was \$1.81, and not including general officers \$1.76, as against a daily compensation in 1901 including general officers of \$1.79, and not including general officers \$1.69.

STREET RAILWAYS.

As nearly as can be ascertained from the returns made by street railway companies, there were employed 1,002 persons, a gain over the number employed in 1901 of 61. The total number of days worked was 297,641, against 280,735 in 1901. The total compensation paid was \$491,108.67, an increase of \$29,829.53 over that of 1901. The average daily compensation was \$1.65.

It appears from the foregoing that there were employed upon both steam and street railways, 8,479 persons, receiving in wages \$4,458,383.20.

NARROW GAUGE RAILROADS.

Comparative Statements of the Mileage, Cost, and Operations of Narrow Gauge Roads, Years 1901 and 1902.

Railroads.	1901.							1902.						
	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	\$10,215 27	\$1,884 84	\$39,341 70	\$28,753 16	\$10,588 54	73	21.25	\$10,215 50	\$2,113 00	\$40,441 45	\$28,966 00	\$11,475 45	71.62
Franklin & Megantic Ry. § ..	32.70	16,057 57	1,340 67	31,347 97	33,138 79	11,790 82	106	32.70	15,610 75	1,321 99	35,845 31	35,178 82	666 49	98.14
Kennebec Central R. R.	5.00	12,303 46	4,012 26	16,119 16	10,381 21	5,737 95	64	5.	12,303 46	4,012 26	15,576 32	10,502 09	5,074 23	67.
Monson Railroad	8.16	7,461 60	2,115 43	6,579 65	6,288 23	291 42	95	8.16	7,499 97	2,115 43	6,475 87	7,610 71	11,134 84	117.5
Phillips & Bangely R. R.	28.60	8,354 35	2,013 58	30,076 90	25,376 15	4,700 75	84	23.60	8,354 35	2,013 58	25,637 60	27,708 26	12,070 66	108.07
Rockport Railroad †	3.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sandy River Railroad.	18.00	12,346 10	2,929 74	52,042 31	29,320 63	22,721 68	56	18.00	12,352 06	3,047.52	53,484 68	29,062 54	24,422 14	54.34
*Wiscasset & Quebec R. R. ...	43.46	9,862 21	....	22,274 71	26,037 46	13,762 75	116	57.46	13,994.59	.....	25,848 58	26,066 21	12,217 63	101.
	160.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

§ Operates Kingfield and Dead River Railroad. Operated by the bondholders. † Not operated (three foot gauge). || Deficit.
 * Name changed in 1902 to Wiscasset, Waterville and Farmington. ‡ Includes equipment. ¶ Franklin and Megantic only.

RAILROAD COMMISSIONERS' REPORT.

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, 1901, and 1902.

Railroads.	1901.											
	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 of freight.	Average amount passenger per mile.	Average amount received per ton per mile.
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	2	35,849	2,756	4.89	5.00	.1032	1.4070	.0210	.2815
Monson Railroad.....	12	.....	1	12	2,310	4,580	6.16	6.16	.2808	.5746	.0455	.0873
Phillips and Rangeley Railroad.....	14	.....	4	96	2,852	3,056	26.53	19.68	.9813	1.0740	.0358	.0545
Sandy River Railroad.....	3	2	4	67	9,182	26,046	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
	1902.											
Bridgton and Saco River Railroad.....	14	.....	2	41	5,636	5,244	13.44	15.14	\$0.6196	\$0.9975	\$0.0460	\$0.0690
Franklin and Megantic Railway.....	12	.....	1	48	6,901	13,788	16.06	21.05	.6803	.8510	.0423	.0404
Kennebec Central Railroad.....	12	.....	5	2	29,349	3,137	4.92	5.00	.0987	1.4163	.0200	.2832
Monson Railroad.....	12	.....	1	18	2,205	4,702	6.16	6.16	.3083	.4815	.0500	.0786
Phillips and Rangeley Railroad.....	14	.....	4	99	2,752	1,746	27.13	25.87	.9872	1.4292	.0363	.0552
Sandy River Railroad.....	3	2	4	71	10,586	20,687	14.02	12.93	.5256	.7709	.0374	.0596
Wiscasset, Waterville and Farmington Railroad.....	14	.....	3	56	3,119	3,750	18.09	26.57	.4646	1.0040	.0257	.0380

† Passenger and freight engines.

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, 1902.

Railways.	1863.	1864.	1869.	1881.	1882.	1883.	1885.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	
Atlantic Shore Line Ry.																						1.57	1.57	
Augusta, Hallowell & Gardiner E. R.											7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	12.48	12.48
Bangor, Hampden & Winterport Ry.																						4.52	4.52	
Bangor, Orono & Old Town Ry.																						16.20	16.20	
Bangor Street Railway											3.15	7.13	7.25	8.25	8.25	8.25	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.70
Bath Street Railway															4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	
Benton & Fairfield Railway																						4.13	4.13	
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	5.72	5.72	7.61	7.61
Brunswick & Topsham Electric Ry.																						3.50	3.50	
Calais Street Railway																						3.50	3.50	
Fryeburg Horse Railroad																						3.00	3.00	
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	
Lewiston, Brunswick & Bath St. Ry.											7.70	7.70	7.70	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	3.00	3.00	
Mousam River Railroad															2.94	2.94	2.94	2.94	2.94	2.94	2.94	53.22	54.75	
Norway & Paris Street Railway																						50.50	54.75	
Penobscot Central Railway																						26.25	26.25	
Portland & Cape Elizabeth St. Ry.																						21.00	21.00	
Portland, Kittery & York St. Ry.																						9.75	11.18	
Portland Railroad	1.37	6.75	6.75	6.75	7.75	7.75	9.25	10.00	10.87	10.97	11.31	11.31	16.93	16.93	16.93	17.28	21.00	22.17	24.20		15.10	15.50	15.60	
Ocean Street Railway					1.50	1.50																15.20	15.60	
Portland & Yarmouth Electric Ry.																						39.58	41.58	
Rockland, Thomaston & Camden Street Railway																						12.78	12.78	
Sanford & Cape Porpoise Railway																						16.64	16.64	
Skowhegan & Norridgewock St. Ry.																						20.45	23.15	
Somerset Traction Company																						5.75	5.75	
Waterville & Fairfield Street Ry.																						12.00	12.00	
Westbrook, Windham & Naples Ry.																						4.75	4.75	
	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	169.72	244.45	268.99	286.01	300.27	

†Includes Bath Street Railway, 4.25; Brunswick and Topsham Electric Railway, and Lewiston and Auburn Horse Railway. §Includes Mousam River Railway, 2.58 miles.
 *Includes Portland & Cape Elizabeth Street Railway, Portland and Yarmouth Electric Railway, Ocean Street Railway, and the Westbrook, Windham and Naples Railway.
 †Now, Augusta, Winthrop and Gardiner Street Railway. ††Now Lewiston, Brunswick and Bath Street Railway.

RAILROAD COMMISSIONERS' REPORT.

GROSS EARNINGS FROM OPERATION.

Table Showing the Gross Earnings from Operations of the Street Railways in Maine for Years Ending June 30, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

Railways.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Atlantic Shore Line Railway						\$3,685 47	\$4,637 93
Augusta, Hallowell and Gardiner Railroad	\$41,117 26	\$40,840 17	\$40,620 31	\$39,769 73	\$38,747 88	41,553 34	60,109 85
Bangor, Hampden and Winterport Railway			9,081 03	22,584 02	26,816 68	24,703 03	26,681 26
Bangor, Orono and Old Town Railway	56,121 53	65,658 79	63,675 99	49,182 93	51,087 13	53,656 35	57,680 08
Bangor Street Railway	58,071 20	69,492 90	65,291 38	63,674 14	65,171 14	67,154 98	65,887 58
Benton and Fairfield Railway				1,773 42	6,558 98	8,091 51	14,789 01
Biddeford and Saco Railroad	25,460 95	26,383 40	24,837 40	30,656 73	31,572 13	42,798 85	48,869 65
Calais Street Railway	25,706 70	23,982 35	23,251 70	22,291 68	24,360 64	24,376 17	26,789 92
Fryeburg Horse Railroad	717 64	691 88	501 93	614 15	668 20	600 70	730 00
Lewiston, Brunswick and Bath Street Railway				†214,000 29	222,364 14	213,511 82	230,957 05
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	7,648 48	7,283 95	5,894 06	6,455 31	5,458 59	7,281 45
Penobscot Central Railway				1459 28		4,268 77	29,742 71
Portland Railroad	247,565 98	276,857 53	302,126 48	335,864 68	\$413,511 60	\$448,792 92	605,802 50
Portland and Cape Elizabeth Railway	25,145 23	59,015 60	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	80,537 55
Rockland, Thomaston and Camden Street Railway	56,697 97	66,781 76	68,223 24	70,211 51	79,845 51	90,193 09	145,788 99
Sanford and Cape Porpoise Railway					†47,612 83	64,093 43	83,848 16
Skowhegan and Norridgewock Railway	6,195 67	4,882 54	5,012 03	4,065 03	3,013 51	3,069 24	3,625 68
Somerset Traction Company	758 76	9,997 02	12,267 98	12,976 35	13,637 31	16,553 07	24,453 86
Waterville and Fairfield Railway	20,933 70	19,121 25	40,228 97	44,747 50	43,558 95	45,061 62	55,783 98
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	\$1,573,993 90
Increase						\$83,809 58	\$271,255 03

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

‡ Includes operations of the Portland and Cape Elizabeth Railway. ††† Operated by Portland R. R. †††† Commenced operations 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.

There were carried on the street railways in this State during the year ending June 30, 1902, 25,495,398 passengers, a gain over 1901 of 2,744,550 passengers; a gain over 1896 of 13,193,702. Increase in Mileage, 170.17.

The Following Table Shows the Number of Passengers Carried for Years 1896-1902.

Railways.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Atlantic Shore Line Railway.....						73,709	92,758
Augusta, Hallowell and Gardiner Railroad.....	833,544	823,920	816,115	809,586	788,351	825,903	1,192,748
Bangor, Hampden and Wunterport Railway.....			161,186	397,560	464,722	397,336	435,721
Bangor, Orono and Old Town Railway.....	1,060,314	1,268,642	1,225,028	943,927	984,700	1,028,874	1,152,848
Bangor Street Railway.....	1,293,861	1,560,771	1,523,837	1,522,966	1,563,051	1,309,518	1,208,216
Benton and Fairfield Railway.....				13,610	47,740	45,357	52,282
Biddeford and Saco Railroad.....	350,925	365,488	337,560	414,505	442,665	615,874	728,909
Calais Street Railway.....	548,343	513,649	485,613	449,531	482,004	482,241	546,760
Fryeburg Horse Railroad.....	9,636	9,025	8,560	6,411	10,017	10,931	14,744
Lewiston, Brunswick and Bath Street Railway†.....				3,058,000	3,416,141	4,231,885	4,237,065
Mousam River Railroad.....	116,677	91,923	124,247	116,055	*24,809		
Norway and Paris Street Railway.....	177,102	185,531	172,831	120,632	143,235	110,064	139,909
Penobscot Central Railway.....				1,000		112,216	245,548
Portland Railroad.....	4,575,133	4,982,809	5,444,897	6,129,440	7,729,072	8,410,263	10,839,056
Portland and Cape Elizabeth Railway.....	503,900	1,191,714	1,095,666	1,031,486			
Portland and Yarmouth Electric Railway.....					557,057	1,241,898	
Portsmouth, Kittery and York Street Railway.....			821,220	1,349,930	1,320,840	1,448,953	1,506,611
Rockland, Thomaston and Camden Street Railway.....	979,548	937,973		960,578	987,173	1,089,790	1,248,389
Sanford and Cape Porpoise Railway.....					1488,219	370,483	845,157
Skowhegan and Norridgewock Railway.....	59,836	48,836	91,029	72,442	55,254	54,323	62,296
Somerset Traction Company.....	7,134	90,253	92,384	117,448	108,506	120,780	164,647
Waterville and Fairfield Railway.....	416,675	382,425	402,659	397,615	430,276	517,895	609,994
Westbrook, Windham and Naples Railway.....					161,610	163,956	†
Total	12,302,326	13,961,920	15,472,390	18,496,374	20,845,872	22,720,848	25,495,398
Increase						1,874,976	2,774,550

† Includes Lewiston & Auburn Horse R. R., Topsham & Brunswick Electric Ry. and Bath St. Ry.

*Operations from July 1 to August 19.

‡ Includes the operation of the Mousam River Railroad.

†† Two months operation.

‡ Operated by Portland Railroad.

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, 1901 and 1902, of the street railways doing business in Maine.

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

Railways.	1901.					1902.				
	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	1.57	\$2,347 43	\$1,090 63	\$1,256 80	46	1.571	\$2,952 21	\$1,770 20	\$1,182 01	59
Augusta, Winthrop and Gardiner Railway	12.48	3,327 99	2,267 80	1,060 19	68	12.486	4,814 17	2,776 20	2,776 20	57
Bangor, Hampden and Winterport Railway	6.13	4,029 85	2,522 10	1,507 75	63	6.136	4,852 57	3,693 26	659 30	84
Bangor, Orono and Old Town Railway	14.95	3,589 05	2,546 71	1,042 34	71	14.95	3,558 20	4,362 80	504 60	1 13
Bangor Street Railway	8.40	7,994 64	6,110 80	1,883 84	76	8.70	7,573 23	7,261 34	311 94	95
Benton and Fairfield Railway	4.12	1,963 95	1,693 52	270 43	26	4.12	3,589 56	2,194 58	1,394 98	61
Biddeford and Saco Railroad	7.61	5,623 28	3,943 32	1,679 96	70	7.611	6,421 75	4,199 07	2,222 68	65
Calais Street Railway	7.00	3,482 31	3,049 06	433 25	88	7	3,827 13	2,960 42	866 71	77
Fryeburg Horse Railroad	3.00	200 23	168 26	31 97	84	3	243 33	219 71	23 61	90
Lewiston, Brunswick and Bath Street Railroad	54.75	3,867 17	2,788 46	1,078 71	81	54.75	3,892 24	2,559 59	1,332 65	65
Norway and Paris Street Railway	2.13	2,562 71	2,311 88	250 83	90	2.13	3,418 52	2,566 19	852 33	75
Penobscot Central Railway	26.25	162 63	86 43	76 20	53	26.50	1,122 37	683 33	439 04	60
Portland Railroad	41.58	10,793 46	7,080 61	3,712 85	66	73.70	7,660 52	5,076 39	2,584 13	66
Lewiston, Brunswick and Bath Street Railroad	15.50	4,954 68	3,208 69	1,745 99	62	15.50	5,195 97	3,474 32	1,721 65	66
Portland and Yarmouth Electric Railway	12.78	4,519 36	3,117 95	1,401 41	69	12.78	5,249 38	2,601 48	647 90	72
Rockland, Thomaston and Camden Street Railway	16 64	5,420 25	3,180 24	2,240 01	59	16.64	5,575 64	4,015 69	1,559 95	73
Sanford and Cape Porpoise Railway	23.15	2,768 61	2,010 63	756 98	73	23.40	3,249 38	2,601 48	647 90	72
Skowhegan and Norridgewock Railway	5.75	533 78	437 80	95 98	82	5.75	630 55	544 97	85 58	86
Somerset Traction Company	12.00	1,379 42	839 95	539 47	61	12.20	1,570 18	1,060 26	509 92	67
Westville and Fairfield Railway	4.75	9,486 65	8,838 82	647 83	93	4.75	11,643 15	10,289 78	1,353 37	98
Westbrook, Windham and Naples Railway	5.83	1,811 46	1,983 57	†172 11	1 09				*	

† Deficit.

* Portland Railroad.

INCOME 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, 1901 and 1902, 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.....	1,302,738 87	903,229 13	69	399,509 94
1902.....	1,573,993 90	1,016,653 06	65	557,340 84

ACCIDENTS UPON STREET RAILWAYS IN MAINE.

During the year ending June 30, 1902, there were four persons killed and twenty-six injured, against five killed and six injured in 1901. Of this number, twenty-seven were passengers, one being killed from his own carelessness or misconduct, and fifteen injured from causes beyond their own control, and eleven injured from their own carelessness or misconduct. Three "other persons" were killed from carelessness or misconduct.

It will be observed that fifteen passengers were injured from causes beyond their own control, against one so injured in 1901. One was killed and eleven injured from their own carelessness or misconduct, against none killed and four injured in 1901.

Only one passenger was killed to 25,495,398 carried, and his death was caused by his own carelessness or misconduct. There were, however, fifteen passengers injured from causes beyond their own control, or one to 1,699,693 carried, against one from like causes to 5,675,171 carried in 1901.

While it will be observed that as a whole the accidents are comparatively small considering the numbers carried, it is evident that the per cent of accidents is increasing, much greater than the mileage. The permitting of passengers to crowd the platforms and ride upon the running boards of cars; the constantly increasing rate of speed, especially upon the interurban roads the building of which accounts for nearly all of the increased mileage; the crossing of highways by such roads with no regulations other than that provided by the operating company must evidently cause an increase in accidents to passengers and other persons, unless such matters are regulated by legislative action.

THE FOLLOWING TABLE GIVES NUMBER AND CAUSES OF
ACCIDENTS.

Killed and Injured.	From Causes Beyond their Own Control.		From their Own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	15	1	11	1	26
Other persons	3	.....	3	.....
Total	15	4	11	4	26

STREET RAILWAYS.

Tabulated Statements, showing Assets, Liabilities; Income
Expenditures; Condensed Exhibit; Cost per Mile Owned
(including second track), Capital Stock per mile
owned, and Net Debt per mile owned, for
Year Ending June 30, 1902.

ATLANTIC SHORE LINE RAILWAY.

ASSETS	1 - Con- struction.	2 - Equip- ment.	3 - Lands and Buildings.	4 - Other Permanent Property.	5 - Perma- nent Investments.	6 - Cash and Current Assets.	7 - Miscel- laneous Assets.	8 - Gross Assets.
	\$29,310 98	\$4,700 00	\$2,422 41	-	\$36,433 39	\$134 53	-	\$36,567 92
LIABILITIES	9 - Capital Stock.	10 - Funded Debt.	11 - Real Estate Mortgages.	12 - Current Liabilities.	13 - Accrued Liabilities.	14 - Sinking and Other Special Funds	15 - Gross Liabilities.	
	\$30,000 00	-	-	-	-	-	\$30,000 00	
INCOME.....	16 - From Passengers.	17 - From Mails, Merchandise, Freight, etc.	18 - From Tolls, Rents, Advertising, etc.	19 - Total Earnings from Operation.	20 - Rentals from Lease of Railway.	21 - Miscel- laneous Income.	22 - Gross Income.	
	\$4,637 93	-	-	\$4,637 93	-	-	\$4,637 93	
EXPENDITURES	23 - Total General Expenses.	24 - Total Repairs of Roadway and Buildings.	25 - Total Maintenance of Equipment.	26 - Total Transportation Expenses.	27 - Total Operating Expenses.	28 - Per Cent to Earnings from Operation.		
	\$200 00	\$568 21	\$125 00	\$1,887 78	\$2,780 99	59.		

ATLANTIC SHORE LINE RAILWAY—Concluded.

EXPENDITURES—Concluded	29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes and other charges.	32—Total Charges on Income.	33—Dividends Paid.	34—Percentage of Dividends Paid.	35—Gross Expenditures.		
	-	-	-	-	-	-	\$2,780 99		
CONDENSED EXHIBIT	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39—Interest, Taxes and Other Charges.	40—Net Divisible Income.	41—Dividends Declared.	42—Surplus for the Year.	43—Surplus June 30, 1901.	44—Surplus June 30, 1902.
	\$1,856 94	-	\$1,856 94	-	\$1,856 94	-	\$1,856 94	\$1,973 18	\$3,830 12
COST, CAPITAL STOCK, ETC., PER MILE OWNED	45—Main Track Owned.	46—Construction per mile.	47—Equipment per mile.	48—Land, Buildings, and Other Permanent Property per mile.	49—Total Permanent Investments per mile.	50—Capital Stock per mile.	51—Net Debt per mile.	52—Stock and Net Debt per mile.	
	1.571	\$18,657 53	\$2,991 72	\$1,541 95	\$23,191 20	\$19,096 11	-	\$19,096 11	

RAILROAD COMMISSIONERS' REPORT.

AUGUSTA, WINTHROP AND GARDINER RAILWAY.

ASSETS	1—Con- struction.	2—Equip- ment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Perma- nent Investments.	6—Cash and Current Assets.	7—Miscel- laneous Assets.	8—Gross Assets.
	*\$311,481 78	-	-	-	\$311,481 78	\$4,848 95	\$7,554 07	\$323,884 80
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds	15—Gross Liabilities.	
	\$120,000 00	\$250,000 00	-	\$30,433 28	-	-	\$400,433 28	
INCOME.....	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from Lease of Railway.	21—Miscel- laneous Income.	22—Gross Income.	
	\$59,637 41	\$104 16	\$368 28	\$60,109 85	-	-	\$60,109 85	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$5,459 13	\$4,406 76	\$4,359 66	\$19,937 95	\$34,663 50	57.		

AUGUSTA, HALLOWELL AND WINTHROP RAILWAY—Concluded.

EXPENDITURES—Concluded		29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes and other charges.	32—Total Charges on Income.	33—Dividends Paid.	34—Percentage of Dividends Paid.	35—Gross Expenditures.			
		\$10,222 01	\$927 80	\$489 08	\$11,638 89	\$2,400 00	2.	\$48,702 39			
CONDENSED EXHIBIT..	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39—Interest, Taxes and Other Charges.	40—Net Divisible Income.	41—Dividends Declared.	42—Surplus for the Year.	43—Surplus June 30, 1901.	44—Credits	45—Debits.	46—Surplus June 30, 1902.
	\$25,446 35	-	\$25,446 35	\$11,638 89	\$13,807 46	\$2,400 00	\$11,407 46	\$29,364 21	-	\$13,425 00	\$27,346 67
COST, CAPITAL STOCK, ETC., PER MILE OWNED.....		47—Main Track Owned.	48—Construction per mile.	49—Equipment per mile.	50—Land, Buildings, and Other Permanent Property per mile.	51—Total Permanent Investments per mile.	52—Capital Stock per mile.	53—Net Debt per mile.	54—Stock and Net Debt per mile.		
		12.46	*\$24,946 48	-	-	\$24,946 48	\$24,026 90	\$22,459 81	\$46,486 71		

* Covers all property.

BANGOR HAMPDEN AND WINTERPORT RAILWAY.

ASSETS	1—Construction.	2—Equipment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Permanent Investments.	6—Cash and Current Assets.	7—Miscellaneous Assets.	8—Gross Assets.
	\$73,903 50	\$36,192 42	-	\$6,195 12	\$116,291 04	\$3,625 18	\$503 07	\$120,419 29
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds.	15—Gross Liabilities.	
	\$60,000 00	\$40,000 00	-	\$16,583 98	\$63 90	-	\$116,647 88	
INCOME	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from Lease of Railway.	21—Miscellaneous Income.	22—Gross Income.	
	\$23,848 41	\$1,406 29	\$1,426 56	\$26,681 26	-	-	\$26,681 26	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$8,191 30	\$2,346 85	\$1,601 03	\$10,500 52	\$22,639 70	84.		

BANGOR, HAMDPEN AND WINTERPORT RAILWAY—Concluded.

EXPENDITURES—Concluded	29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes, and other charges.	32—Total Charges on Income.	33--Dividends Paid.	34—Percent- age of Divi- dends Paid.	35—Gross Expenditures.		
	\$2,000 00	\$598 68	\$119 00	\$2,717 68	-	-	\$25,357 38		
CONDENSED EXHIBIT.....	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39--Inter- est, Taxes and Other Charges.	40--Net Divisible Income.	41--Divi- dends Declared.	42--Sur- plus for the Year.	43--Sur- plus June 30, 1901.	44--Sur- plus June 30, 1902.
	\$4,041 56	-	\$4,041 56	\$2,717 68	\$1,323 88	-	\$1,323 88	\$2,447 53	\$3,771 41
COST, CAPITAL STOCK, Etc., PER MILE OWNED.....	45--Main Track Owned.	46--Con- struction per mile.	47--Equip- ment per mile.	48--Land, Buildings, and Other Permanent Property per mile.	49--Total Permanent Investments per mile.	50--Capital Stock per mile.	51--Net Debt per mile.	52--Stock and Net Debt per mile.	
	4.52	\$16,350 33	\$8,007 17	\$1,370 60	\$25,728 10	\$13,274 33	\$12,532 71	\$25,807 04	

RAILROAD COMMISSIONERS' REPORT.

BANGOR, ORONO AND OLD TOWN RAILWAY.

ASSETS	1—Con- struction.	2—Equip- ment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Perma- nent Investments.	6—Cash and Current Assets.	7—Miscel- laneous Assets.	8—Gross Assets.
	*\$265,845 87	-	-	-	\$265,845 87	\$24,927 74	\$96 94	\$290,870 55
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds.	15—Gross Liabilities.	
	\$125,000 00	\$125,000 00	-	\$78,539 06	\$211 05	-	\$328,750 11	
INCOME.....	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from lease of Railway.	21—Miscel- laneous Income.	22—Gross Income.	
	\$57,230 08	-	\$450 00	\$57,680 08	-	-	\$57,680 08	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$4,089 88	\$23,413 88	\$7,503 34	\$29,966 80	\$65,223 90	113.		

*Covers all property.

BANGOR, ORONO AND OLD TOWN RAILWAY—Concluded.

EXPENDITURES—Concluded.	29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes and other Charges.	32—Total Charges on Income.	33—Dividends Paid.	34—Percent- age of Divi- dends Paid	35—Gross Expenditures.		
	\$7,500 00	\$2,329 18	\$479 94	\$10,309 12	-	-	\$75,533 02		
CONDENSED EXHIBIT.	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39—Inter- est, Taxes and Other Charges.	40—Net Divisible Income.	41—Divi- dends Declared.	42—Sur- plus for the Year.	43—Sur- plus June 30, 1901.	44—Sur- plus June 30, 1902.
	†\$7,543 82	-	†\$7,543 82	\$10,309 12	-	-	†\$17,852 94	†\$20,026 62	†\$37,879 56
COST, CAPITAL STOCK, Etc., PER MILE OWNED.....	45—Main Track Owned.	46—Con- struction per mile.	47—Equip- ment per mile.	48—Land, Buildings, and Other Permanent Property per mile.	49—Total Permanent Investments per mile.	50—Capital Stock per mile.	51—Net Debt per mile.	52—Stock and Net Debt per mile.	
	16.20	*\$16,410 23	-	-	\$16,410 23	\$7,716 04	\$12,577 16	\$20,293 20	

* Covers all property.

† Deficit.

RAILROAD COMMISSIONERS' REPORT.

BANGOR STREET RAILWAY.

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RAILROAD COMMISSIONERS' REPORT.

*ASSETS	1—Con- struction.	2—Equip- ment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Perma- nent Investments.	6—Cash and Current Assets.	7—Miscel- laneous Assets.	8—Gross Assets.
	-	Data	not	given.	-	-	-	-
*LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate. Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other. Special Funds	15—Gross Liabilities	
	-	Data	not	given.	-	-	-	
INCOME	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings. from Operation.	20—Rentals. from Lease. of Railway.	21—Miscel- laneous Income.	22—Gross Income.	
	\$60,432 05	-	\$5,455 53	\$65,887 58	-	-	\$65,887 58	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$4,448 62	\$14,313 81	\$6,012 56	\$38,398 67	\$63,173 66	95.		

*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 paid all indebtedness of the several united companies.

BANGOR STREET RAILWAY—Concluded.

EXPENDITURES—Concluded	29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes, and other charges.	32--Total Charges on Income.	83- Dividends Paid.	34--Percent- age of Divi- dends paid.	35--Gross Expenditures.		
	\$10,000 00	-	\$1,100 60	\$11,100 60	-	-	\$74,274 26		
CONDENSED EXHIBIT.....	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Inter- est, Taxes and Other Charges.	40--Net Divisible Income.	41--Divi- dends Declared.	42--Sur- plus for the Year.	43--Sur- plus June 30, 1901.	44--Sur- plus June 30, 1902.
	\$2,713 92	-	\$2,713 92	\$11,100 60	-	-	‡8,386 68	‡3,694 81	‡\$9,081 49
COST, CAPITAL STOCK, ETC., PER MILE OWNED, INCLUDING SECOND TRACK.	45--Main Track Owned.	46--Con- struction per mile.	47--Equip- ment per mile.	48--Land, Buildings, and Other Permanent Property per mile.	49--Total Permanent Investments per mile.	50--Capital Stock per mile.	51--Net Debt per mile.	52--Stock and Net Debt Per mile.	
	10.20	-	-	-	-	-	-	-	

‡ Deficit.

RAILROAD COMMISSIONERS' REPORT.

BENTON AND FAIRFIELD RAILWAY.

ASSETS	1--Con- struction.	2--Equip- ment.	3--Lands and Buildings.	4--Other Permanent Property.	5--Perma- nent Investments.	6--Cash and Current Assets.	7--Miscel- laneous Assets.	8--Gross Assets.
	\$31,093 45	\$10,540 91	\$3,709 43	-	\$45,343 79	\$174 14	\$1,200 00	\$46,717 93
LIABILITIES	9--Capital Stock.	10--Funded Debt.	11--Real Estate Mortgages.	12--Current Liabilities.	13--Accrued Liabilities.	14--Sinking and Other Special Funds	15--Gross Liabilities.	
	\$20,000 00	-	-	\$25,517 93	-	-	\$45,517 93	
INCOME.....	16--From Passengers.	17--From Mails, Merchandise, Freight, etc.	18--From Tolls, Rents, Advertising, etc.	19--Total Earnings from Operation.	20--Rentals from Lease of Railway.	21--Miscel- laneous Income.	22--Gross Income.	
	\$2,614 10	\$12,138 31	\$36 60	\$14,789 01	-	-	\$14,789 01	
EXPENDITURES ...	23--Total General Expenses.	24--Total Repairs of Roadway and Buildings.	25--Total Maintenance of Equipment.	26--Total Transportation Expenses.	27--Total Operating Expenses.	28--Per Cent to Earnings from Operation.		
	\$340 42	*\$1,769 67	-	\$6,931 60	\$9,041 69	61.		

* Covers maintenance of equipment.

BENTON AND FAIRFIELD RAILWAY—Concluded.

EXPENDITURES—Concluded.....	29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes and Other Charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percentage of Dividends Paid.	35--Gross Expenditures.		
	-	\$3,292 36	\$51 06	\$3,343 42	-	-	\$12,385 11		
CONDENSED EXHIBIT.....	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Interest, Taxes and Other Charges.	40--Net Divisible Income.	41--Dividends Declared.	42--Surplus for the Year.	43--Surplus June 30, 1901.	44--Surplus June 30, 1902.
	\$5,747 32	-	\$5,747 32	\$3,343 42	\$2,403 90	-	\$2,403 90	\$502 40	\$1,901 50
COST, CAPITAL STOCK, ETC., PER MILE OWNED	45--Main Track Owned.	46--Construction per mile.	47--Equipment per mile.	48--Land, Buildings, and Other Permanent Property per mile.	49--Total Permanent Investments per mile.	50--Capital Stock per mile.	51--Net Debt per mile.	52--Stock and Net Debt per mile.	
	4.12	\$7,546 95	\$2,558 47	\$900 34	\$11,005 76	\$4,854 36	\$6,193 67	\$11,048 03	

† Deficit.

BIDDEFORD AND SACO RAILROAD.

ASSETS	1--Con- struction.	2--Equip- ment.	3--Lands and Buildings.	4--Other and Permanent Property.	5--Perma- nent Investments.	6--Cash and Current Assets.	7--Miscel- laneous Assets.	8--Gross Assets.
	\$116,876 12	\$59,366 02	\$51,892 84	-	\$228,134 98	\$2,600 45	-	\$230,735 43
LIABILITIES	9--Capital Stock.	10--Funded Debt.	11--Real Estate Mortgages.	12--Current Liabilities.	13--Accrued Liabilities.	14--Sinking and Other Special Funds	15--Gross Liabilities.	
	\$50,000 00	\$150,000 00	-	\$10,000 00	-	-	\$210,000 00	
INCOME	16--From Passengers.	17--From Mails, Merchandise, Freight, etc.	18--From Tolls, Rents, Advertising, etc.	19--Total Earnings from Operation.	20--Rentals from Lease of Railway.	21--Miscel- laneous Income.	22--Gross Income.	
	\$48,751 65	-	\$118 00	\$48,869 65	-	-	\$48,869 65	
EXPENDITURES	23--Total General Expenses.	24--Total Repairs of Roadway and Buildings.	25--Total Maintenance of Equipment.	26--Total Transportation Expenses.	27--Total Operating Expenses.	28--Per Cent to Earnings from Operation.		
	\$3,846 44	\$3,474 09	\$739 75	\$23,894 71	\$31,954 99	65.		

BIDDEFORD AND SACO RAILROAD—Concluded.

EXPENDITURES--Concluded		29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes, and other charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percentage of Dividends Paid.	35--Gross Expenditures.			
		\$6,000 00	\$428 05	\$515 19	\$6,943 24	-	-	\$38,898 23			
CONDENSED EXHIBIT..	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Interest, Taxes and Other Charges.	40--Net Divisible Income.	41--Dividends Declared.	42--Surplus for the Year.	43--Surplus June 30, 1901.	44--Credits	45--Debits.	46--Surplus June 30, 1902.
	\$16,914 66	-	\$16,914 66	\$6,943 24	\$9,971 42	-	\$9,971 42	\$10,739 01	\$25 00	-	\$20,735 43
COST, CAPITAL STOCK, ETC., PER MILE OWNED.....			47--Main Track Owned.	48--Construction per mile.	49--Equipment per mile.	50--Land, Buildings, and Other Permanent Property per mile.	51--Total Permanent Investments per mile.	52--Capital Stock per mile.	53--Net Debt per mile.	54--Stock and Net Debt per mile.	
			7.61	\$15,356 21	\$7,800 02	\$6,818 13	\$29,974 36	\$6,569 43	\$21,022 20	\$27,591 63	

RAILROAD COMMISSIONERS' REPORT.

CALAIS STREET RAILWAY.

ASSETS	1—Construction.	2—Equipment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Permanent Investments.	6—Cash and Current Assets.	7—Miscellaneous Assets.	8—Gross Assets.
	\$149,000 00	\$19,800 00	\$31,200 00	-	\$200,000 00	-	-	\$200,000 00
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds	15—Gross Liabilities.	
	\$100,000 00	\$100,000 00	-	\$2,600 00	\$10,331 45	-	\$212,831 45	
INCOME.....	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from Lease of Railway.	21—Miscellaneous Income.	22—Gross Income.	
	\$26,171 60	-	\$618 32	\$26,789 92	-	-	\$26,789 92	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$3,682 83	\$2,219 12	\$2,994 34	\$11,826 69	\$20,722 98	77.		

CALAIS STREET RAILWAY—Concluded.

EXPENDITURES—Concluded	29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes and Other Charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percent- age of Divi- dends Paid.	35--Gross Expenditures.		
	\$500,000 00	\$118 25	\$482 91	\$5,601 16	-	-	\$26,324 14		
CONDENSED EXHIBIT	36--Net Earnings from Operatfon.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Inter-est, Taxes and Other Charges.	40--Net Divisible Income.	41--Divi- dends Declared.	42--Sur- plus for the Year.	43--Sur- plus June 30, 1901.	44--Sur- plus June 30, 1902.
	\$6,066 94	-	\$6,066 94	\$5,601 16	\$465 78	-	\$465 78	*\$13,297 23	*\$12,831 45
COST, CAPITAL STOCK, Etc., PER MILE OWNED	45--Main Track Owned.	46--Con- struction per mile.	47--Equip- ment per mile.	48--Land, Buildings, and Other Permanent Property per mile.	49--Total Permanent Investments per mile.	50--Capital Stock per mile.	51--Net Debt per mile.	52--Stock and Net Debt per mile.	
	4.	\$37,250 00	\$4,950 00	\$7,800 00	\$50,000 00	\$25,000 00	\$28,207 86	\$53,207 86	

* Deficit.

RAILROAD COMMISSIONERS' REPORT.

FRYEBURG HORSE RAILROAD.

ASSETS	1 - Con- struction.	2--Equip- ment.	3--Lands and Buildings.	4--Other Permanent Property.	5--Perma- nent Investments.	6--Cash and Current Assets.	7--Miscel- laneous Assets.	8--Gross Assets.
	\$4,472 35	\$906 27	\$296 35	-	\$5,674 97	-	-	\$5,674 97
LIABILITIES	9--Capital Stock.	10--Funded Debt.	11--Real Estate Mortgages.	12--Current Liabilities.	13--Accrued Liabilities.	14--Sinking and Other Special Funds	15--Gross Liabilities.	
	\$5,175 00	-	-	\$477 25	-	-	\$5,652 25	
INCOME.....	16--From Passengers.	17--From Mails, Merchandise, Freight, etc.	18--From Tolls, Rents, Advertising, etc.	19--Total Earnings from Operation.	20--Rentals from Lease of Railway.	21--Miscel- laneous Income.	22--Gross Income.	
	\$730 00	-	-	\$730 00	-	-	\$730 00	
EXPENDITURES	23--Total General Expenses.	24--Total Repairs of Roadway and Buildings.	25--Total Maintenance of Equipment.	26--Total Transportation Expenses.	27--Total Operating Expenses.	28--Per Cent to Earnings from Operation.		
	\$10 00	\$134 39	\$307 89	\$206 87	\$659 15	90.		

FRYEBURG HORSE RAILROAD—Concluded.

EXPENDITURES—Concluded	29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes and other charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percentage of Dividends Paid.	35--Gross Expenditures.		
	-	-	\$69 29	\$69 29	-	-	\$728 44		
CONDENSED EXHIBIT	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Interest, Taxes and Other Charges.	40--Net Divisible Income.	41--Dividends Declared.	42--Surplus for the Year.	43--Surplus June 30, 1901.	44--Surplus June 30, 1902.
	\$70 85	-	\$70 85	\$69 29	\$1 56	-	\$1 56	\$21 16	\$22 72
COST, CAPITAL STOCK, ETC., PER MILE OWNED	45--Main Track Owned.	46--Construction per mile.	47--Equipment per mile.	48--Land, Buildings, and Other Permanent Property per mile.	49--Total Permanent Investments per mile.	50--Capital Stock per mile.	51--Net Debt per mile.	52--Stock and Net Debt per mile.	
	3.	\$1,490 78	\$302 09	\$98 78	\$1,891 65	\$1,725 00	\$159 08	\$1,884 88	

RAILROAD COMMISSIONERS' REPORT.

LEWISTON, BRUNSWICK AND BATH STREET RAILWAY.

ASSETS	1—Construction.	2—Equipment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Permanent Investments.	6—Cash and Current Assets.	7—Miscellaneous Assets.	8—Gross Assets.
	\$1,643,326 03	-	-	-	\$1,643,326 03	\$21,937 77	\$6,761 53	\$1,672,025 33
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds	15—Gross Liabilities.	
	\$627,100 00	†\$1,000,000 00	-	\$37,463 98	\$15,337 50	-	\$1,679,901 48	
INCOME	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from Lease of Railway.	21—Miscellaneous Income.	22—Gross Income.	
	\$209,428 90	\$1,472 59	\$2,198 88	\$213,100 37	-	\$17,856 68	\$230,957 05	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$13,603 27	\$16,398 02	\$27,747 13	\$82,388 84	\$140,137 36	65.		

*Covers all property. †\$155,000.00 to purchase or retire at maturity the following: bonds of Bath Street Railway, \$70,000.00; bonds of the Lewiston and Auburn Horse Railroad, \$85,000.00.

LEWISTON, BRUNSWICK AND BATH STREET RAILWAY—Concluded.

EXPENDITURES—Concluded		29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes and other charges.	32—Total Charges on Income.	33—Dividends Paid.	34—Percent- age of Divi- dends Paid.	35—Gross Expenditures.			
		\$50,000 00	-	\$33,461 18	\$83,461 18	-	-	\$223,598 54			
CONDENSED EXHIBIT..	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39—Inter- est, Taxes and Other Charges.	40—Net Divisible Income.	41—Divi- dends Declared.	42—Sur- plus for the Year.	43—Sur- plus June 30, 1901.	44—Credits	45—Debits.	46—Sur- plus June 30, 1902.
	\$72,903 01	\$17,856 68	\$90,819 69	\$83,461 18	\$7,358 51	-	\$7,358 51	†\$14,933 78	\$20 12	\$321 00	†\$7,896 15
COST, CAPITAL STOCK, ETC., PER MILE OWNED.....		47—Main Track Owned.	48—Con- struction per mile.	49—Equip- ment per mile.	50—Land, Buildings, and Other Permanent Property per mile.	51—Total Permanent Investments per mile.	52—Capital Stock per mile.	53—Net Debt per mile.	54—Stock and Net Debt per mile.		
		54.75	*\$30,015 08	-	-	\$30,015 08	\$11,453 88	\$19,229 24	\$30,683 13		

* Covers all property.

‡ Deficit.

RAILROAD COMMISSIONERS' REPORT.

NORWAY AND PARIS RAILWAY.

ASSETS	1—Construction.	2—Equipment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Permanent Investments.	6—Cash and Current Assets.	7—Miscellaneous Assets.	8—Gross Assets.
	*\$43,000 00	-	-	-	\$43,000 00	\$77 75	\$1,528 92	\$44,606 67
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds	15—Gross Liabilities.	
	\$25,000 00	\$18,000 00	-	\$650 49	-	-	\$43,650 49	
INCOME	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from Lease of Railway.	21—Miscellaneous Income.	22—Gross Income.	
	\$6,995 45	\$200 00	\$86 00	\$7,281 45	-	-	\$7,281 45	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$456 32	\$865 38	\$845 85	\$3,298 43	\$5,465 98	75.		

* Covers all property.

NORWAY AND PARIS RAILWAY—Concluded.

EXPENDITURES—Concluded	29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes, and other charges.	32—Total Charges on Income.	33—Dividends Paid.	34—Percentage of Dividends Paid.	35—Gross Expenditures.		
	-	\$900 00	\$64 59	\$964 59	-	-	\$6,480 57		
CONDENSED EXHIBIT.....	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39—Interest, Taxes and Other Charges.	40—Net Divisible Income.	41—Dividends Declared.	42—Surplus for the Year.	43—Surplus June 30, 1901.	44—Surplus June 30, 1902.
	\$1,815 47	-	\$1,815 47	\$964 59	\$850 88	-	\$850 88	\$105 30	\$956 18
COST, CAPITAL STOCK, ETC., PER MILE OWNED.....	45—Main Track Owned.	46—Construction per mile.	47—Equipment per mile.	48—Land, Buildings, and Other Permanent Property per mile.	49—Total Permanent Investments per mile.	50—Capital Stock per mile.	51—Net Debt per mile.	52—Stock and Net Debt per mile.	
	2.18	*\$20,187 77	-	-	\$20,187 77	\$11,737 07	\$8,756 09	\$21,593 16	

* Covers all property.

RAILROAD COMMISSIONERS' REPORT.

PENOBSCOT CENTRAL RAILROAD.

ASSETS	1—Con- struction.	2—Equip- ment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Perma- nent Investments.	6—Cash and Current Assets.	7—Miscel- laneous Assets.	8—Gross Assets.
	\$278,204 47	\$86,025 33	\$45,570 26	\$12,608 95	\$422,409 01	\$1,535 69	\$120 13	\$424,064 83
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds	15—Gross Liabilities.	
	\$250,000 00	\$250,000 00	-	\$17,500 00	\$2,083 34	-	\$519,583 34	
INCOME	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from lease of Railway.	21—Miscel- laneous Income.	22—Gross Income.	
	\$14,777 36	*\$14,965 35	-	\$29,742 71	-	-	\$29,742 71	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$1,929 76	\$2,127 75	\$775 00	\$13,275 30	\$18,108 01	60.		

* Freight, \$14,170.61.

PENOBSCOT CENTRAL RAILROAD—Concluded.

EXPENDITURES—Concluded.	29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes and other Charges.	32—Total Charges on Income.	33—Dividends Paid.	34—Percentage of Dividends Paid	35—Gross Expenditures.		
	\$6,250 00	\$93 75	\$172 38	\$6,416 13	-	-	\$24,524 14		
CONDENSED EXHIBIT.	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39—Interest, Taxes and Other Charges.	40—Net Divisible Income.	41—Dividends Declared.	42—Surplus for the Year.	43—Surplus June 30, 1901.	44—Surplus June 30, 1902.
	\$11,634 70	-	\$11,634 70	\$6,416 13	\$5,218 57	-	\$5,218 57	\$1,939 77	\$7,158 34
COST, CAPITAL STOCK, Etc., PER MILE OWNED.....	45—Main Track Owned.	46—Construction per mile.	47—Equipment per mile.	48—Land, Buildings, and Other Permanent Property per mile.	49—Total Permanent Investments per mile.	50—Capital Stock per mile.	51—Net Debt per mile.	52—Stock and Net Debt per mile.	
	26.25	\$10,598 26	\$3,277 15	\$2,216 35	\$16,091 76	\$9,523 80	\$10,269 83	\$19,793 63	

PORTLAND RAILROAD.

ASSETS	1--Con- struction.	2--Equip- ment.	3--Lands and Buildings.	4--Other Permanent Property.	5--Perma- nent Investments.	6--Cash and Current Assets.	7--Miscel- laneous Assets.	8--Gross Assets.
	\$1,512,340 92	\$243,285 98	\$468,707 75	\$1,754,684 48	\$3,979,019 13	\$23,637 77	-	\$4,002,656 90
LIABILITIES	9--Capital Stock.	10--Funded Debt.	11--Real Estate Mortgages.	12--Current Liabilities.	13--Accrued Liabilities.	14--Sinking and Other Special Funds	15--Gross Liabilities.	
	\$1,999,591 64	\$1,950,000 00	-	-	-	-	\$3,949,591 64	
INCOME	16--From Passengers.	17--From Mails, Merchandise, Freight, etc.	18--From Tolls, Rents, Advertising, etc.	19--Total Earnings from Operation.	20--Rentals from Lease of Railway.	21--Miscel- laneous Income.	22--Gross Income.	
	\$558,703 66	2,188 53	\$3,688 18	\$564,580 37	-	\$41,222 13	\$605,802 50	
EXPENDITURES	23--Total General Expenses.	24--Total Repairs of Roadway and Buildings.	25--Total Maintenance of Equipment.	26--Total Transportation Expenses.	27--Total Operating Expenses.	28--Per Cent to Earnings from Operation.		
	\$39,632 50	\$48,759 82	\$69,902 92	\$215,834 59	\$374,129 83	66.		

PORTLAND RAILROAD—Concluded.

EXPENDITURES--Concluded		29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes, and other charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percent- age of Divi- dends Paid.	35--Gross Expenditures.			
		\$72,060 42	\$5,817 46	\$76,462 50	\$154,340 38	\$59,898 00	*	\$588,368 21			
CONDENSED EXHIBIT..	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Inter- est, Taxes and Other Charges.	40--Net Divisible Income.	41--Divi- dends Declared.	42--Sur- plus for the Year.	43--Sur- plus June 30, 1901.	44--Credits	45--Debits.	46--Sur- plus June 30, 1902.
	\$190,450 54	\$41,222 13	\$231,672 67	\$154,340 38	\$77,332 29	\$59,898 00	\$17,434 29	\$205,840 97	\$35 00	\$170,245 00	\$53,065 26
COST, CAPITAL STOCK, ETC., PER MILE OWNED, INCLUDING SECOND TRACK.			47--Main Track Owned.	48--Con- struction per mile.	49--Equip- ment per mile.	50--Land, Buildings, and Other Permanent Property per mile.	51--Total Permanent Investments per mile.	52--Capital Stock per mile.	53--Net Debt per mile.	54--Stock and Net Debt per mile.	
			53.11	\$28,475 63	\$4,580 79	\$41,863 90	\$74,920 32	\$37,650 00	\$36,716 25	\$74,366 25	

*3% on \$998,800.00; 1½% on \$1,996,600.00.

RAILROAD COMMISSIONERS' REPORT.

PORTSMOUTH, KITTERY AND YORK STREET RAILWAY.

ASSETS	1—Con- struction.	2—Equip- ment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Perma- nent Investments.	6—Cash and Current Assets.	7—Miscel- laneous Assets.	8—Gross Assets.
	*\$468,074 51	-	-	-	\$488,074 51	\$4,836 98	\$7,116 42	\$500,027 91
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate. Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other. Special Funds	15—Gross Liabilities.	
	\$221,400 00	\$200,000 00	-	\$59,305 95	\$4,851 29	-	\$485,557 24	
INCOME	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings. from Operation.	20—Rentals. from Lease. of Railway.	21—Miscel- laneous Income.	22—Gross Income.	
	\$75,330 56	\$3,879 46	\$1,327 53	\$80,537 55	-	-	\$80,537 55	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$9,125 11	\$4,460 41	\$4,130 61	\$36,135 93	\$53,852 06	66.		

* Covers all property.

PORTSMOUTH, KITTERY AND YORK STREET RAILWAY—Concluded.

EXPENDITURES--Concluded		29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes, and other charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percentage of Dividends paid.	35--Gross Expenditures.			
		\$12,000 00	\$1,459 17	\$1,110 09	\$14,569 26	\$5,531 25	-	\$73,952 57			
CONDENSED EXHIBIT.	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Interest, Taxes and Other Charges.	40--Net Divisible Income.	41--Dividends Declared.	42--Surplus for the Year.	43--Surplus June 30, 1901.	44--Credits	45--Debits.	46--Surplus June 30, 1902.
	\$26,685 49	-	\$26,685 49	\$14,569 26	\$12,116 23	\$5,531 25	\$6,584 98	\$7,865,69	\$20 00	-	\$14,470 67
COST, CAPITAL STOCK, Etc., PER MILE OWNED.....			47--Main Track Owned.	48--Construction per mile.	49--Equipment per mile.	50--Land, Buildings, and Other Permanent Property per mile.	51--Total Permanent Investments per mile.	52--Capital Stock per mile.	53--Net Debt per mile.	54--Stock and Net Debt Per mile.	
			15.50	*\$31,488 67	-	-	\$31,488 67	\$14,283 87	\$17,042 40	\$31,326 27	

* Covers all property.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY.

ASSETS	1 - Construction.	2 - Equipment.	3 - Lands and Buildings.	4 - Other Permanent Property.	5 - Permanent Investments.	6 - Cash and Current Assets.	7 - Miscellaneous Assets.	8 - Gross Assets.
	\$421,123 45	\$158,386 13	\$182,979 85	\$12,865 70	†\$725,355 13	\$8,987 53	*\$580,195 00	\$1,314,537 66
LIABILITIES	9 - Capital Stock.	10 - Funded Debt.	11 - Real Estate Mortgages.	12 - Current Liabilities.	13 - Accrued Liabilities.	14 - Sinking and Other Special Funds	15 - Gross Liabilities.	
	\$250,000 00	\$800,000 00	-	\$114,506 59	\$1,110 78	-	* \$1,165,617 37	
INCOME.....	16 - From Passengers.	17 - From Mails, Merchandise, Freight, etc.	18 - From Tolls, Rents, Advertising, etc.	19 - Total Earnings from Operation.	20 - Rentals from Lease of Railway.	21 - Miscellaneous Income.	22 - Gross Income.	
	\$68,506 45	‡\$23,841 79	\$430 54	\$92,778 78	-	\$53,007 21	\$145,785 99	
EXPENDITURES	23 - Total General Expenses.	24 - Total Repairs of Roadway and Buildings.	25 - Total Maintenance of Equipment.	26 - Total Transportation Expenses.	27 - Total Operating Expenses.	28 - Per Cent to Earnings from Operation.		
	\$4,857 00	\$8,453 26	\$4,812 30	\$48,698 62	\$66,821 18	73.		

† This includes the cost of the extension 4.43 miles from Thomaston to Warren, the mileage of which is not included in this report.

‡ Freight, \$20,197 79.

§ Earnings from gas and electric company June 30, 1901.

* Includes Knox Gas and Electric Company.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY—Concluded.

EXPENDITURES—Concluded		29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes and other charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percent- age of Divi- dends Paid.	35--Gross Expenditures.			
		\$28,091 50	\$2,662 31	†\$27,650 76	\$58,404 57	-	-	\$125,225 75			
CONDENSED EXHIBIT..	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Inter- est, Taxes and Other Charges.	40--Net Divisible Income.	41--Divi- dends Declared.	42--Sur- plus for the Year.	43--Sur- plus June 30, 1901.	44--Credits	45--Debits.	46--Sur- plus June 30, 1902.
	\$25,957 60	†\$53,007 21	†\$78,964 81	†\$58,404 57	\$20,560 24	-	\$20,560 24	\$106,378 70	||\$21,981 35	-	\$148,920 29
COST, CAPITAL STOCK, Etc., PER MILE OWNED		47--Main Track Owned.	48--Con- struction per mile.	49--Equip- ment per mile.	50--Land, Buildings, and Other Permanent Property per mile.	51--Total Permanent Investments per mile.	52--Capital Stock per mile.	53--Net Debt per mile.	54--Stock and Net Debt per mile.		
		*21.07	\$19,986 87	\$7,516 28	\$8,684 38	\$34,425 96	\$11,869 95	-	-		

† Includes gas and electric expenses and taxes on same, \$26,925.14.

‡ Earnings from gas and electric department.

|| Surplus of Knox Gas and Electric Company June 30, 1901.

* Of this mileage 4.43 miles, Warren Extension is not included in the mileage of the report, which includes the cost and covers liabilities therefor.

SANFORD AND CAPE PORPOISE RAILWAY.

ASSETS	1--Con- struction.	2--Equip- ment.	3--Lands and Buildings.	4--Other Permanent Property.	5--Perma- nent Investments.	6--Cash and Current Assets.	7--Miscel- laneous Assets.	8--Gross Assets.
	\$427,167 92	\$69,120 48	\$36,869 04	-	\$533,157 44	\$9,510 25	\$15,916 41	\$558,584 10
LIABILITIES	9--Capital Stock.	10--Funded Debt.	11--Real Estate Mortgages.	12--Current Liabilities.	13--Accrued Liabilities.	14--Sinking and Other Special Funds	15--Gross Liabilities.	
	\$250,000 00	\$250,000 00	-	\$54,832 51	\$1,710 55	\$26 19	\$556,569 25	
INCOME.....	16--From Passengers.	17--From Mails, Merchandise, Freight, etc.	18--From Tolls, Rents, Advertising, etc.	19--Total Earnings from Operation.	20--Rentals from Lease of Railway.	21--Miscel- laneous Income.	22--Gross Income.	
	\$42,257 85	*\$33,576 15	\$201 49	\$76,035 49	-	\$7,812 67	\$83,848 16	
EXPENDITURES	23--Total General Expenses.	24--Total Repairs of Roadway and Buildings.	25--Total Maintenance of Equipment.	26--Total Transportation Expenses.	27--Total Operating Expenses.	28--Per Cent to Earnings from Operation.		
	\$5,852 31	\$7,890 91	\$7,730 26	\$39,401 15	\$60,874 63	72.		

* Freight \$30,997 03.

SANFORD AND CAPE PORPOISE RAILWAY—Concluded.

EXPENDITURES—Concluded.....		29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes and Other Charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percentage of Dividends Paid.	35--Gross Expenditures.			
		\$12,300 00	\$3,520 03	†\$5,161 94	\$10,981 97	-	-	\$81,856 60			
CONDENSED EXHIBIT.....	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Interest, Taxes and Other Charges.	40--Net Divisible Income.	41--Dividends Declared.	42--Surplus for the Year.	43--Surplus June 30, 1901.	44--Credits.	45--Debits.	46--Surplus June 30, 1902.
	\$15,160 86	\$7,812 67	\$22,973 53	\$20,981 97	\$1,991 56	-	\$1,991 56	\$2,437 77	\$23 29	-	†\$422 00
COST, CAPITAL STOCK, Etc., PER MILE OWNED			47--Main Track Owned.	48--Construction per mile.	49--Equipment per mile.	50--Land, Buildings, and Other Permanent Property per mile.	51--Total Permanent Investments per mile.	52--Capital Stock per mile.	53--Net Debt per mile.	54--Stock and Net Debt per mile.	
			20.82	\$20,517 19	\$3,319 90	\$1,770 84	\$25,607 93	\$12,007 68	\$14,723 48	\$26,731 16	

†Deficit.

†Rent paid for Mousam River Railroad \$4,000.

SKOWHEGAN AND NORRIDGEWOCK RAILWAY AND POWER COMPANY.

ASSETS	1—Con- struction.	2—Equip- ment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Perma- nent Investments.	6—Cash and Current Assets.	7—Miscel- laneous Assets.	8—Gross Assets.
	*\$58,000 00	-	\$2,200 00	-	\$60,200 00	\$205 56	-	\$60,405 56
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds	15—Gross Liabilities.	
	\$50,000 00	\$50,000 00	-	\$26,500 00	-	-	\$126,500 00	
INCOME	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from Lease of Railway.	21—Miscel- laneous Income.	22—Gross Income.	
	\$8,069 02	\$556 66	-	\$3,625 68	-	-	\$3,625 68	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$70 00	\$581 99	\$447 36	\$2,034 24	\$2,133 59	86.		

* Covers equipment.

SKOWHEGAN AND NORRIDGEWOCK RAILWAY AND POWER COMPANY—Concluded.

EXPENDITURES—Concluded	29--Interest on Funded Debt.	30--Interest and Discount on Loans.	31--Taxes and Other Charges.	32--Total Charges on Income.	33--Dividends Paid.	34--Percent- age of Divi- dends Paid.	35--Gross Expenditures.		
	\$5,000 00	\$125 00	\$40 00	\$3,165 00	-	-	\$6,298 59		
CONDENSED EXHIBIT	36--Net Earnings from Operation.	37--All Other Income.	38--Total Income above Operating Expenses.	39--Inter- est, Taxes and Other Charges.	40--Net Divisible Income.	41--Divi- dends Declared.	42--Sur- plus for the Year.	43--Sur- plus June 30, 1901.	44--Sur- plus June 30, 1902.
	\$492 09	-	\$492 09	\$3,165 00	-	-	†\$2,672 91	†\$12,556 50	†\$15,529 41
COST, CAPITAL STOCK, Etc., PER MILE OWNED	45--Main Track Owned.	46--Con- struction per mile.	47--Equip- ment per mile.	48--Land, Buildings, and Other Permanent Property per mile.	49--Total Permanent Investments per mile.	50--Capital Stock per mile.	51--Net Debt per mile.	52--Stock and Net Debt per mile.	
	5.75	*\$10,086 95	-	\$382 60	\$10,469 55	\$8,695 65	\$13,304 35	\$22,000 00	

† Deficit.

* Covers equipment.

RAILROAD COMMISSIONERS' REPORT.

SOMERSET TRACTION COMPANY.

ASSETS	1—Construction.	2—Equipment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Permanent Investments.	6—Cash and Current Assets.	7—Miscellaneous Assets.	8—Gross Assets.
	\$97,099 57	\$26,200 87	\$8,375 91	\$19,594 28	\$151,270 63	\$1,641 47	\$1,286 59	\$154,198 69
LIABILITIES	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds	15—Gross Liabilities.	
	\$30,000 00	\$75,000 00	-	\$35,071 00	-	-	\$146,071 00	
INCOME.....	16—From Passengers.	17—From Mails, Merchandise, Freight, etc.	18—From Tolls, Rents, Advertising, etc.	19—Total Earnings from Operation.	20—Rentals from Lease of Railway.	21—Miscellaneous Income.	22—Gross Income.	
	\$17,602 26	\$943 03	\$611 02	\$19,156 31	-	\$5,297 55	\$24,453 86	
EXPENDITURES	23—Total General Expenses.	24—Total Repairs of Roadway and Buildings.	25—Total Maintenance of Equipment.	26—Total Transportation Expenses.	27—Total Operating Expenses.	28—Per Cent to Earnings from Operation.		
	\$3,459 96	\$2,552 86	\$837 25	\$6,085 14	\$12,935 19	67.		

SOMERSET TRACTION COMPANY—Concluded.

EXPENDITURES—Concluded		29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes and other charges.	32—Total Charges on Income.	33—Dividends Paid.	34—Percentage of Dividends Paid.	35—Gross Expenditures.			
		-	\$597 92	*\$6,616 15	\$7,214 07	-	-	\$20,149 26			
CONDENSED EXHIBIT..	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39—Interest, Taxes and Other Charges.	40—Net Divisible Income.	41—Dividends Declared.	42—Surplus for the Year.	43—Surplus June 30, 1901.	44—Credits	45—Debits.	46—Surplus June 30, 1902.
	\$6,221 12	\$5,297 55	\$11,518 67	\$7,214 07	\$4,304 60	-	\$4,304 60	\$6,034 13	\$3,788 69	-	\$14,127 69
COST, CAPITAL STOCK, ETC., PER MILE OWNED.....		47—Main Track Owned.	48—Construction per mile.	49—Equipment per mile.	50—Land, Buildings, and Other Permanent Property per mile.	51—Total Permanent Investments per mile.	52—Capital Stock per mile.	53—Net Debt per mile.	54—Stock and Net Debt per mile.		
		12.20	\$7,958 98	\$2,147 61	\$2,292 64	\$12,399 23	\$2,459 01	\$9,022 21	\$11,481 22		

*\$6,372.71, Lakewood.

WATERVILLE AND FAIRFIELD RAILWAY AND LIGHT COMPANY.

ASSETS	1--Con- struction.	2--Equip- ment.	3--Lands and Buildings.	4--Other Permanent Property.	5--Perma- nent Investments.	6--Cash and Current Assets.	7--Miscel- laneous Assets.	8--Gross Assets.
	†\$283,003 99	-	-	-	\$283,003 99	\$17,529 19	‡\$204,240 46	\$504,773 64
LIABILITIES	9--Capital Stock.	10--Funded Debt.	11--Real Estate Mortgages.	12--Current Liabilities.	13--Accrued Liabilities.	14--Sinking and Other Special Funds	15--Gross Liabilities.	
	\$200,000 00	\$240,000 00	\$4,731 90	\$57,964 67	\$23,277 30	-	‡‡\$525,973 87	
INCOME.....	16--From Passengers.	17--From Mails, Merchandise, Freight, etc.	18--From Tolls, Rents, Advertising, etc.	19--Total Earnings from Operation.	20--Rentals from Lease of Railway.	21--Miscel- laneous Income.	22--Gross Income.	
	\$30,724 95	-	\$56 25	\$30,781 20	-	\$25,002 47	\$55,783 67	
EXPENDITURES	23--Total General Expenses.	24--Total Repairs of Roadway and Buildings.	25--Total Maintenance of Equipment.	26--Total Transportation Expenses.	27--Total Operating Expenses.	28--Per Cent to Earnings from Operation.		
	\$\$\$28,245 86	\$3,901 20	\$1,820 72	\$14,909 70	\$48,876 48	*98.		

† Covers equipment, land and buildings.

‡‡ Includes \$18,541.81 light and power department.

‡ Includes charter and franchise, \$200,000.

* Power 8% operating expenses to income.

§ \$24,523.78 light and power sold.

‡‡ Debts above credits, \$484.25.

WATERVILLE AND FAIRFIELD RAILWAY AND LIGHT COMPANY—Concluded.

EXPENDITURES—Concluded.....		29—Interest on Funded Debt.	30—Interest and Discount on Loans.	31—Taxes and Other Charges.	32—Total Charges on Income.	33—Dividends Paid.	34—Percentage of Dividends Paid.	35—Gross Expenditures.			
		\$12,245 00	\$2,489 66	\$1,990 97	\$16,725 63	-	-	\$65,602 11			
CONDENSED EXHIBIT.....	36—Net Earnings from Operation.	37—All Other Income.	38—Total Income above Operating Expenses.	39—Interest, Taxes and Other Charges.	40—Net Divisible Income.	41—Dividends Declared.	42—Surplus for the Year.	43—Surplus June 30, 1901.	44—Credits.	45—Debits.	46—Surplus June 30, 1902.
	\$6,428 50	\$478 69	\$6,907 19	\$16,725 63	-	-	†\$9,818 44	†\$12,316 79	\$1,419 25	\$484 25	†\$21,200 23
COST, CAPITAL STOCK, ETC., PER MILE OWNED			47—Main Track Owned.	48—Construction per mile.	49—Equipment per mile.	50—Land, Buildings, and Other Permanent Property per mile.	51—Total Permanent Investments per mile.	52—Capital Stock per mile.	53—Net Debt per mile.	54—Stock and Net Debt per mile.	
			4.75	†\$59,579 78	-	-	\$59,519 78	\$42,105 26	\$68,626 07	\$110,731 33	

†Deficit.

†Covers equipment, land and buildings.

RAILROAD COMMISSIONERS' REPORT.

NEW RAILROADS AND EXTENSIONS.

On June 30, 1902, there were 1,933.35 miles of steam railroads in Maine. Since that date there has been constructed by the Bangor and Aroostook Railroad Company, two miles, from Van Buren up the St. John river; fifty-two and one-half miles by the Fish River Railroad Company, from Ashland to Fort Kent; nine miles, by the Rumford Falls and Rangeley Lakes Railroad Company, from Bemis to Oquossoc, and three and two-thirds miles by this same company, extending north from Oquossoc, making a total of 67.16 miles of railroad, additional to that of June 30, 1902, or a total of 2,000.51 miles of steam railroads in Maine to December 30, 1902.

STREET RAILWAYS.

There were in operation on June 30, 1902, 300.27 miles of street railways. Since that date the Augusta, Winthrop and Gardiner Railway Company have constructed and put in operation 14.15 miles, from Augusta to Winthrop; the Portland and Brunswick Railway Company 15.30 miles from Brunswick to Yarmouth; extension of the Lewiston, Brunswick and Bath Street Railway in Auburn 3.02 miles; the Portland Railroad 4.50 miles (not yet in operation), from Dunstan's corner, through Scarboro to a connection with the Biddeford and Saco Railroad, at Old Orchard; the Rockland, Thomaston and Camden Street Railway Company, 4.43 miles from Thomaston to Warren; the Bangor, Orono and Old Town Railway Company, .16 miles, and the Bangor Street Railway Company, .35 miles; Kittery and Eliot Street Railway, from Newmarch St., Kittery, to Greenacre, 3.50 miles; making a total of 345.68 miles constructed and 341.18 miles in operation in this State.

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 1902 the work of the Board continued to increase. Besides making the annual or semi-annual examinations of all the railroads in the State, as required by statute, seventy-seven petitions and other matters have been heard at places convenient for the petitioners, requiring more than 100 hearings and continued meetings of the Board, other than hearings held for the investigation of accidents. To meet the requirements thus imposed the Board has traveled more than 30,000 miles during the year.

Part II contains the official report of the action of the Board upon all matters to November 30, 1902.

BANGOR AND AROOSTOOK RAILROAD.

The road-bed and track on this line from Old Town to Caribou and from Milo junction to Greenville have never been in better condition than they are now.

All wooden bridges and trestles have been eliminated, with the exception of a few very short wooden beams, and the structures are all first-class in every respect.

Considerable new 70 pound rail has been laid with the Weber joint, and the Company propose to replace all the light rails with the standard 70 pound rail in the near future.

Station buildings are all in good order and tastily painted.

The Ashland branch while not so well ballasted as the main line, is in excellent line and surface and fully equal to all the requirements of traffic made upon it.

The construction of the extension to Fort Kent under the organization of the Fish River Railroad Company, has progressed as favorably as the unprecedented wet season permitted, and will undoubtedly be in operation by the end of the year. The track is being laid with 70 pound steel and is well ballasted as soon as laid. The construction of all structures is modern and thorough.

The abutments and piers at the crossings of Fish river, as well as several of the larger culverts, are of concrete and very creditable structures.

The extensions to Van Buren and Limestone are now well ballasted and in excellent order.

The Katahdin Iron Works branch is to be much improved by replacing the old wooden bridges at Roaring and Heuston brooks with plate girders upon stone abutments. The rail is light but the track is in good condition for the service required of it.

BRIDGES.

The bridges are of steel, with the exception of a few short wooden beams, and several pile trestles on the branches.

They are of approved pattern, well painted, with excellent floors.

BOSTON AND MAINE RAILROAD.

The road-bed and track of both the Eastern and Western Division are kept in the best of condition in all their details. That of the Worcester, Nashua and Portland Division in this State, is in good condition. Extensive improvements are being made. The Kennebunk and Kennebunkport branch is well maintained. The Northern Division is kept in its usual good condition. The Orchard Beach road was put in good condition for its summer business.

All the bridges and culverts on this system are in excellent condition. The bridge over the Saco river on the Eastern Division has been extensively and thoroughly repaired in its masonry and a modern first-class steel superstructure put in place. At Gorham, on the Worcester, Nashua and Portland Division, the

South street, overhead bridge is being rebuilt with substantial stone abutments and wood stringers. The bridges on the entire system in this State are in excellent condition.

The rolling stock is excellent and kept up to a high standard in all particulars.

The motive power is excellent, especially so, considering the demands put upon it by the large traffic of their system.

Additions are being made as fast as they can be. It is quite evident that it is no easy matter to spare engines from service, so that repairs can be made, to the extent that the management desire. We are informed that considerable additions are contemplated.

The station buildings are as a whole in excellent condition and in all cases well adapted in all ways to the requirements of the several places to be served.

CANADIAN PACIFIC RAILWAY.

Under the efficient management of very competent officers, the road-bed and track has been materially improved.

The phenomenal freshet of last December discovered a few points where the openings were insufficient to carry off the unusual amount of water, and several extensive washouts were the result, only one of which resulted in serious disaster.

At several of these places trestles have been built which will eventually be replaced with steel girders, thus insuring abundant water way for any emergency.

Several wooden trestles have been replaced with plate girders and stone abutments, while those remaining have very generally been reduced during the past year.

Some 60,000 new ties have been put into the track, and some ten miles of 80 pound steel have been laid with the Bonanza joint, while it is confidently expected that the greater part of the main line track will be relaid with the same the coming year.

There is a liberal supply of ballast on the whole line and the alignment and surface show careful attention and efficient work.

The station buildings are plain, but well cared for, and sufficiently commodious for the business of the road, which is largely a through business and requires but limited accommodations for local traffic.

The Aroostook River branch is in excellent condition. The wooden bridges which are short, and built of cedar with hard pine stringers, were very generally rebuilt in 1901.

The rail is light but shows very little wear, and the surface is good. The traffic is principally freight, and speed slow.

GEORGES VALLEY RAILROAD.

This road is in good condition for the traffic which it carries and shows evidence of careful supervision.

Several thousand new ties have been put in the track the past year.

BRIDGES.

The pile bridge over the Georges river is well built and kept in safe condition.

ROLLING STOCK.

The limited equipment is kept in good serviceable condition.

GRAND TRUNK RAILWAY.

The road-bed and track on this line in this State, running from Portland to Wild river are in excellent condition in all respects. The rails are practically new; ties are renewed and ballasting done, whenever required to keep the track up to a high standard of maintenance. The Lewiston and the Norway branches are in good condition.

The bridges on this line are comparatively new, in very large part steel structures of modern design, set on excellent masonry and well maintained in all particulars. The pile bridges are in good condition, being kept in good repair.

The motive power is in good condition, large additions having been made in heavy locomotives,—first-class of their respective types, and are maintained to a high degree of efficiency.

The rolling stock as to cars, is in excellent condition in all respects.

The station buildings are in good condition, being convenient and well kept. A new passenger station and office building is under construction at Portland and will be finished at an early date. A large elevator has been completed during the year, so that the road is well equipped for its large traffic, especially the foreign shipments of this company. The system of improvements inaugurated a few years since is being carried out as fast and as far as it can be.

LIME ROCK RAILROAD.

The track is well maintained, safe, and equal to all the requirements of the lime-rock traffic.

BRIDGES.

The hard pine trestles, on which the tracks are carried to the different kilns are under careful supervision and are receiving repairs whenever needed.

ROLLING STOCK.

The rolling stock consists of engines and dump cars, which are in a good state of preservation.

MAINE CENTRAL RAILROAD.

The road-bed and track on this system are in excellent condition; improvements in all the detail of maintenance of way are going on under a well regulated system, so that at every inspection we find a general improvement. The great damage done by the unprecedented freshet of December, 1901, has been repaired in a substantial and permanent manner, reflecting credit upon all in charge thereof for their energy and skill.

The bridges on the entire system are first-class structures of their respective types. The bridge at Clinton, carried away by the freshet before mentioned, has been replaced in a very substantial manner. The spans at Bangor crossing the Penobscot river, carried out by the same freshet are now being erected on excellent masonry and are of up to date design and construction. The culverts carried out at that time have been replaced by structures that are improvements over the old ones. Several culverts have been renewed during the year and all are maintained in excellent repair. An entire new bridge is now being built at the crossing of the Presumpscot river by the main line. The change in line at Nequasset, is completed, the bridge thereon being a first-class structure.

The motive power is kept up to its usual high standard of efficiency. Considerable additions have been made during the year, consisting of heavy first-class locomotives from the best builders, and still further additions are under construction, to meet the increasing demands made by the increasing traffic of this system.

The passenger equipment is in excellent condition in all particulars. Large additions to freight equipment have been made and new cars are being delivered in large numbers.

The station buildings are models in design as well as in their maintenance.

It is only fair to say that great credit is due to the department of engineering and maintenance of way, not only for the manner in which it met the emergencies of the disastrous freshet of last December, but also for the thoroughly systematized manner in which improvements in the general physical condition of the system now going on.

PORTLAND AND RUMFORD FALLS RAILWAY.

The department of maintenance of way, of this road is determined that the road-bed and track shall be second to none in the State. In pursuance of this policy much has been done to improve the original alignment and gradients, and in renewing bridges and culverts.

Notably among these improvements are the changes at, and south of Canton, and at Mechanic Falls. A new stone arch of 50 feet and embankment, to replace the trestle known as Pottle bridge, is especially worthy of mention, being a fine piece of up-to-date work.

Grades have been raised and a large amount of ballast put under the track at different points.

The track between Canton and Rumford Falls has been relaid with new steel rails weighing eighty pounds to the yard, which will hereafter be the standard rail of the road.

An unprecedented local shower in August washed out several structures and some of the road-bed above West Peru. The company has taken advantage of this disaster to secure a change in the highway, which will eliminate two grade crossings, and have replaced the stone structures with a better class of work.

The entire road, including the Otis Falls branch, is in excellent condition for the heavy freight traffic and rapid passenger service to which it is being subjected.

BRIDGES.

All the structures are now of stone and steel, with the one exception of a trestle on the Otis Falls branch. This will give place to steel girders, when the required length of the opening is determined.

RUMFORD FALLS AND RANGELEY LAKES RAILROAD.

This road is under the same efficient management as the Portland and Rumford Falls Railway.

It follows the valley of the Swift river and suffered much damage from the severe freshet of December, 1901, which, however, was promptly repaired, the original grades being raised for some distance and additional waterway provided.

The track from Rumford Falls to Bemis has been maintained in the most careful manner, and the passenger train service has been very efficient.

The road has been extended to Mountain View Inn, or Oquossoc, a distance of nine miles, and an extension of some 12 miles more is nearly completed, while surveys have been made to Megantic in the province of Quebec.

BRIDGES.

The wooden structures have been carefully looked after and substantial renewals made during the past year. There are no bridges between Bemis and Oquossoc, the limited drainage only requiring culverts.

ROLLING STOCK, STATION BUILDINGS, ETC.

The rolling stock is new, modern and well cared for. The new station building at Oquossoc is neat and tasty.

SEBASTICOOK AND MOOSEHEAD RAILROAD.

This road is now operated from Pittsfield to Main Stream Station, a distance of fifteen miles.

The most notable improvement of the past year is the building of a large double culvert at Thompson's crossing. Each opening is of eight feet span, and it takes the place of a hemlock trestle, which has been filled.

One of the abutments at Main Stream was partially destroyed by the freshet of December, 1901, but has been rebuilt in a most thorough manner. There are but two bridges upon the line—at the outlet of Moose pond and at Main Stream—both fine structures.

Several culverts are being rebuilt of quarried stone.

The track between Pittsfield and Hartland is sadly in need of ballast, but the track is all in very good line and surface and

rides smoothly at the moderate rate of speed required by the time card.

The road is operated by the receiver, Mr. A. B. Thompson, in a very economical and judicious manner.

The limited equipment is well kept and the two station buildings well arranged and nicely painted.

SOMERSET RAILWAY.

The road-bed and track on this line are in first-class condition. Some steel has been laid and new ties and ballast put in wherever it was needed.

The bridges are all in excellent order in all particulars. The culverts are all in good condition. Those washed out by the freshet of last December have been replaced in a very substantial manner.

The system of improvements that has been going on during the past few years is still going on, and every year finds the property in better condition.

The motive power is good and in every way well maintained. The rolling stock is good and well kept.

The station buildings are in excellent condition, being well maintained in all particulars.

WASHINGTON COUNTY RAILROAD.

This road did not suffer so heavily from the freshet of the past year as many others. Some \$45,000 were expended in repairs and renewals and the track kept in very creditable condition.

The large amount of work done in 1901 made it unnecessary to make large expenditures the past season.

The structures have been completed at Chandler's river and Pleasant river. The Baring bridge is now a very creditable structure, having for one span a fine plate girder and a hard pine floor upon the entire structure. The bridge at Sprague's Falls is worthy of special mention. All the wooden bridges are in good order.

The motive power and equipment generally are all that is needed for the successful operation of both passenger and freight trains, and carefully looked after.

YORK HARBOR AND BEACH RAILROAD.

The road-bed and track are in good condition. The road was put in good repair at the opening of the road in the spring and it has been well maintained throughout the season of its operation.

The spur track from the main line to the navy yard at Kittery opened during the year is well built and serves a good purpose.

The bridges are carefully looked after and kept in a good safe condition.

The motive power and equipment are of the same good quality that is always found on the Boston and Maine Railroad, which furnishes the equipment.

The station buildings are good, well appointed buildings and are kept in excellent condition.

NARROW GAUGE RAILROADS.

BRIDGTON AND SACO RIVER RAILROAD.

This is a two-foot gauge road, known in this State as narrow gauge, and running from Bridgton Junction, on the Mountain Division of the Maine Central Railroad, to Harrison, the principal office and shops being in Bridgton.

The road-bed and track are in excellent condition.

All the bridges and culverts are in good repair and in all respects well maintained.

The motive power and rolling stock are first-class of their type and are well maintained in all respects.

The station buildings are well constructed and kept in excellent condition.

In all its departments the property is well managed and merits the success that it enjoys.

FRANKLIN AND MEGANTIC RAILWAY—KINGFIELD AND DEAD RIVER RAILROAD.

These two lines are operated as one line, the former from Strong to Kingfield, connecting with what is to all intents and purposes an extension of the last named road from Kingfield to Bigelow.

The road-bed and track are in good condition. The damage from the freshet of last December has been repaired in a substantial manner, and the road otherwise generally improved, especially in reducing grades and curvature in which a great deal is being done.

The bridges are in good condition. Those carried away by the freshet have been replaced or repaired; some filling of trestle work has been done and in all respects the track put and kept in good condition.

The rolling stock and motive power are good and well maintained. The station buildings are excellent and kept in first-class condition in all respects.

KENNEBEC CENTRAL RAILROAD.

This little road has been handicapped in the care of the track by the scarcity of gravel. This lack has been in a good measure overcome by the use of cinder, and the track may now be said to be very well ballasted and in fine line and surface.

The bridges and culverts are well built and kept in good repair.

The rolling stock and equipment generally, are good and well maintained. The property as a whole is well cared for and improved under a well ordered system.

MONSON RAILROAD.

This road has been excellently, though economically, maintained.

The several bridges are short and consist of cedar abutments loaded with stone, and hard pine stringers; several of them having been renewed the past year.

During the past two years about 8,000 new ties have been put under the rails. These ties are of cedar and of unusual large size for two-foot gauge. There is no good ballast upon the line of the road, but the management has begun to ballast the track with slate chips from the quarries, which make an excellent surface.

The traffic of the road is light, and principally confined to the product of the slate quarries.

The condition of the road is perfectly safe, and the facilities ample for all the business obtained.

ROLLING STOCK, ETC.

The limited motive power and rolling stock are sufficient for the requirements of the traffic and well kept.

PHILLIPS AND RANGELEY RAILROAD.

The road-bed and track on this line which runs from Phillips to Rangeley are in good order and well maintained in all respects.

The bridges and culverts have undergone extensive repairs and renewals so that they are in good condition.

The rolling stock and equipment are in good condition and the station buildings well kept.

The line now under construction from Madrid, about six miles to a lumbering section, promises to furnish quite a traffic for this line.

SANDY RIVER RAILROAD.

This narrow gauge railroad from Farmington to Phillips enjoys the distinction of being the first road of two feet gauge built in the State. Originally built in the cheapest possible manner and having many light trestle bridges, it has been largely reconstructed and all the trestle filled except the approaches to the Howe truss at Fairbanks.

The track is very liberally ballasted and kept up to a high state of perfection.

The two bridges on the Sandy river are fine steel structures and well cared for.

The motive power is efficient and kept in excellent repair.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD.

This road extends from Wiscasset to Winslow, a distance of 42.2 miles, with a branch of 15.3 miles from Week's Mills to Albion. The line between Week's Mills and Winslow has been constructed the past year and has materially increased the receipts of the road.

This new part of the road has been substantially built, has good alignment and easy grades and is fairly well ballasted. The rail is heavy and ties are of good size.

Considerable work has been done upon the old line. The trestles have been quite extensively renewed and much new timber used. They are very generally in good order, and equal to the service required of them.

Nineteen thousand three hundred eighty-six new ties have been used, some miles of ballast put on, and the cuts well ditched.

The station buildings are neat and attractively painted with shades of green which have been adopted as the standard colors of the road. An engine house and machine shop have been built at Winslow.

On the whole this road has been very much improved the past year and seems to have taken a new lease of life.

ROLLING STOCK.

Extensive repairs have been made upon the locomotives and cars, both freight and passenger. One locomotive, three passenger and twenty-two freight cars have been added to the equipment.

STREET RAILROADS.

ATLANTIC SHORE RAILWAY.

This line is built from the main line of the Sanford and Cape Porpoise Railway to and into the village of Kennebunkport.

Its road-bed and track are well built and well maintained. The bridges and culverts are those of the town, strengthened where necessary and kept in good order.

The equipment is good and well maintained.

AUGUSTA, WINTHROP AND GARDINER RAILWAY.

This road is made up of the Augusta, Hallowell and Gardiner Railroad and its extension from Augusta to Togus, and from Augusta to Winthrop, the latter extension passing that popular summer resort known as Cobbosseecontee. This extension is one of the best built roads in the State. It runs largely upon an acquired right of way, outside the highway. The materials used in its construction are all of the best. The grading is quite extensive in volume, and well done,—the whole construction carried out on a generous plan.

The road-bed and track of the whole system are in good condition and in all respects well maintained.

The bridges and culverts are well built and well maintained—in most instances built by the company. On the new line they are especially well built.

The rolling stock is good and well maintained. Considerable additions have been made in new eight-wheeled cars of modern design and equipped with all the modern conveniences and appliances for safety and comfort.

BANGOR, HAMPDEN AND WINTERPORT RAILWAY.

No material change has been made in the physical conditions of this road since our report of last year.

The track has been well cared for and on the whole the general condition of the road is very satisfactory.

BANGOR, ORONO AND OLD TOWN RAILWAY.

A large amount has been expended upon the track of this road during the past year. The ties have been entirely removed and a large amount of ballasting done. If the other grade crossing at Veazie could be eliminated, it would be a very desirable improvement.

Nothing new can be said of the few bridges, which are well cared for.

BANGOR STREET RAILWAY.

Very radical improvements have been made upon this road during 1902, and its track is now in fine order.

An extension of the Center street line from Congress street to the intersection with Broadway, some two thousand feet, will be a great convenience to that section of the city.

A second track has been laid from West Market square, through Hammond, State and Exchange streets onto Washington street. Also one thousand feet of second track upon Oak street, from Washington to York street. This double track greatly facilitates operation.

BENTON AND FAIRFIELD RAILWAY.

The road-bed and track are in good condition.

The bridges with the exception of the first-class structure crossing the river at Benton and one at Fairfield are those of the municipalities where the road runs. They are all good structures and well maintained in all respects.

The rolling stock and equipment are good and well kept. It is largely used in the freight traffic incident to the large pulp industries located at Fairfield and Benton.

BIDDEFORD AND SACO RAILROAD.

This line runs in and about Biddeford, through Saco to Old Orchard. The road-bed and track are well built, of good material and well maintained in all respects.

The bridges are those of the cities of Biddeford and Saco and are first-class structures, kept in excellent condition.

The equipments in all respects is first-class and kept in good condition. The service on this line is abundant and its appreciation is evidenced by increasing patronage.

CALAIS STREET RAILWAY.

Only a limited outlay has been necessary to keep the track in good condition.

The bridges of the municipalities upon which the track crosses the St. Croix river are well cared for.

The cars are modern and in good repair.

FRYEBURG HORSE RAILROAD.

This road extends from the Maine Central Railroad, at Fryeburg, through the village of Fryeburg, thence to the West Oxford Agricultural Fair grounds; thence to the Chautauquan Assembly grounds. It is operated only during the months of June, July, August and September. It is the only horse railroad now in Maine. Its length is three miles. Its road-bed, track and rolling stock are in a very satisfactory condition, equal to the demand made upon it.

KITTERY AND ELIOT STREET RAILWAY.

This is a new railway extending from a connection with the Portsmouth, Kittery and York Street Railway at Government and Newmarch streets to Greenacre, a distance of about 3.50 miles. This road is well built in all respects. Considerable right-of-way outside of highways was bought, grading done, bridges well built, those of the municipalities strengthened and the enterprise in all particulars carried out on a generous plan.

Road-bed and track are in good condition.

The rolling stock is of the best in design and construction; well appointed and equal to all demands put upon it.

LEWISTON, BRUNSWICK AND BATH STREET RAILWAY.

The road-bed and track of this line are in excellent condition.

The bridges are largely those of the municipalities, strengthened wherever it was required, and all, including those built by the company, are in good condition. Considerable filling has been done during the year.

The equipment in all its detail is excellent and well maintained.

The pleasure resort has been well managed, the entertainments have been of a high order and well patronized.

General improvements under a well defined and continuous plan are going on so that the property will not only be kept to standard but made better as the years go on.

NORWAY AND PARIS STREET RAILWAY.

The road-bed and track are in good condition.

The bridge is in good order and well maintained.

The equipment is all that is required for the traffic of this road and is kept in good state of repair.

PENOBSCOT CENTRAL RAILWAY.

This line is now in operation from Bangor to the village of Charleston. Considerable work has been done upon the road-bed and track, and the entire line is now in excellent condition.

The passenger cars are of the most approved pattern, comfortable and attractive, while the facilities for handling freight are very satisfactory to shippers.

PORTLAND RAILROAD.

This line now includes the Portland Railroad, proper, the Portland and Cape Elizabeth Railway, the Portland and Yarmouth Electric Railway, the Westbrook, Windham and Naples Railway, the Gorham extension, and the extensions to Saco. The last named extension, now completed and in operation, is from the junction of Rigby road and the Saco road near Cash's corner, through South Portland, Scarborough, to and into Saco, with a branch completed from near Dunstan's corner to Old Orchard. The line to Saco is built and equipped in a thoroughly first-class manner. The best of materials were used and the work done in the best and most workmanlike manner,—in fact the whole enterprise was carried out on a plan that is a credit to the management. A cut off has been built from Cash's corner to the main line near the Boston and Maine Railroad crossing in South Portland, thereby making the distance considerably reduced.

Throughout this system the road-bed and track are thoroughly built, of the best material and maintained in excellent condition in all particulars.

The bridges are all good and well built structures, of abundant strength and kept in the best of repair.

The rolling stock is of the very best, built by manufacturers whose reputation for first-class work is almost world wide. Large additions have been made during the year. The cars are provided with all the modern appliances for safety and comfort and are maintained in the best of condition.

All the buildings of the company are of excellent design for their respective uses, and well constructed. The new car barn on St. John street, in Portland, is capacious, well built, well designed and equipped with appliances for the most efficient and economical operation. The architectural design adopted has produced an imposing structure, so arranged in its floor plan as to be convenient for doing work on the cars as well as comfortable and convenient for the employes.

The amusement places of the company have been carried on in the usual first-class manner, providing entertainments of the best character,—on the stage as well as in the dining halls, fully meriting the generous patronage enjoyed.

PORTLAND AND BRUNSWICK RAILWAY.

This is a new line opened during the year, running from Brunswick through Freeport to Yarmouth, there connecting with the Portland and Yarmouth Division of the Portland Railroad.

The road-bed and track are built of good material, in a workmanlike manner, and are well maintained.

The bridges and culverts are all good substantial structures, strengthened wherever, and to what extent required, and are kept in good order.

The equipment is first-class and well kept, having all the appliances considered the best for safety and convenience. The power house and car barn are first-class structures and well appointed. The pleasure resort at South Freeport, where there is a castle or tower of stone, from which there is an extensive view, a casino, a zoological garden, and other attractions for amusement, promise well for this line. The whole enterprise has been well carried out and is a credit to its promoters.

PORTSMOUTH, KITTERY AND YORK STREET RAILWAY.

This line extends from York Beach to Badger's Island, in Kittery, there connecting with the company's ferry to Portsmouth, N. H.

The road-bed and track have been considerably improved, so that they are in first-class condition.

The bridges are in good condition—improved in many respects—some filling done, and still greater improvements contemplated in the near future.

The rolling stock and equipment are of modern design, well built and up to date in its general appointments and maintained in good order.

The buildings are all in good repair and well kept.

A general plan of improvements has been inaugurated which will bring the property in all its details, up to a high standard of efficiency.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY.

This line has been extended by the construction of a new line now in operation from Thomaston to Warren, a distance of four and forty-three hundredths miles. This extension runs in large part on acquired right of way, outside the highways. It is well graded with first-class material, good substantial bridges are built, the road well ballasted and in all respects thoroughly constructed. The handling of considerable passenger traffic is done on this line, with a prospect of an increase in its freight business. The road-bed and track of all the road operated are in good condition and well maintained.

The bridges and culverts are in excellent condition.

The rolling stock and equipment are well built, well appointed and kept in excellent condition throughout.

The buildings of the company are first-class and well equipped for the safe and economical operation of the property.

SANFORD AND CAPE PORPOISE RAILWAY.

This line extends from Springvale village, in Sanford, through Sanford, Kennebunk and Kennebunkport to Cape Porpoise. Large quantities of freight are handled by this road, much of

it on standard cars of the steam railroads, the work being done in a very satisfactory and profitable manner. The large plants of the plush mills, Goodall's worsted mills and other industries owned and operated by Messrs. Goodall are served by this line.

The road-bed and track are in good condition and in all respects well maintained.

The bridges are largely those built by the company, and are good substantial structures, well maintained. All the bridges and culverts on this line are in good condition.

The rolling stock and equipment are good and well maintained. The motive power used in handling the freight is in all respects good in construction and maintenance and is doing its work in a satisfactory manner.

The buildings of the company are all well adapted to their respective uses and are well maintained.

The erection of a modern coal handling plant at Cape Porpoise harbor and an extensive coal pocket near the junction at the Town House, so called, is assured. This will add largely in facilities very much needed, and materially decrease the cost of handling the large amount of coal coming to this line.

SKOWHEGAN AND NORRIDGEWOCK RAILWAY.

The road-bed and track on this line are in fair condition and extends from Skowhegan to Norridgewock, a distance of five and three-fourths miles.

The bridges are kept in a safe condition—somewhat improved since last year.

The equipment is good and fairly well maintained.

SOMERSET TRACTION COMPANY.

The road-bed and track are in good condition and well maintained.

The bridges and culverts are substantial structures and kept in an excellent state of repair.

The rolling stock is first-class in all respects and kept in good condition. The buildings are good and kept in good repair.

WATERVILLE AND FAIRFIELD RAILWAY.

The road-bed and track on this line are in good condition and well maintained. Considerable improvement has been made during the year.

The bridge is in good repair. The rolling stock and equipment are in good condition and well kept. Improvement is noted as going on under a well established system.

Respectfully submitted,

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

Railroad Commissioners of Maine.

November 30, 1902.

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, 1902.

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. (2 feet gauge.)	4—CANADIAN PACIFIC. (International.)
ASSETS.				
Construction	\$8,711,731 67	\$42,168,983 51	\$217,074 50	\$6,559,787 84
Equipment	2,330,579 77	5,212,347 89	44,901 08	445,536 13
Other permanent property	59,403 88	12,008,952 57	.....	112,463 87
<i>Total permanent investments.</i>	11,101,715 32	59,390,238 97	261,975 58	7,117,787 84
Cash and current assets	418,938 74	7,592,636 18	5,296 38	.....
Miscellaneous assets	203,730 53	4,696,887 45	1,618 09	.....
Gross assets	11,724,384 64	71,679,807 60	268,890 05	7,117,787 84
LIABILITIES.				
Capital stock, common	1,150,000 00	23,638,070 70	102,250 00	2,273,000 00
Capital stock, preferred	64,400 00	3,149,800 00	.....	.....
<i>Total capital stock.</i>	1,114,400 00	26,787,870 70	102,250 00	2,273,000 00
Funded debt	9,415,000 00	29,597,441 66	151,700 00	3,514,000 00
Real estate mortgages .....	.....	594,800 00	.....	.....
Current liabilities	372,454 98	5,093,193 99	4,902 98	112,463 87
Accrued liabilities	728,000 00	4,313,466 26	1,172 08	1,218,323 97
<i>Total indebtedness.</i>	10,515,454 98	41,690,120 81	157,775 06	4,844,787 84
Sinking and other special funds .....	.....	1,636,650 64	.....	.....
Gross liabilities	11,629,854 98	70,114,642 15	260,025 06	7,117,787 84
INCOME.				
Revenue from passengers	415,217 70	11,557,583 46	13,970 74	10,048,684 56
Revenue from mails	35,421 66	449,981 93	1,366 76	947,407 47
Revenue from express	19,866 12	887,034 30	3,939 63	641,262 50
Revenue from extra baggage and storage	5,942 12	145,902 65	241 42	.....
Revenue from other passenger service .....	.....	.....	.....	530,764 89
<i>Total passenger revenue.</i>	476,447 60	13,040,502 34	19,518 15	112,158,119 42
Revenue from freight	1,149,008 14	18,124,636 31	20,923 30	24,756,431 01
Revenue from other freight service .....	.....	479,084 65	.....	.....
<i>Total freight revenue.</i>	1,149,008 14	18,603,720 96	20,923 30	124,756,431 01
<i>Total passenger and freight revenue.</i>	1,625,455 74	31,644,223 30	40,441 45	136,924,550 43
Other earnings from operation	83,481 25	196,470 70	.....	.....
<i>Gross earnings from operation.</i>	1,708,936 99	31,840,694 00	40,441 45	36,924,550 43
Income from other sources .....	.....	589,901 15	339 89	.....
Gross income	1,708,936 99	32,430,595 15	40,781 34	136,924,550 43
				||636,176 64

† Premiums on B. & M. R. R. common stock sold.

‡ Operations of entire system.

|| Operations for State of Maine,

EXPENDITURES.				
Operating expenses	\$1,101,884 25	\$22,427,983 39	\$28,966 00	\$615,847 51
Interest on funded and other debts	428,749 63	1,306,996 69	6,380 96	60,440 00
Taxes	5,279 47	1,629,513 96	423 11	1,863 47
Rentals paid .....	.....	5,058,089 78	.....	1,680 00
Other charges upon income	118,792 15	151,285 00	.....	7,814 12
Dividends paid .....	.....	1,764,359 00	4,090 00	.....
Gross expenditures	1,654,705 50	32,408,227 82	39,860 07	687,675 10
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	607,052 74	9,402,710 61	11,475 45	20,331 13
Income from other sources .....	.....	589,901 15	339 89	.....
<i>Total income above operating expenses</i>	607,052 74	9,992,611 76	11,815 34	20,331 13
Interest, taxes, rentals, and other charges	552,821 25	8,205,885 43	6,804 07	71,827 59
<i>Net divisible income</i>	54,231 49	1,786,726 33	5,011 27	.....
Amount of dividend declared .....	.....	1,764,359 00	4,090 00	.....
Percentage of dividends declared .....	.....	†	4	.....
SURPLUS.				
Surplus June 30, 1901	30,498 17	1,565,165 45	8,393 72	||112,522 07
Surplus for the year	54,231 49	22,367 33	921 27	||51,496 46
Additions during the year	9,800 00	.....	.....	.....
Deductions during the year .....	.....	22,367 33	450 00	.....
Total surplus June 30, 1902	94,529 66	1,565,165 45	8,864 99	||164,018 53
VOLUME OF TRAFFIC, ETC.				
Passengers carried	\$421,763	37,830,047	22,546	106,094
Passengers, average length of journey	39.68	17.32	13.44	69.05
<i>Total passenger mileage</i>	16,738,831	651,300,386	303,087	7,325,539
Average fare per mile on local tickets	3.50 cts.	1.743 cts.	4.363 cts.	3.58 cts.
Average fare for commutation tickets	2 cts.	.....	.....	.....
Average fare for mileage tickets	2.37½ cts.	2 cts. 1,000 miles.	.....	.....
Average fare for season tickets .....	.....	0.672 cts.	.....	.....
Average fare for joint tickets	3 cts.	1.888 cts.	4.81 cts.	1.53 cts.
Tons of freight hauled	925,611	18,183,321	20,975	553,569
Average length of haul	91.11	89.11	15.14	164.67
<i>Total freight mileage</i>	84,338,878	1,620,362,196	317,472	91,157,631
Miles run by revenue passenger trains	543,884	10,717,579	.....	149,957
Miles run by revenue freight trains	550,367	7,857,575	4,792	385,451
Miles run by revenue mixed trains	5,474	187,380	36,224	88,773
<i>Total mileage of trains earning revenue</i>	1,099,725	18,762,534	41,016	624,181
<i>Total non-revenue train mileage</i>	425,932	8,985,851	1,500	11,950

|| Deficit.

‡ 2 to 2½ cents outside, 1 to 2 cents within suburban circuits.

† 6% on preferred, 7% on preferred stock.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	1—BANGOR AND AROOSTOOK.	2—BOSTON AND MAINE.	3—BRIDGTON AND SACO RIVER. (2 feet gauge-)	4—CANADIAN PACIFIC. (International.)
EQUIPMENT.				
Number of locomotives	57	956	4	10
Number of passenger and combination cars	44	1,190	2	||
Number of dining, parlor and sleeping cars	9			
Number of baggage, express and mail cars	15	288	2	
Number of other passenger service cars		179		
Number of freight cars (basis 8 wheels)	3,159	16,929	41	1,000
Number of officers' and pay cars	2	7		
Number of gravel and other cars	83	806		6
MISCELLANEOUS.				
Whole number of stockholders	27	7,283	81	50
Number in Maine	20	600	80	17
Amount of stock held in Maine	\$107,586 25	\$1,891,200 00	\$97,000 00	\$7,500 00
Total miles of road operated	370.90	2,265.50	21.25	7,587 80
Total miles of road operated in Maine	370.90	157.43	21.25	232 80
Highway grade crossings in Maine	179	153	22	26
Number of highway crossings over railroad	2	37		
Number of highway crossings under railroads	2	19		5
Number of railroad crossings, other steam railroads at grade	1	9		1
Number of crossings over other steam railroads	1			1
Number of crossings under other steam railroads	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	1	6		
Average number of employees	1,183	22,886	43	1,121
Total number of freight cars equipped with grab irons	3,100	all, 16,929		1,000
Total number of freight cars equipped with automatic couplers	3,215	15,961		1,006
Total number of engines equipped with "driving wheel" brakes	56	944		10
Total number of engines equipped with "air brakes"	56	915	4	10

|| Equipment furnished by Canadian Railway.

22 electric.

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.....	\$93,699 60	\$80,982 00	†\$324,912,558 21	\$61,517 32
Equipment.....	5,377 23	4,172 36		20,061 33
Other permanent property.....			4,519,519 39	
<i>Total permanent investments</i>	99,076 83	85,154 36	329,432,107 69	81,578 65
Cash and current assets.....	8,222 65		11,736,340 90	4,696 41
Miscellaneous assets.....	853 95		2,468,759 47	275 00
Gross assets.....	108,153 43	85,154 36	343,637,207 97	86,550 06
LIABILITIES				
Capital stock, common.....	87,500 00	100,000 00	134,765,371 81	41,250 00
Capital stock, preferred.....			63,841,202 10	
<i>Total capital stock</i>	87,500 00	100,000 00	198,606,573 91	41,250 00
Funded debt.....	24,000 00	50,000 00	134,418,204 46	30,000 00
Real estate mortgages.....				
Current liabilities.....	9,060 80		9,368,335 39	1,089 21
Accrued liabilities.....	777 08		1,231,396 30	147 50
<i>Total indebtedness</i>	33,837 48	50,000 00	145,017,936 15	31,227 71
Sinking and other special funds.....				
Gross liabilities.....	121,337 88	150,000 00	343,624,510 06	72,477 71
INCOME.				
Revenue from passengers.....	9,390 61	1,685 50	6,989,173 58	5,797 82
Revenue from mails.....	1,425 66	321 74	414,339 84	237 98
Revenue from express.....	1,493 73	448 20	711,738 05	371 17
Revenue from extra baggage and storage.....	59 58			
Revenue from other passenger service.....	5 55	53 08		43 00
<i>Total passenger revenue</i>	12,375 13	2,508 52	8,115,251 47	6,499 97
Revenue from freight.....	23,470 18	10,031 65	15,268,732 49	8,886 35
Revenue from other freight service.....				
<i>Total freight revenue</i>	23,470 18	10,031 65	15,268,732 49	8,886 35
<i>Total passenger and freight revenue</i>	35,845 31	12,540 17	23,383,983 96	15,386 32
Other earnings from operation.....			691,446 57	190 00
<i>Gross earnings from operation</i>	35,845 31		24,075,430 53	15,576 32
Income from other sources.....	76 00		962,539 43	
Gross income.....	35,921 31	12,540 17	25,037,969 96	15,576 32

† Covers equipment.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	5—FRANKLIN AND MEGANTIC.	6—GEORGES VALLEY.	7—GRAND TRUNK.	8—KENNEBEC CENTRAL.
EXPENDITURES.				
Operating expenses.....	\$35,178 82	\$10,258 03	\$16,124,682 00	\$10,502 09
Interest on funded and other debts.....	1,362 56	3,000 00	5,238,620 12	1,500 00
Taxes.....	192 06	160 55	231,051 84	345 40
Rentals paid.....	1,600 00		755,336 22	
Other charges upon income.....			62,374 01	
Dividends paid.....			2,647,365 88	2,400 00
Gross expenditures.....	38,333 38	13,418 58	25,059,430 07	14,747 49
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	666 49	2,282 14	7,950,748 53	5,074 23
Income from other sources.....	76 00		962,539 43	
<i>Total income above operating expenses.</i>	742 99	2,282 14	8,913,287 96	5,074 23
Interest, taxes, rentals, and other charges.....	3,154 56	3,219 01	6,287,382 19	1,845 40
<i>Net divisible income</i>	*2,412 07		2,625,905 77	3,228 83
Amount of dividends declared.....			2,647,365 88	2,400 00
Percentage of dividends declared.....			5	6
SURPLUS.				
Surplus June 30, 1901.....	\$10,171 98	659 99	34,158 02	13,243 52
Surplus for the year.....	*2,412 07	* 936 87	*21,460 11	828 83
Additions during the year.....				
Deductions during the year.....				
Total surplus June 30, 1902.....	*13,184 05	*276 88	12,697 91	14,072 35
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	13,802		7,972,469	58,698
Passengers, average length of journey.....	16.06			4.92
<i>Total passenger mileage</i>	221,653			289,719
Average fare per mile on local tickets.....	4.237 cts.	5 cts.	2.18 cts.	2 cts.
Average fare on commutation tickets.....			1.67 cts.	
Average fare for mileage tickets.....			2 cts.	
Average fare for season tickets.....			0.097 cts.	
Average fare for joint tickets.....		5 cts.	2.31 cts.	
Tons of freight hauled.....	27,577		11,141,762	6,274
Average length of haul.....	21.05		217.65	5
<i>Total freight mileage.</i>	580,493		2,425,013,190	31,370

* Deficit.

Miles run by revenue passenger trains.....	23,188		6,989,521	21,002
Miles run by revenue freight trains.....	13,837		9,001,084	
Miles run by revenue mixed trains.....	9,129		1,078,584	985
Total mileage of trains earning revenue.....	57,154	10,016	17,069,189	21,987
Total non-revenue train mileage.....	9,457		625,421	982
EQUIPMENT.				
Number of locomotives.....	2	1	790	2
Number of passenger and combination cars.....	1	1	646	5
Number of dining, parlor and sleeping cars.....				
Number of baggage, express and mail cars.....	1		167	
Number of other passenger service cars.....				
Number of freight cars (basis 8 wheels).....	48	5	24,460	5
Number of officers' and pay cars.....			All others 523	
Number of gravel and other cars.....				
MISCELLANEOUS.				
Whole number of stockholders.....	3	101		79
Number in Maine.....	3	98		69
Amount of stock held in Maine.....	\$70,000 00	91,700		36,200
Total miles of road operated.....	31	850	3,561.62	5
Total miles of road operated in Maine.....	31	850	89.37	5
Highway grade crossings in Maine.....	13	4	82	5
Number of highway crossings over railroad.....			5	
Number of highway crossings under railroad.....	2		2	
Number of railroad crossings, other steam railroads at grade.....			2	
Number of railroad crossings under steam railroads.....			2	
Number of railroad crossings, street railways at grade.....			2	
Number of railroad crossings over street railways.....			2	
Number of railroad crossings under street railways.....			2	
Average number of employees.....	51	12	16,327	11
Total number of freight cars equipped with grab irons.....			All 24,460	
Total number of freight cars equipped with automatic couplers.....			All 24,460	
Total number of engines equipped with "driving wheel" brakes.....		1	638	
Total number of engines equipped with "air brakes".....	2	1	758	\$ 2

§ Vacuum brakes.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

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Operating Railroads.	9—LIME ROCK.	10—MAINE CENTRAL.	11—MONSON.	12—PHILLIPS AND RANGELEY.
ASSETS.				
Construction	\$396,395 49	\$14,562,748 85	\$61,199 72	\$238,934 48
Equipment	112,136 22	2,617,687 93	17,261 95	57,588 28
Other permanent property	35,625 00	288,472 00		
<i>Total permanent investments</i>	544,156,71	17,468,908 78	78,461 67	296,522 76
Cash and current assets	2,721 59	1,508,989 13		5,314 62
Miscellaneous assets	5,961 93	1,282,556 67		100 83
Gross assets	552,840 23	20,260,454 58	78,461 67	301,938 21
LIABILITIES.				
Capital stock, common	450,000 00	4,988,000 00	70,000 00	99,400 00
Capital stock preferred				
<i>Total capital stock</i>	450,000 00	4,988,000 00	70,000 00	99,400 00
Funded debt	400,000 00	12,492,192 00	70,000 00	200,000 00
Real estate mortgages				
Current liabilities	2,296 59	617,845 68	88,379 41	91,169 50
Accrued liabilities	72,198 95	1,065,813 89		8,558 40
<i>Total indebtedness</i>	472,495 54	14,175,851 57	158,379 41	299,727 96
Sinking and other special funds		814,065 19		
Gross liabilities.....	924,495 54	19,977,916 76	228,379 41	399,127 90
INCOME.				
Revenue from passengers		2,166,154 34	1,359 94	10,870 64
Revenue from mails		187,645 45	192 60	1,309 16
Revenue from express		100,346 10	216 18	2,217 46
Revenue from extra baggage and storage		37,813 04		
Revenue from other passenger service		13,103 36	168 54	397 12
<i>Total passenger revenue</i>		2,505,062 29	1,937 26	14,794 38
Revenue from freight	60,690 36	3,678,359 02	4,538 61	9,981 13
Revenue from other freight service		10,882 77		181 90
<i>Total freight revenue</i>	60,690 36	3,689,241 79	4,538 61	10,163 03
<i>Total passenger and freight revenue</i>		6,194,304 08	6,475 87	24,957 41
Other earnings from operation	1,536 50	88,714 67		680 19
<i>Gross earnings from operation</i>	62,226 86	6,278,018 75	6,475 87	25,637 60
Income from other sources	1,000 11	70,142 67	29 53	
Gross income.....	63,226 97	6,348,161 42	6,505 40	25,637 60

RAILROAD COMMISSIONERS' REPORT.

EXPENDITURES.				
Operating expenses.....	25,631 24	4,552,260 43	7,610 71	27,708 26
Interest on funded and other debts.....	16,000 00	643,110 00	4,380 61	12,984 66
Taxes.....	2,724 07	216,878 18	66 05	199 08
Rentals paid.....		545,875 76		
Other charges upon income.....		29,440 00		
Dividends paid.....	18,000 00	298,566 00		
Gross expenditures.....	62,355 31	6,286,130 37	12,057 37	40,892 09
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	62,026 86	1,725,758 32	†1,134 84	†2,070 66
Income from other sources.....	1,600 11	70,142 67	29 53	
Total income above operating expenses.....	63,626 97	1,795,900 99	†1,165 31	
Interest, taxes, rentals, and other charges.....	18,724 07	1,435,303 94	4,446 66	13,183 74
Net divisible income.....	19,271 66	360,597 05	†5,551 97	†15,254 40
Amount of dividends declared.....	18,000 00	298,566 00		
Percentage of dividends declared.....	4	6		
SURPLUS.				
Surplus June 30, 1901.....	26,904 00	252,161 00	†144,678 81	†81,935 29
Surplus for the year.....	1,271 66	62,031 05	†5,551 97	†15,254 40
Additions during the year.....	3,896 91	30,376 82		
Deductions during the year.....	1,727 88	62,031 05	313 04	
Total surplus June 30, 1902.....	30,344 69	282,537 82	†149,917 74	†97,189 69
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....		2,883,678	4,411	11,011
Passengers, average length of journey.....		36.37	6.16	27.13
Total passenger mileage.....		104,882,565	27,175	298,788
Average fare per mile on local tickets.....			3.80c.	
Average fare for commutation tickets.....				
Average fare for mileage tickets.....				
Average fare for season tickets.....				
Average fare for joint tickets.....				
Tons of freight hauled.....	141,875	4,049,412	9,404	6,983
Tons of freight, average length of haul.....		81.61	6.16	25.87
Total freight mileage.....		330,460,107	57,929	180,696
Miles run by revenue passenger trains.....		1,845,378	13,480	22,640
Miles run by revenue freight trains.....		1,322,013	3,136	
Miles run by revenue mixed trains.....		139,003	13,480	18,352
Total mileage of trains earning revenue.....		3,306,394	16,616	40,992
Total non-revenue train mileage.....		183,303		40,256

† Deficit.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	9—LIME ROCK.	10—MAINE CENTRAL.	11—MONSON.	12—PHILLIPS AND RANGELEY.
EQUIPMENT.				
Number of locomotives.....	3	167	2	4
Number of passenger and combination cars.....		172	1	4
Number of dining, parlor and sleeping cars.....				
Number of baggage, express and mail cars.....		67		1
Number of other passenger service cars.....		2		
Number of freight cars (basis 8 wheels).....	11	3,845	16	82
Number of officers' and pay cars.....		1		
Number of gravel and other cars.....	*385	467	2	17
MISCELLANEOUS.				
Whole number of stockholders.....	8	795	17	34
Whole number in Maine.....	5	396	4	20
Amount of stock held in Maine.....	\$449,700 00	\$1,207,900	\$400 00	\$98,000 00
Total miles of road operated.....	12.57	815.83	8.16	28 60
Total miles of roads operated in Maine.....	12.57	649.67	8.16	28.60
Highway grade crossings in Maine.....	13	625	5	7
Number of highway crossings over railroad.....		37		1
Number of highway crossings under railroad.....		26		
Number of railroad crossings, other steam railroads at grade.....	1	8		
Number crossing over steam railroads.....		1		
Number crossing under steam railroads.....		1		
Number of railroad crossings, street railways at grade.....	4	27		
Number of railroad crossings over street railways.....		3		
Number crossings under street railways.....		7		
Average number of employees.....	33	3,928	9	62
Total number of freight cars equipped with grab irons.....		3,845		
Total number of freight cars equipped with automatic couplers.....		3,845		
Total number of engines equipped with "driving wheel" brakes.....	3	167		
Total number of engines equipped with "air brakes".....		167		

* Dump cars.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	13—PORTLAND AND RUMFORD FALLS.	14—RUMFORD FALLS AND RANGELEY LAKES.	15—SANDY RIVER.	16—SEBASTICOOK AND MOOSEHEAD.
ASSETS.				
Construction	\$2,092,776 41	\$627,003 83	\$222,337 14	
Equipment	280,636 36	96,748 73	54,855 27	
Other permanent property	995,286 82	1,536 00	46,065 20	
<i>Total permanent investments</i>	3,368,699 59	725,288 56	323,257 61	
Cash and current assets	450,360 27	53,998 52	14,536 70	
Miscellaneous assets	72,275 90	503 66	1,405 00	
Gross assets	3,891,335 76	779,790 74	339,199 31	
LIABILITIES.				
Capital stock, common	2,000,000 00	150,000 00	100,000 00	
Capital stock, preferred		150,000 00		
<i>Total capital stock</i>	2,000,000 00	300,000 00	100,000 00	
Funded debt	1,342,000 00	409,181 04	300,000 00	
Real estate mortgages				
Current liabilities	69,639 33	17,235 45	26,083 74	
Accrued liabilities	12,446 67	5,000 00	1,766 67	
<i>Total indebtedness</i>	1,424,086 00	431,416 49	327,850 41	
Sinking and other special funds	33,227 33			
Gross liabilities	3,457,313 33	731,416 49	427,850 41	
INCOME.				
Revenue from passengers	113,805 79	17,636 98	16,694 31	\$5,181 96
Revenue from mails	6,724 48	1,199 27	1,334 84	511 54
Revenue from express	6,858 40	1,250 68	2,454 86	1,019 58
Revenue from extra baggage and storage	1,118 77		183 73	
Revenue from other passenger service	200 00		730 75	
<i>Total passenger revenue</i>	128,707 44	20,086 93	21,398 49	6,713 08
Revenue from freight	397,061 51	80,252 89	31,897 65	9,496 31
Revenue from other freight service				
<i>Total freight revenue</i>	397,061 51	80,252 89	31,897 65	9,496 31
<i>Total passenger and freight revenue</i>	525,768 95	100,339 82	53,296 14	16,209 39
Other earnings from operation	3,051 81	862 66	188 54	
<i>Gross earnings from operation</i>	528,820 76	101,202 48	53,484 68	16,209 39
Income from other sources	27,864 90	186 61	2,500 00	
Gross income	556,685 66	101,389 09	55,984 68	16,209 39

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

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RAILROAD COMMISSIONERS' REPORT.

Operating Railroads.	13—PORTLAND AND RUMFORD FALLS.	14—RUMFORD FALLS AND RANGELEY LAKES.	15—SANDY RIVER.	16—SEBASTICOOK AND MOOSEHEAD.
EXPENDITURES.				
Operating expenses	\$310,172 57	\$73,295 17	\$29,062 54	\$15,433 27
Interest on funded and other debts.....	53,680 00	20,437 54	15,632 65	2,391 55
Taxes	15,309 67	1,427 15	937 07	122 26
Rentals paid.....				
Other charges upon income.....	11,666 66			
Dividends paid.....	90,000 00		5,000 00	
Gross expenditures.....	480,828 90	95,159 86	40,632 26	17,947 08
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	218,648 19	27,907 31	24,422 14	776 12
Income from other sources.....	27,864 90	186 61	2,500 00	
Total income above operating expenses.....	246,513 09	28,093 92	26,922 14	776 12
Interest, taxes, rentals, and other charges.....	80,656 33	21,864 89	16,569 72	2,513 81
Net divisible income.....	165,856 76	6,229 23	10,352 42	*1,737 69
Amount of dividends declared.....	90,000 00		5,000 00	
Percentage of dividends declared.....	6		5	
SURPLUS.				
Surplus June 30, 1901.....	236,956 77	41,122 58	*94,003 52	2,244 95
Surplus for the year.....	75,856 76	6,229 23	5,352 42	*1,737 69
Additions during the year.....	136,009 15	3,535 79		
Deductions during the year.....	14,800 25	2,513 35		
Total surplus June 30, 1902.....	434,022 43	48,374 25	*88,651 10	507 26
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	177,746	18,060	31,760	16,228
Passengers, average length of journey.....	25.60	21.20	14.02	
Total passenger mileage.....	4,550,727	382,854	445,335	
Average fare per mile on local tickets.....	2.26c	4.26c	3.749c	5c
Average fare for commutation tickets.....	0.81c	1.42c		
Average fare for mileage tickets.....	500 m. 2¼c; 1,000 m. 2c	500 m. 2¼c; 1,000 m. 2c		
Average fare for season tickets.....				
Average fare for joint tickets.....	3.02c	5.98c		
Tons of freight hauled.....	562,827	109,342	41,375	15,764
Average length of haul.....	34.36	21.69	12.93	
Total freight mileage.....	19,338,077	2,371,157	534,815	

* Deficit.

Miles run by revenue passenger trains	111,458	25,119	28,559	11,400
Miles run by revenue freight trains	99,685	29,534	13,632	
Miles run by revenue mixed trains		2,543	1,430	9,639
<i>Total mileage of trains earning revenue</i>	211,143	57,196	43,621	21,039
<i>Total non-revenue train mileage</i>	32,161	11,715	1,278	
EQUIPMENT.				
Number of locomotives	11	4	5	2
Number of passenger and combination cars	8	2	4	3
Number of dining, parlor and sleeping cars			1	
Number of baggage, express and mail cars	2		2	
Number of other passenger service cars				
Number of freight cars (basis 8 wheels)	264	51	71	6
Number of officers' and pay cars				
Number of gravel and other cars	32	†106		
MISCELLANEOUS.				
Whole number of stockholders	60	23	3	109
Whole number in Maine	50	20	3	93
Amount of stock held in Maine	\$1,889,900 00	\$255,000 00	\$100,000 00	
Total miles of road operated	68.05	32.73	18	15
Total miles of roads operated in Maine	68.05	32.73	18	15
Highway grade crossings in Maine	59	18	14	9
Number of highway crossings over railroad	1			
Number of highway crossing under railroad	3		2	
Number of railroad crossings, other steam railroads at grade	1			
Number over other steam railroads	2			
Number of railroad crossings, street railways at grade				
Number of railroad crossings over street railways				
Average number of employees	296	94	45	30
Total number of freight cars equipped with grab irons	296	61		6
Total number of freight cars equipped with automatic couplers	264			6
Total number of engines equipped with "driving wheel" brakes	10	2	5	1
Total number of engines equipped with "air brakes"	1	2	5	1

RAILROAD COMMISSIONERS' REPORT.

* Deficit.

† 8 wheel logging cars.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	17—SOMERSET.	18—WASHINGTON COUNTY.	19—WISCASSET, WATERVILLE AND FARMINGTON.	20—YORK HARBOR AND BEACH.
ASSETS.				
Construction.....	\$1,042,083 02	\$4,332,452 32	*\$804,129 62	\$360,000 00
Equipment.....	124,888 65	353,720 75		B. & M. R. R.
Other permanent property.....				
<i>Total permanent investments</i>	1,166,971 67	4,686,173 07	804,129 62	300,000 00
Cash and current assets.....	24,866 90	25,972 56	37,724 52	29,748 98
Miscellaneous assets.....	6,676 56	24,602 49	1,162 02	
Gross assets.....	1,198,515 13	4,736,748 12	843,016 16	329,748 98
LIABILITIES.				
Capital stock, common.....	736,648 76	1,490,900 00	194,300 00	300,000 00
Capital stock, preferred.....		500,000 00		
<i>Total capital stock</i>	736,648 76	1,990,900 00	194,300 00	300,000 00
Funded debt.....	397,500 00	2,320,600 00	637,300 00	
Real estate mortgages.....				
Current liabilities.....	32,972 94	614,911 78	14,143 72	
Accrued liabilities.....				
<i>Total indebtedness</i>	430,472 94	2,934,911 78	651,443 72	
Sinking and other special funds.....				
Gross liabilities.....	1,167,121 70	4,934,811 78	845,743 72	300,000 00
INCOME.				
Revenue from passengers.....	27,031 26	128,265 30	5,860 03	18,942 82
Revenue from mails.....	3,094 14	16,436 68	2,476 18	
Revenue from express.....	3,092 95	6,878 75	1,177 15	468 91
Revenue from extra baggage and storage.....	466 86	2,518 86	37 31	138 47
Revenue from other passenger service.....			98 50	
<i>Total passenger revenue</i>	33,685 19	154,099 59	9,589 17	19,550 20
Revenue from freight.....	97,746 83	107,634 51	15,060 91	9,838 53
Revenue from other freight service.....				62 06
<i>Total freight revenue</i>	97,746 84	107,634 51	15,060 91	9,900 53
<i>Total passenger and freight revenue</i>	131,434 02	261,734 10	24,650 08	29,450 73
Other earnings from operation.....	2,637 20	189 62	1,198 50	1,468 11
Gross earnings from operation.....	134,069 22	261,923 72	25,848 58	30,918 86
Income from other sources.....			31 03	1,211 01
Gross income.....	134,069 22	261,923 72	25,879 61	32,129 87

*Includes equipment.

EXPENDITURES.					
Operating expenses.....	97,868 42	179,015 29	26,066 21	29,905 84	
Interest on funded and other debts.....	18,700 66	108,583 33	2,391 66		
Taxes.....	1,679 41	2,105 87	149 30	437 57	
Rentals paid.....					
Other charges upon income.....	11,802 53				
Dividends paid.....					
Gross expenditures.....	130,051 02	289,704 49	28,607 17	30,343 41	
CONDENSED EXHIBIT FOR THE YEAR.					
Net income from operation.....	36,200 80	82,908 43	†217 63	1,013 02	
Income from other sources.....			31 03	1,211 01	
<i>Total income above operating expenses.....</i>	36,200 80	82,908 43	†186 60	1,224 03	
Interest, taxes, rentals, and other charges.....	32,182 60	110,689 20	2,540 96	437 57	
<i>Net divisible income.....</i>	4,018 20	†27,780 77	†2,727 56	1,786 46	
Amount of dividends declared.....					
Percentage of dividends declared.....					
SURPLUS.					
Surplus June 30, 1891.....	\$27,375 23	†170,282 89		27,962 52	
Surplus for the year.....	4,018 20	†27,780 77	†2,727 56	1,786 46	
Additions during the year.....					
Deductions during the year.....					
Total surplus June 30, 1902.....	31,393 43	†198,063 66	†2,727 56	29,748 98	
VOLUME OF TRAFFIC, ETC.					
Passengers carried.....	42,945 00	182,780 00	12,479 00	101,046 00	
Average length of journey.....	22.21	27.68	18.09	7.30	
<i>Total passenger mileage.....</i>	953,978	5,058,917	225,798	738,552	
Average fare per mile on local tickets.....	2.081c	2.568c		3c	
Average fare for commutation tickets.....				1.66 to 2.75c	
Average fare for mileage tickets.....	2c	2.096c			
Average fare for season tickets.....				1c	
Average fare for joint tickets.....	2.834c	2.863c		3c	
Tons of freight hauled.....	159,552	173,033	15,000	16,454	
Average length of haul.....	22.42	44.52	26.57	5.97	
<i>Total freight mileage.....</i>	5,576,449	7,702,638	398,540	98,274	
Miles run by revenue passenger trains.....	53,564	162,832	10,160	21,324	
Miles run by revenue freight trains.....	†37,583	75,498	7,470	5,954	
Miles run by revenue mixed trains.....		33,685	27,534		
<i>Total mileage of trains earning revenue.....</i>	91,147	272,015	45,164	27,278	
<i>Total non-revenue train mileage.....</i>	10,936	78,684	3,895	4,769	

† Deficit.

‡ Includes mixed trains.

Tabulated Statements from Returns of Steam Railroad Corporations—Concluded.

OPERATING RAILROADS.	17—SOMERSET.	18—WASHINGTON COUNTY.	19—WISCASSET, WATERVILLE AND FARMINGTON.	20—YORK HARBOR AND BEACH.
EQUIPMENT				
Number of locomotives.....	7	12	4	*
Number of passenger and combination cars.....	8	19	5	
Number of dining, parlor and sleeping cars.....				
Number of baggage, express and mail cars.....	3	4	1	
Number of other passenger service cars.....				
Number of freight cars (basis 8 wheels).....	159	247	56	
Number of officers' and pay cars.....				
Number of gravel and other cars.....	8	3	22	
MISCELLANEOUS.				
Whole number of stockholders.....	41	31	121	89
Whole number in Maine.....	38	26	113	33
Amount of stock held in Maine.....	\$613,800 00	\$502,500 00	\$48,500 00	\$24,050 00
Total miles of road operated.....	42.06	136.33	57.46	11.51
Total miles of road operated in Maine.....	42.06	131.58	57.46	11.51
Highway grade crossings in Maine.....	33	79	47	17
Number of highway crossings over railroad.....		2		2
Number of highway crossings under railroad.....	1	1		
Number of railroad crossings, other steam railroads at grade.....			1	
Number of railroad crossings, street railways at grade.....		1		
Number of railroad crossings over street railways.....				
Number of railroad crossings under street railways.....		1		2
Average number of employees.....	72	242		
Total number of freight cars equipped with grab irons.....	152	247	22	
Total number of freight cars equipped with automatic couplers.....	145	247		
Total number of engines equipped with "driving wheel" brakes.....		12		
Total number of engines equipped with "air brakes".....	7	12		

* Equipment furnished by the Boston and Maine Railroad.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year Ending June 30, 1902.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

Street Railways.	ASSETS JUNE 30, 1902.							
	1—Con- struction.	2—Equip- ment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Total Perma- nent In- vestments	6—Cash and Current Assets.	7—Miscel- laneous Assets.	8—Gross Assets.
Atlantic Shore Line Railway	\$29,310 98	\$4,700 00	\$2,422 41	.....	\$36,433 39	\$134 53	.....	\$36,567 92
Augusta, Winthrop and Gardiner Railway	*311,481 78	.....	.....	.....	311,481 78	4,848 95	\$7,554 07	323,884 80
Bangor, Hampden and Winterport Railway	73,903 50	36,192 42	.....	.....	116,291 04	3,625 18	503 07	120,419 29
Bangor, Orono and Old Town Railway	*265,845 87	.....	.....	.....	265,845 87	24,927 74	96 94	290,870 55
Bangor Street Railway	Data	not given.	.....	.....	.....	.....	.....	.....
Benton and Fairfield Railway	31,093 45	10,540 91	3,709 43	.....	45,343 79	174 14	1,200 00	46,717 93
Biddeford and Saco Railroad	116,876 12	59,366 02	51,892 84	.....	228,134 98	2,600 45	.....	230,735 43
Calais Street Railway	149,000 00	19,800 00	31,200 00	.....	200,000 00	.....	.....	200,000 00
Fryeburg Horse Railroad	4,472 35	906 27	296 35	.....	5,674 97	.....	.....	5,674 97
Lewiston, Brunswick and Bath Street Railway	*1,643,326 03	.....	.....	.....	1,643,326 03	21,937 77	6,761 53	1,672,025 33
Norway and Paris Street Railway	*43,000 00	.....	.....	.....	43,000 00	77 75	1,528 92	44,606 67
Penobscot Central Railroad	273,204 47	86,025 33	45,570 26	12,608 95	422,409 01	1,535 69	120 13	424,064 83
Portland Railroad	1,512,340 92	243,285 98	468,707 75	1,754,684 48	3,979,019 13	23,637 77	.....	4,002,656 90
Portsmouth, Kittery and York Street Railway	*488,074 51	.....	.....	.....	488,074 51	4,836 98	7,116 42	500,027 91
Rockland, Thomaston and Camden Street Railway	421,123 45	158,386 13	182,979 85	12,865 70	725,355 13	8,987 53	580,195 00	1,314,537 66
Sanford and Cape Porpoise Railway	427,167 92	69,120 48	36,869 04	.....	533,157 44	9,510 25	15,916 41	558,584 10
Skowhegan and Norridgewock Railway	758,000 00	.....	2,200 00	.....	60,200 00	205 56	.....	60,405 56
Sonerset Traction Company	97,099 57	26,200 87	2,375 91	19,594 28	151,270 63	1,641 47	1,286 59	154,198 69
Waterville and Fairfield Railway	*288,003 99	.....	.....	.....	288,003 99	17,529 19	4,240 46	304,773 64

* Covers all property.

† Covers equipment.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	LIABILITIES JUNE 30, 1902.						
	9—Capital Stock.	10—Funded Debt.	11—Real Estate Mortgages.	12—Current Liabilities.	13—Accrued Liabilities.	14—Sinking and Other Special Funds.	15—Gross Liabilities.
Atlantic Shore Line Railway	\$30,000 00						\$30,000 00
Augusta, Winthrop and Gardiner Railway	120,000 00	\$250,000 00		\$30,433 28			400,433 28
Bangor, Hampden and Winterport Railway	60,000 00	40,000 00		16,583 98	\$63 90		116,647 88
Bangor, Orono and Old Town Railway	125,000 00	125,000 00		78,539 06	211 05		328,750 11
Bangor Street Railway	Data	not given.					
Benton and Fairfield Railway	20,000 00			25,517 93			45,517 93
Biddeford and Saco Railroad	50,000 00	150,000 00		10,000 00			210,000 00
Calais Street Railway	100,000 00	100,000 00		2,500 00	10,331 45		212,831 45
Fryeburg Horse Railroad	5,175 00			477 25			5,652 25
Lewiston, Brunswick and Bath Street Railway	627,100 00	*1,000,000 00		37,463 98	15,337 50		1,679,901 48
Norway and Paris Street Railway	25,000 00	18,000 00		650 49			43,650 49
Penobscot Central Railroad	250,000 00	250,000 00		17,500 00	2,083 34		519,583 34
Portland Railroad	1,999,591 64	1,950,000 00					3,949,591 64
Portsmouth, Kittery and York Street Railway	221,400 00	200,000 00		59,305 95	4,851 29		485,557 24
Rockland, Thomaston and Camden Street Railway	250,000 00	800,000 00		114,506 59	1,110 78		1,165,617 37
Sanford and Cape Porpoise Railway	250,000 00	250,000 00		54,832 51	1,710 55	\$26 19	556,569 25
Skowhegan and Norridgewock Railway	50,000 00	50,000 00		26,500 00			126,500 00
Somerset Traction Company	30,000 00	75,000 00		35,071 00			140,071 00
Waterville and Fairfield Railway	200,000 00	240,000 00	\$4,731 90	57,964 67	23,277 30		525,973 87

*\$155,000 to purchase or retire at maturity the following: Bonds of Bath Street Ry, \$70,000; Bonds of Lewiston & Auburn Horse R. R., \$85,000.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	PROPERTY ACCOUNTS; ADDITIONS AND DEDUCTIONS DURING THE YEAR						
	16—Additions to Railway.	17—To Equipment.	18—To Lands and Buildings.	19—To Other Permanent Property.	20—Total Additions.	21—Deductions.	22—Net Additions.
Atlantic Shore Line Railway			\$1,722 41		\$1,722 41		\$1,722 41
Augusta, Winthrop and Gardiner Railway							
Bangor, Hampden and Winterport Railway							
Bangor, Orono and Old Town Railway	\$1,400 00	\$6,675 61			8,075 61		8,075 61
Bangor Street Railway							
Benton and Fairfield Railway	916 21	418 90	110 73		1,445 84		1,445 84
Biddeford and Saco Railroad	32 92	269 50	9,731 32		10,033 74	\$11 00	10,022 74
Calais Street Railway							
Fryeburg Horse Railroad	12 96	112 38	72 35		197 69		197 69
Lewiston, Brunswick and Bath Street Railway	6,854 23	755 62	605 08	\$373 84	8,598 67	1,925 00	6,663 67
Norway and Paris Street Railway							
Penobscot Central Railroad	16,977 84	9,315 87	760 00	492 05	27,545 76		27,545 76
Portland Railroad							
Portsmouth, Kittery and York Street Railway	10,554 33	6,820 12	7,633 92	3,852 30	28,860 67		28,860 67
Rockland, Thomaston and Camden Street Railway	61,123 45	4,986 13	5,975 85	12,657 08	97,612 21		97,612 21
Sanford and Cape Porpoise Railway	1,520 00				1,520 00		1,520 00
Skowhegan and Norridgewock Railway		156 72			156 72		156 72
Somerset Traction Company	744 08	2,332 13	8,252 91	3,995 56	10,324 68		10,324 68
Waterville and Fairfield Railway			557 17	4,272 57	4,829 74	84 19	4,745 55

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	INCOME FOR THE YEAR ENDING JUNE 30, 1902.						
	23—From Passengers.	24—From Mails, Merchandise, freight, etc.	25—From Tolls, Rents, Advertising, etc.	26—Total Earnings from Operation.	27—Rentals from Lease of Railway.	28—Miscellaneous Income.	29—Gross Income.
Atlantic Shore Line Railway.....	\$4,637 93	.....	.....	\$4,637 93	.....	.....	\$4,637 93
Augusta, Winthrop and Gardiner Railway.....	59,637 41	\$104 16	\$368 28	60,109 85	.....	.....	60,109 85
Bangor, Hampden and Winterport Railway.....	23,848 41	1,406 29	1,426 56	26,681 26	.....	.....	26,681 26
Bangor, Orono and Old Town Railway.....	57,230 08	.....	450 00	57,680 08	.....	.....	57,680 08
Bangor Street Railway.....	60,432 05	.....	5,455 53	65,887 58	.....	.....	65,887 58
Benton and Fairfield Railway.....	2,614 10	*12,138 31	36 60	14,789 01	.....	.....	14,789 01
Biddeford and Saco Railroad.....	48,751 65	.....	118 00	48,869 65	.....	.....	48,869 65
Calais Street Railway.....	26,171 60	.....	618 32	26,789 92	.....	.....	26,789 92
Fryeburg Horse Railroad.....	730 00	.....	.....	730 00	.....	.....	730 00
Lewiston, Brunswick and Bath Street Railway.....	209,428 90	1,472 59	2,198 88	213,100 37	.....	\$17,856 68	230,957 05
Norway and Paris Street Railway.....	6,995 45	200 00	86 00	7,281 45	.....	.....	7,281 45
Penobscot Central Railroad.....	14,777 36	†14,965 35	.....	29,742 71	.....	.....	29,742 71
Portland Railroad.....	558,703 66	2,188 53	3,688 18	564,580 37	.....	41,222 13	605,802 50
Portsmouth, Kittery and York Street Railway.....	75,330 56	3,879 46	1,327 53	80,537 55	.....	.....	80,537 55
Rockland, Thomaston and Camden Street Railway.....	68,506 45	†23,841 79	430 54	92,778 78	.....	\$53,007 21	145,785 99
Sanford and Cape Porpoise Railway.....	42,257 85	†33,576 15	201 49	76,035 49	.....	7,812 67	83,848 16
Skowhegan and Norridgewock Railway.....	3,069 02	556 66	.....	3,625 68	.....	.....	3,625 68
Somerset Traction Company.....	17,602 26	943 03	611 02	19,156 31	.....	5,297 55	24,453 86
Waterville and Fairfield Railway.....	30,724 95	.....	56 25	30,781 20	.....	||25,002 47	55,783 67

*Freight \$12,039.09.

†Freight \$14,170.61.

‡Freight \$20,197.79.

§Earnings from Gas and Electric Departments.

¶Freight \$30,997.03.

||Lights and power sold.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1902.						
	30--Salaries.	31--Office Expenses and Supplies.	32--Legal Expenses.	33--Insur- ance.	34--Other General Expenses.	35--Total General Expenses.	36--Repair of Roadbed and track.
Atlantic Shore Line Railway	\$200 00					\$200 00	\$518 21
Augusta, Winthrop and Gardiner Railway	1,648 00		*\$2,427 60	\$1,383 55		5,459 15	3,207 02
Bangor, Hampden and Winterport Railway	1,383 30	\$399 69		237 52	\$6,170 79	8,191 30	1,589 43
Bangor, Orono and Old Town Railway	2,865 54	846 67		327 67		4,039 88	19,263 48
Bangor Street Railway						4,448 62	9,788 43
Benton and Fairfield Railway		269 06		71 36		340 42	†1,769 67
Biddeford and Saco Railroad	2,175 00	214 23		651 13	806 08	3,846 44	2,358 51
Calais Street Railway	1,453 00	206 54		1,020 62	1,002 67	3,682 83	1,813 98
Fryeburg Horse Railroad	10 00					10 00	62 04
Lewiston, Brunswick and Bath Street Railway	4,855 60	236 37		4,283 75	4,227 65	13,603 27	11,294 73
Norway and Paris Street Railway				235 00	221 31	456 32	601 59
Penobscot Central Railroad	910 00	639 76		320 00		1,929 76	2,634 50
Portland Railroad	12,793 80	1,943 35		6,347 71	18,547 64	39,632 50	23,464 52
Portsmouth, Kittery and York Street Railway	3,310 45	256 17	816 90	1,674 57	3,067 02	9,125 11	2,398 04
Rockland, Thomaston and Camden Street Railway	2,366 03	530 21	121 75	762 77	1,076 16	4,857 00	5,882 17
Sanford and Cape Porpoise Railway	3,348 22	691 66	172 30	441 21	1,198 92	5,862 31	5,605 29
Skowhegan and Noridgewoock Railway		38 00			32 00	70 00	521 24
Somerset Traction Company	1,085 57	1,489 58	8 00	611 61	271 20	3,459 96	2,239 53
Waterville and Fairfield Railway	4,664 75	602 94	1,007 37	2,018 01	†19,951 79	28,244 86	

* Expense account.

† Covers repair of equipment.

‡ Includes light and power department, \$6,323.50; power station, \$12,218.31.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1902—Continued.						
	37--Repair of Electric Line System.	38--Remov- ing Snow and Ice.	39--Repair of Build- ings.	40--Total Repairs of Roadway and Build- ings.	41--Repair of Cars and Vehicles.	42--Repair of Electric Car Equip- ments.	43--Horses, Harnesses, etc.
Atlantic Shore Line Railway		\$50 00		\$568 21	\$25 00	\$100 00	
Augusta, Winthrop and Gardiner Railway	\$371 41	1,163 37	\$164 96	4,906 76	3,754 80	||604 36	
Bangor, Hampden and Winterport Railway	505 08	252 34		2,346 85	817 91	783 12	
Bangor, Orono and Old Town Railway	1,374 87	705 87	2,069 96	23,413 88	3,715 50	4,087 84	
Bangor Street Railway	3,229 83	871 99	423 56	14,313 81	3,916 63	2,095 93	
Benton and Fairfield Railway				*1,769 67			
Biddeford and Suco Railroad	76 49	388 13	50 96	3,474 09	224 25	515 50	
Calais Street Railway	113 77	259 55	31 83	2,219 12	1,738 01	1,256 33	
Fryeburg Horse Railroad			172 35	134 39	||112 38	\$185 01	
Lewiston, Brunswick and Bath Street Railway	2,599 01	1,547 66	956 62	16,398 02	11,097 22	10,917 78	|||5,332 13
Norway and Paris Street Railway	30 48	205 58	27 73	865 38	780 24		||65 61
Penobscot Central Railroad	57 00	36 45		2,127 75		425 00	200 00
Portland Railroad	6,985 29	6,538 85	\$11,761 16	48,759 82	41,776 21	27,928 71	
Portsmouth, Kittery and York Street Railway	896 14	482 33	83 90	4,460 41	2,007 35	2,042 21	181 05
Rockland, Thomaston and Camden Street Railway	1,898 96	286 45	385 68	8,453 26	4,221 10	591 20	
Sanford and Cape Porpoise Railway	1,795 83	343 28	146 31	7,890 91	5,239 37	2,490 89	
Skowhegan and Norridgewock Railway	45 00	15 17		581 99	147 02	300 34	
Somerset Traction Company	274 03	39 30		2,552 86	325 04	512 21	
Waterville and Fairfield Railway	2,638 99	173 83	1,088 38	3,901 20	1,820 72		

* Covers repairs of equipment. † New car barn. § Includes sprinkling system. || Car cleaning. †† New car. §§ Horse car.
 ||| Car house expenses and supplies. ¶ Miscellaneous shop expenses.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1902.						
	44--Total Maintenance of Equipment.	45--Cost of Electric Power.	46--Provisioner for Horses.	47--Wages Conducting Transportation.	48--Damages for Injuries.	49--Tolls for Trackage Rights.	50--Rents of Buildings, etc.
Atlantic Shore Line Railway	\$125 00	\$200 00		\$1,687 78			
Augusta, Winthrop and Gardiner Railway	4,359 66	9,283 83		10,654 12			
Bangor, Hampden and Winterport Railway	1,601 03	4,187 93		4,637 48		\$781 87	\$517 92
Bangor, Orono and Old Town Railway	7,803 34	9,209 22		10,952 23	\$1,243 40	1764 83	665 74
Bangor Street Railway	6,012 56	11,914 52	\$535 82	20,028 40	991 25		
Benton and Fairfield Railway		2,130 91		4,745 69			55 00
Biddeford and Saco Railroad	739 75	11,663 81		11,920 18	194 05		
Calais Street Railway	2,994 34	6,714 29		5,112 40			
Fryeburg Horse Railroad	307 89		25 00	181 87			
Lewiston, Brunswick and Bath Street Railway	27,747 13	32,966 38		40,646 51	1,988 93		1,996 46
Norway and Paris Street Railway	845 85	1,137 16		2,066 56			
Penobscot Central Railroad	775 00	4,014 44		7,780 49		250 00	732 00
Portland Railroad	69,902 92	3,794 80	3,440 93	156,635 70	8,121 72	4,000 00	4,255 50
Portsmouth, Kittery and York Street Railway	4,130 61	8,403 51		*16,066 65	4,341 68		274 25
Rockland, Thomaston and Camden Street Railway	4,812 30	15,024 63		12,601 37	6,595 29		
Sanford and Cape Porpoise Railway	7,730 26	8,187 40		11,335 00	977 00		99 65
Skowhegan and Norridgewock Railway	447 36	700 00		1,226 74			
Somerset Traction Company	837 25	999 97		5,085 15			
Waterville and Fairfield Railway	1,820 72			5,860 21	1,175 64		6,875 04

* Includes ferry wages of \$6,723.20

† Car service expenses.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1902—Continued.						57—Taxes.
	51—Other Transportation Expenses.	52—Total Transportation Expenses.	53—Total Operating Expenses.	54—Per Cent to Earnings from Operation.	55—Interest on Funded Debt.	56—Interest and Discount on Loans.	
Atlantic Shore Line Railway		\$1,887 78	\$2,780 99	.59			
Augusta, Winthrop and Gardiner Railway.....		19,937 95	34,663 50	.57	\$10,222 01	\$927 80	\$489 08
Bangor, Hampden and Winterport Railway.....	\$375 32	10,500 52	22,639 70	.84	2,000 00	598 68	119 00
Bangor, Orono and Old Town Railway	7,131 38	29,966 80	65,223 90	1.13	7,500 00	2,329 18	479 94
Bangor Street Railway.....	4,928 68	38,398 67	63,173 66	.95	10,000 00		1,100 60
Benton and Fairfield Railway		6,931 60	9,041 69	.61		3,292 36	51 06
Biddeford and Saco Railroad	116 67	23,894 71	31,954 99	.65	6,000 00	428 05	515 19
Calais Street Railway.....		11,826 69	20,732 98	.77	5,000 00	118 25	482 91
Fryeburg Horse Railroad		206 87	659 15	.90			1 68
Lewiston, Brunswick and Bath Street Railway	4,790 56	82,388 84	140,137 36	.65	50,000 00		3,911 63
Norway and Paris Street Railway	94 71	3,298 43	5,465 95	.75		900 00	64 59
Penobscot Central Railroad.....	498 37	13,275 30	18,108 01	.60	6,250 00	93 75	172 38
Portland Railroad	1,585 94	215,834 59	374,129 83	.66	72,060 42	5,817 46	12,890 88
Portsmouth, Kittery and York Street Railway.....	7,049 84	36,135 93	53,852 06	.66	12,000 00	1,459 17	1,110 09
Rockland, Thomaston and Camden Street Railway.....	14,477 33	48,698 62	66,821 18	.73	28,091 50	2,662 31	725 62
Sanford and Cape Porpoise Railway	18,802 10	39,401 15	60,874 63	.72	12,300 00	3,520 03	355 59
Skowhegan and Norridgewock Railway	107 50	2,634 24	3,133 59	.86	3,000 00	125 00	40 00
Somerset Traction Company		6,085 12	12,935 19	.67		597 92	243 44
Waterville and Fairfield Railway.....	998 81	14,909 70	30,334 67	.98	12,245 00	2,489 66	1,990 97

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1902—Continued.						
	58—Rentals of Leased Railways.	59—Payments to Sinking Funds, etc.	60—Other Charges on Income.	61—Total Charges on Income.	62—Dividends Paid.	63—Percentage of Dividends Paid.	64—Gross Expenditures.
Atlantic Shore Line Railway							\$2,780 99
Augusta, Winthrop and Gardiner Railway				\$11,638 89	\$2,400 00	2	48,702 39
Bangor, Hampden and Winterport Railway				2,717 68			25,357 32
Bangor, Orono and Old Town Railway				10,309 12			75,533 02
Bangor Street Railway				11,100 60			74,274 26
Benton and Fairfield Railway				3,343 42			12,385 11
Biddeford and Saco Railroad				6,943 24			38,888 23
Calais Street Railway				5,601 16			26,324 14
Fryeburg Horse Railroad			\$67 61	69 29			728 44
Lewiston, Brunswick and Bath Street Railway			29,549 55	83,461 18			223,598 54
Norway and Paris Street Railway				964 59			6,430 57
Penobscot Central Railroad				6,416 13			24,524 14
Portland Railroad			163,571 62	154,340 38	59,898 00	*	588,368 21
Portsmouth, Kittery and York Street Railway				14,569 26	5,531 25		73,952 57
Rockland, Thomaston and Camden Street Railway			26,925 14	58,404 57			125,225 75
Sanford and Cape Porpoise Railroad	\$4,000 00		806 35	20,981 97			81,856 60
Skowhegan and Norridgewock Railway				3,165 00			6,298 59
Somerset Traction Company			6,372 71	7,214 07			20,149 26
Waterville and Fairfield Railway				16,725 63			65,602 11

* 3% on \$998,300; 1½% on \$1,996,600.

† Park expenses.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	CONDENSED EXHIBIT FOR THE YEAR.						
	65—Net Earnings from Operation.	66—All other Income.	67—Total Income above Operating Expenses.	68—Interest, Taxes, and other Charges.	69—Net Divisible Income.	70—Dividends Declared.	71—Surplus for the Year.
Atlantic Shore Line Railway	\$1,856 94		\$1,856 94		\$1,856 94		\$1,856 94
Augusta, Winthrop and Gardiner Railway	25,446 35		25,446 35	\$11,638 89	13,807 46	\$2,400 00	11,407 46
Bangor, Hampden and Winterport Railway	4,041 56		4,041 56	2,717 68	1,323 88		1,323 88
Bangor, Orono and Old Town Railway	*7,543 82		*7,543 82	10,309 12			
Bangor Street Railway	2,713 92		2,713 92	11,100 60			
Benton and Fairfield Railway	5,747 32		5,747 32	3,343 42	2,403 90		2,403 90
Biddeford and Saco Railroad	16,914 66		16,914 66	6,943 24	9,971 42		9,971 42
Calais Street Railway	6,066 94		6,066 94	5,601 16	465 78		465 78
Fryeburg Horse Railroad	70 85		70 85	69 29	1 56		1 56
Lewiston, Brunswick and Bath Street Railway	72,963 01	\$17,856 68	90,819 69	83,461 18	7,358 51		7,358 51
Norway and Paris Street Railway	1,815 47		1,815 47	964 59	850 88		850 80
Penobscot Central Railroad	11,634 70		11,634 70	6,416 13	5,218 57		5,218 57
Portland Railroad	190,450 54	41,222 13	231,672 67	154,340 38	77,332 29	59,898 00	17,434 29
Portsmouth, Kittery and York Street Railway	26,685 49		26,685 49	14,569 26	12,116 23	5,531 25	6,584 98
Rockland, Thomaston and Camden Street Railway	25,957 60	†53,007 21	78,964 81	158,404 57	20,560 24		20,560 29
Sanford and Cape Porpoise Railway	15,160 86	7,812 67	22,973 53	20,981 97	1,991 56		1,991 56
Skowhegan and Norridgewock Railway	492 09		492 09	3,165 00			
Somerset Traction Company	6,221 12	5,297 55	11,518 67	7,214 07	4,304 60		4,304 60
Waterville and Fairfield Railway	446 53	478 69	6,907 19	16,725 63			

* Deficit.

† Income from gas and electric departments.

‡ Includes gas and electric expenses and taxes, \$26,925.14.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	CONDENSED EXHIBIT FOR THE YEAR—Continued.						
	72—Deficit for the Year.	73—Surplus June 30, 1901.	74—Deficit June 30, 1901.	75—Credits during Year.	76—Debits during year.	77—Surplus June 30, 1902.	78—Deficit June 30, 1902.
Atlantic Shore Line Railway		\$1,973 18				\$3,830 12	
Augusta, Winthrop and Gardiner Railway		29,364 21			\$13,425 00	27,346 67	
Bangor, Hampden and Winterport Railway		2,447 53				3,771 41	
Bangor, Orono and Old Town Railway	\$17,852 94		\$20,026 62				\$37,879 56
Bangor Street Railway	8,385 63		694 81				9,080 49
Benton and Fairfield Railway			502 40			1,901 50	
Biddeford and Saco Railroad		10,739 01		\$25 00		20,735 43	
Calais Street Railway			13,297 23				12,831 45
Fryeburg Horse Railroad		21 16				22 72	
Lewiston, Brunswick and Bath Street Railway			14,933 78	20 12	321 00		7,896 15
Norway and Paris Street Railway		105 30				956 18	
Penobscot Central Railroad		1,939 77				7,158 34	
Portland Railroad		205,840 97		35 00	170,245 00	53,065 26	
Portsmouth, Kittery and York Street Railway		7,865 69		20 00		14,470 67	
Rockland, Thomaston and Camden Street Railway		106,378 70		*21,981 35		148,920 29	
Sanford and Cape Porpoise Railway			2,437 77				422 92
Skowhegan and Norridgewock Railway	2,672 91		12,856 50				15,529 41
Somerset Traction Company		6,034 13		3,788 96		14,127 69	
Waterville and Fairfield Railway	9,818 44		12,316 79	1,419 25	484 25		21,200 23

* Surplus of Knox Gas and Electric Company June 30, 1901.

Tabulated Statements from Reports of Street Railway Companies—Concluded.

Street Railways.	ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1902.						
	79--To Passengers.	80--To Employees.	81--To Other Persons.	82--Fatal.	83--Not Fatal.	84--Total.	85--Total during Preceding Year.
Atlantic Shore Line Railway							
Augusta, Winthrop and Gardiner Railway							
Bangor, Hampden and Winterport Railway							
Bangor, Orono and Old Town Railway	6					6	
Bangor Street Railway	3					3	2
Benton and Fairfield Railway							
Biddeford and Saco Railroad							
Calais Street Railway							
Fryeburg Horse Railroad							
Lewiston, Brunswick and Bath Street Railway	1		1	1	1	2	2
Norway and Paris Street Railway							
Penobscot Central Railroad							
Portland Railroad	17			1	16	17	4
Portsmouth, Kittery and York Street Railway			2	2		2	
Rockland, Thomaston and Camden Street Railway							
Sanford and Cape Porpoise Railroad							
Skowhegan and Norridgewock Railroad							
Somerset Traction Company							
Waterville and Fairfield Railway							

RAILROAD COMMISSIONERS' REPORT.

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PETITIONS AND DECISIONS OF THE BOARD.

Petition, and Decision of the Board, in relation to the Portland Railroad crossing the Boston & Maine Railroad in the City of Saco. December 23, 1901.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents the Portland Railroad Company, a corporation established under the laws of the State of Maine, and having its principle office at Portland, in the county of Cumberland, in said State, that it has, by an amendment to its charter granted by the legislature of this State at its last session, been authorized to construct an extension of its tracks from the Rigby road (so called) in South Portland, through the city of South Portland and town of Scarborough, to and into the city of Saco to a connection with the tracks of the Biddeford & Saco Railroad Company at the intersection of Beach and Main streets in said city, over the location heretofore approved by the municipal officers of said cities and town; that said location crosses the tracks of the Boston & Maine Railroad at a point on the Portland and Saco Road near Goose Fair brook (so called), in the city of Saco.

Wherefore, said Portland Railroad Company applies to your Honorable Board to determine the manner of said crossing, and the conditions thereof.

Dated this 18th day of October, A. D. 1901.

Portland Railroad Company,

By E. A. Newman, General Manager.

On the foregoing petition the hearing was held as ordered, on Tuesday the fifth day of November, A. D. 1901, at the Saco House in Saco at 1.30 o'clock in the afternoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition, notice was given and proved as ordered, and the Board met at the time and place named in said order by adjournment to the city council rooms in said Saco on the nineteenth day of November, A. D. 1901, at one thirty o'clock in the afternoon and by further adjournment to the West End Hotel in Portland, Maine, on the second day of December, A. D. 1901, at two o'clock in the afternoon.

A view of the place of the crossing was taken and parties interested were heard.

Mr. Frank W. Robinson appeared for the petitioner.

Messrs. Symonds, Snow, Cook and Hutchinson appeared for the Boston & Maine Railroad.

The mayor of Saco, Hon. Geo. L. Crosman, appeared for the city of Saco.

This is a petition under the law which provides that the Board shall determine the manner and conditions under which one railroad of any kind may cross another railroad.

The location of the crossing named in the petition is the place in the city of Saco where the line of the Eastern Division of the Boston & Maine Railroad crosses the highway in said Saco known as the Portland road, in which road, the track of the extension of the Portland Railroad set out in the petition is located, such crossing being made by an overhead bridge on said Eastern Division known as the "Goose Fair" crossing.

The parties agree that the west abutment of said bridge shall be moved westerly on said Boston & Maine line fifteen feet, that the present plate girder bridge shall be replaced by a good and sufficient steel span for the larger opening; that the track of said Boston & Maine Railroad shall be raised one foot and three inches; that the said highway shall be lowered so that there shall be head room of thirteen feet and six inches as a minimum between the top of the rails of said Portland Railroad Company and the bottom of lowest member of said bridge; that said Boston & Maine Railroad shall do all the excavation, masonry, grading and other work incident to the widening and increasing head room as before stated, as well as to lay a retaining wall

which shall be not more than five feet westerly from the present easterly abutment of said bridge, measured from face of abutment to face of retaining wall, or such other protection against frost for said easterly abutment as may be agreed upon; that said Boston & Maine Railroad shall furnish all materials and do the work in a prompt, economical and workmanlike manner, the Board of Railroad Commissioners to apportion the expense of the work hereinbefore set out as provided by law.

The Board determines that said Portland Railroad shall cross underneath the track of the Eastern Division of the Boston & Maine Railroad, at the place before named, in the manner and under the conditions hereinbefore set forth, and that the expense shall be borne four-fifths by the Portland Railroad Company and one-fifth by the Boston & Maine Railroad.

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

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, in relation to the Portland Railroad crossing the Boston & Maine Railroad in South Portland. December 25, 1901.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents the Portland Railroad Company, a corporation established under the laws of the State of Maine, and having its principle office at Portland, in the county of Cumberland, in said State, that it has, by an amendment to its charter granted by the legislature of this State at its last session, been authorized to construct an extension of its tracks from the Rigby road (so called) in South Portland, through the city of South Portland and town of Scarborough, to and into the city of Saco, to a connection with the tracks of the Biddeford & Saco Railroad Company at the intersection of Beach and Main streets in said city, over the location heretofore approved by the municipal officers of said cities and town; that said location crosses over

the tracks of the Boston & Maine Railroad near the intersection of the Saco road (so called) with the Rigby road (so called), in the city of South Portland, upon a bridge already constructed and used as a public bridge.

Wherefore, said Portland Railroad Company applies to your Honorable Board for authority to locate and construct its tracks upon and over said bridge in such manner, and under such conditions as to your Honorable Board may seem meet.

Dated this 18th day of October, A. D. 1901.

Portland Railroad Company,

By E. A. Newman, General Manager.

On the foregoing petition the hearing was held as ordered, on Tuesday the fifth day of November, A. D. 1901, at the West End Hotel in Portland at ten o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition, notice was given and proved as ordered, and the Board met at the place and time named in said order.

A view of said crossing was had and a hearing given to all parties appearing.

Mr. Frank W. Robinson appeared for the petitioners.

Messrs. Symonds, Snow, Cook and Hutchinson appeared for the Boston and Maine Railroad.

Mr. Daniel E. Moulton, city solicitor, and Mr. Thomas B. Haskell, of the board of aldermen, appeared for the city of Portland.

The crossing set forth in the petition is a crossing of the Saco road over the Boston & Maine Railroad, by means of a wooden truss bridge of about fifty feet in length. It is built askew, to a considerable degree, is nineteen feet seven inches between trusses, and has a five foot sidewalk outside each truss.

The trusses were designed for another point on the Boston & Maine Railroad and for about double the width of roadway, and having been designed for a much wider roadway and heavier track, are higher than would be required for present width.

The petitioners desire to locate their track on one side of the present roadway, near the easterly truss.

The town desires, and the Boston & Maine Railroad suggests, that the petitioners construct another truss outside of an easterly to said bridge, taking out the sidewalk, lengthening the abutments, connecting the floor system from new truss to easterly truss of existing bridge.

The plan proposed seems to this Board as one that would be no improvement whatever to present conditions and the proposed structure would be a most unsightly combination. Far better we believe it would be to extend the abutment and set the trusses farther apart, with new floor system, giving ample width for highway travel, and electric road with sidewalk outside, should widening become imperative. While the present roadway is not as wide as is desired by the officials of the town, it is as wide as some other bridges in the State over which street railway tracks are laid and where the volume of travel is several times as much as upon this bridge.

As the natural result of a street railway is to diminish rather than increase the highway travel, it does not appear to us that there is any imperative necessity for increasing the width of roadway, at the present time.

We therefore determine that the Portland Railroad Company shall lay its track over the present bridge as located. The Portland Railroad Company to do whatever may be required to make said bridge safe for use, and maintain the same to the extent of its use thereof, at its own expense.

Dated at Augusta this twenty-third day of December, A. D. 1901.

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

Railroad Commissioners of Maine.

Petition, and Action of the Board, upon application of the Augusta, Hallowell & Gardiner Railroad Company for the Erection of Signals at Rhines Hill in Augusta, and at Loudon Hill in Hallowell. January 1, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned Augusta, Hallowell & Gardiner Railroad Company respectfully represents that its tracks cross the tracks of the Maine Central Railroad Company on grade at the foot of Rhines Hill on Water street in Augusta and at the foot of Loudon Hill in Hallowell, that both of said hills over which the tracks of the first named corporation pass are very steep and that under certain conditions it is difficult to stop its cars on either of said hills while the trains of the Maine Central Railroad Company are passing said crossings, and that public safety requires at both said crossings that some signals be operated from said crossings to give warning, so that the cars of the Augusta, Hallowell & Gardiner Railroad Company may be stopped on the top of either hill when a train of the Maine Central Railroad Company is approaching the crossing below.

That your petitioners for this purpose have constructed electric light signals at the top of both said hills so that the same may be easily operated from the aforesaid crossings, at each of which the Maine Central Railroad Company operate a gate.

Therefore your petitioners pray that the existing conditions of both said crossings be changed by requiring the Maine Central Railroad Company to operate the aforesaid signals at both said crossings in connection with the operation of its said gates; said signals to be maintained at the expense of the Augusta, Hallowell & Gardiner Railroad Company and operated at the expense of the Maine Central Railroad Company.

Dated this thirty-first day of August, A. D. 1901.

Augusta, Hallowell & Gardiner Railroad Company,

By THOMAS J. LYNCH, Its Attorney.

On the foregoing petition, the hearing was held as ordered on Wednesday the 16th day of October, A. D. 1901, at the office in Augusta at 10 o'clock in the forenoon.

Petition dismissed by agreement.

Per order of the Board.

January 1, 1902.

E. C. FARRINGTON, Clerk.

Petition, and Decision of the Board, approving a change of location of the Fish River Railroad in the town of Ashland and plantations of Nashville and Portage Lake. January 1, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represents the Fish River Railroad Company, that it deems it necessary and expedient that a change shall be made in the present location of its line of road, the location of which was approved by your Honors November 30, 1901.

That said change in location commences at station 1 and ends at station 491+44.5 and is all within the town of Ashland and the plantations of Nashville and Portage Lake.

A map of the proposed change on an appropriate scale and a profile of the change on the relative scale of profile paper in common use accompany this petition, together with a description of the change by courses and distances.

Your petitioner asks your Honorable Board to approve said change in location and prays that it may make such change under the direction of your Honorable Board as provided by law.

December 23, 1901.

Fish River Railroad Company.

By APPLETON & CHAPLIN, Its Attorneys.

(The description by courses and distances is here omitted).

On the foregoing petition the hearing was held as ordered, on Wednesday the first day of January, A. D. 1902, at the office in Augusta at ten o'clock in the forenoon.

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 named in said order, and gave a hearing upon the matters contained in said petition.

No one appeared for the municipal officers of Ashland.

We believe the change in the line of the Fish River Railroad, as contemplated in this petition, will be a great improvement,

both as to alignment and grades, and as the profile shows, can be built at less expense than the present line.

We therefore approve the proposed change in said line, and order the same to be made as prayed for.

Dated this first day of January, A. D. 1902.

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

Railroad Commissioners of Maine.

BANGOR, ORONO & OLD TOWN RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the section of new track of the Bangor, Orono and Old Town Railway at Veazie, where it diverts from the former line and across the new steel bridge, over the Maine Central Railroad, until it strikes the former line north of steel bridge, a distance of about one-sixth of one mile, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this 24th day of January, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Approval by the Board, of the Articles of Association of the Biddeford Pool Electric Railroad Company. January 27, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned persons, named as directors in certain articles of association, made and signed for the purpose of becoming a corporation to be known as the Biddeford Pool Electric Railroad Company, for the purpose of constructing, maintaining and operating a street railway, of standard gauge, beginning at a point, upon Main street at Biddeford Pool, so called, at the sea wall near the summer residence of the late Simeon P. McKenney, to a point in Biddeford at the corner of Alfred and Pool streets, in the county of York and State of Maine, respectfully ask that the annexed articles of association be approved.

And your petitioners hereby present this petition for approval of said articles, accompanied with a map of the proposed route on an appropriate scale.

Dated at Biddeford, York county, Maine, this twenty-fifth day of November, A. D. 1901.

Chas. M. Moses,
Wm. J. Maybury,
Charles E. Atwood,
Charles B. Harmon,
Edgar A. Hubbard,

Directors named in said articles of association.

Know all men by these presents, that we the undersigned, being not less than five persons, a majority of whom are citizens of the State of Maine, under and pursuance of an act of the legislature of the State of Maine entitled an act to regulate the organization and control of street railroads, approved March 28, 1893, and the acts amendatory thereof and supplementary thereto, have associated ourselves together for the purpose of constructing, maintaining and operating by electricity or compressed air a street railroad for the public use, and for street traffic, for the conveyance of persons and property, and for that purpose have made, signed and executed these articles of association.

Article 1. The corporation name of said company shall be the Biddeford Pool Electric Railroad Company.

Article 2nd. The gauge of the road of said company shall be four feet eight and one-half inches.

Article 3rd. The places, cities and towns, from which, in which and to which the said road of said company is to be constructed, maintained and operated, are from a point upon Main street at Biddeford Pool, so called, at the sea wall near the summer residence of the late Simeon P. McKenney, to a point in Biddeford at the corner of Alfred and Pool streets in the county of York and State of Maine, all said route being in the city of Biddeford.

Article 4th. The length of the road of said company as nearly as may be is to be nine miles.

Article 5th. The amount of the capital stock of said company shall be eighty thousand dollars.

Article 6th. The number of shares of which said capital stock shall consist, shall be sixteen hundred shares, of the par value of fifty dollars each.

Article 7th. The names and places of residence of the persons who shall act as directors of said company and manage its affairs until others are chosen in their places, are as follows: Chas. M. Moses, Saco, Me.; Wm. J. Maybury, Saco, Me.; Charles E. Atwood, Biddeford, Me.; Charles B. Harmon, Biddeford; Edgar A. Hubbard, Biddeford.

In witness whereof we have hereunto subscribed our respective names and places of residence, and we do hereby severally agree in good faith, to take the number of shares of the capital stock of said company, set opposite our respective names.

Chas. M. Moses, Saco, 630 shares; Wm. J. Maybury, Saco, 400 shares; Charles E. Atwood, Biddeford, 400 shares; Charles B. Harmon, Biddeford, 10 shares; Edgar A. Hubbard, Biddeford, 160 shares.

Dated at Biddeford, county of York, and State of Maine, this twenty-fifth day of November, A. D. 1901.

We being the directors named in the foregoing articles of association, all of whom are citizens of the State of Maine, being duly sworn, depose and say that the whole amount of the capital stock named in said articles of association, hereunto annexed, have been in good faith subscribed by responsible parties, and

that five per cent has been paid thereon in cash to the directors, named in said articles of association, and that it is intended to construct, maintain and operate the road mentioned in said articles of association.

Chas. M. Moses,
Wm. J. Maybury,
Charles E. Atwood,
Charles B. Harmon,
Edgar A. Hubbard.

STATE OF MAINE.

York ss.

December 2nd, A. D. 1901.

Then personally appeared the above named directors and made oath to the truth of the foregoing statement by them severally subscribed.

Before me,
J. C. M. FURBISH, Justice of the Peace.

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 27th day of January, A. D. 1902.

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

Petition, and Decision of the Board, approving the location of the Berwick, Eliot & York Street Railway. February 7, 1902.

To the Honorable Board of Railroad Commissioners:

The Berwick, Eliot & York Street Railway respectfully represents that it is a corporation duly organized under the provisions of sections one, two and three of chapter two hundred sixty-eight of the Public Laws of one thousand eight hundred and ninety-three, and acts amendatory thereto.

That the railroad of said corporation is to be constructed in the towns of South Berwick, Eliot and York.

That the municipal officers of the said towns of South Berwick, Eliot and York have in writing approved the proposed route and location hereinafter described as to streets, roads and ways.

(The description as to courses and distances is here omitted).

That in each and all of the cases where the aforesaid route and location is outside of the limits of any street, road or way it is impracticable to locate said railroad within the limits of said streets, roads or ways.

Your petitioner files herewith map of the aforesaid proposed route on an appropriate scale defining its courses, distances and boundaries, also the written approval of the proposed route and location as to streets, roads and ways of the municipal officers of the cities and towns in which said railway is to be constructed together with a report and estimate prepared by John A. Jones, a skilful engineer.

That public convenience requires the construction of said road.

Wherefore, as your petitioner has by the said location taken, subject to your approval, and does by said location, subject to your approval, take as for public uses for the location, construction and convenient use of its said road the land and all materials in and upon it hereinbefore described in said location as outside the limits of any street, road or way, your petitioner prays this Honorable Board to find that it so appears to be impracticable to locate such railway within the limits of streets, roads and ways as aforesaid and to approve the said above described location so outside the limits of any street, road or way.

Wherefore, your petitioner prays that this Honorable Board will appoint a day for hearing hereon and that after such notice thereof shall be given by your petitioner as your Honorable Board deems reasonable and proper, and after hearing hereon, you will approve such location subject to the provisions of section nine of chapter two hundred sixty-eight of the Public Laws for the year one thousand eight hundred and ninety-three and acts amendatory thereto and will find that public convenience requires the construction of such road and make a certificate of such determination in writing in the manner by law required.

Dated this 27th day of January, A. D. 1902.

Berwick, Eliot & York Street Railway,

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on Wednesday the fifth day of February, A. D. 1902, at the hotel called "The Berwick" in South Berwick at two o'clock in the afternoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the petition for approval of location, 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 Berwick, Eliot & York Street Railway, which was described in said petition as to courses, distances and boundaries.

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

The route had first been approved by the selectmen of South Berwick, Eliot and York. Each of said towns were represented at the hearing.

A portion of the location is outside of 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 all the location described in the petition, and we also hereby find and determine that public convenience requires the construction of the railway named in said petition.

Dated at Augusta this 7th day of February, A. D. 1902.

BENJ. F. CHADBOURNE,
PARKER SPOFFORD,
Railroad Commissioners of Maine.

Petition, and Decision of the Board, in relation to the Portland and Brunswick Street Railway crossing the Maine Central Railroad, in the town of Brunswick. February 8, 1902.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Portland and Brunswick Street Railway that in constructing its railroad in the town of Brunswick as authorized by its location approved by your Honorable Board, its tracks will be constructed across the tracks already built by the Maine Central Railroad Company upon Pleasant street in said Brunswick, as shown by the plan now on file in your office, and also by the plan herewith filed and made a part of this petition.

Your petitioner prays that your Honorable Board will, after due notice and hearing, determine the manner and conditions of construction and maintenance of said crossing, and how the expense thereof shall be borne.

Dated this ninth day of December, 1901.

Portland and Brunswick Street Railway,

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on the 27th day of December, A. D. 1901, at the Tontine Hotel in Brunswick at three o'clock in the afternoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the petition of the Portland & Brunswick Street Railway Company asking for approval to cross the Maine Central Railroad at Brunswick, 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.

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

No one appeared for the town of Brunswick.

We hereby allow the crossing named in said petition, to be made at grade, and determine that the manner and condition of said crossing shall be as follows :

The Portland & Brunswick Street Railway Company shall furnish suitable crossing frogs made of rails conforming in weight, pattern and material to those used by the Maine Central Railroad Company.

The same to be laid on good sound ties in a workmanlike manner.

The work of construction and maintenance to be done promptly by the Maine Central Railroad Company. The whole expense of said crossing frogs, and of laying and maintaining the same, to be borne by said Portland & Brunswick Street Railway Company.

Before entering upon said crossing every car upon the Portland & Brunswick Street Railway shall be stopped within one hundred feet of the rails of the Maine Central Railroad, and shall not cross said Maine Central Railroad until the motorman and conductor of said car are satisfied said crossing is clear.

At said crossing there shall be a signal mast with a red ball to be used by day and a red light to be used by night. Said mast and signal shall be in charge of a signal tender employed by and under the direction of the Maine Central Railroad Company.

Said signal tender shall invariably put up the red ball or red light before any electric car crosses, whether a train is due or not, and shall keep it up until the crossing is clear. And no electric car shall cross the tracks of said Maine Central Railroad until such ball or light is displayed at mast head. The whole expense of erecting and maintaining said mast and signals shall be borne by said Portland & Brunswick Street Railway Company, and the said Portland & Brunswick Street Railway Company shall pay one-half of the expense of employing said signal tender.

Dated at Augusta this 8th day of February, A. D. 1902.

J. B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition, and Action of the Board, upon application of the municipal officers of the city of Lewiston for a Highway crossing the Maine Central Railroad in the city of Lewiston. February 18, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The undersigned, municipal officers of the city of Lewiston in the county of Androscoggin, respectfully represent that the municipal officers of said city on the sixteenth day of January, A. D. 1902, laid out and located a highway in said city of Lewiston, which said way as laid out and located by said municipal officers crosses the railroad track of the Maine Central Railroad Company: Said highway having been located and established by metes and bounds as appears from the following copy of the records of said city, viz:

Beginning on the southwesterly line of the old Lisbon road at a point seventy-eight (78) feet southeasterly from the easterly corner of land owned by Amos Davis; thence south thirty-one (31) degrees west, and crossing the location of the Maine Central Railroad one thousand twenty (1,020) feet to the new Lisbon road The above described line to be the westerly line of the proposed street, said street to be fifty (50) feet in width.

Wherefore your petitioners make application and request your Honorable Board upon notice and hearing to determine whether said highway shall be permitted to cross said railroad track of the Maine Central Railroad Company at a grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining such part thereof as is within the limits of said railroad company's said land shall be borne by said railroad company or by said city of Lewiston in which said way is located or shall be apportioned between said railroad company and said city.

Dated at Lewiston this twenty-third day of January, A. D. 1902.

Geo. W. Furbush.
F. C. Farr,
E. A. Davis,
Joseph Voyer,
Cyrus Greely,
E. N. Dexter.

On the foregoing petition the hearing was held as ordered, on Tuesday the eighteenth day of February, A. D. 1902, at the passenger station, Maine Central Railroad in Lewiston, at ten o'clock in the forenoon.

Petition dismissed.

Per order of the Board.

E. C. FARRINGTON, Clerk.

February 18, 1902.

Petition, and Decision of the Board, upon application of the Boston & Maine Railroad to raise Summer street bridge in the town of Kennebunk. March 5, 1902.

To the Honorable the Board of Railroad Commissioners for the State of Maine:

Respectfully represents the Boston and Maine Railroad that it is now duly authorized to cross the highway in the town of Kennebunk, under the same, with an overhead bridge for said highway, known and called by said railroad Number 96, and locally as Summer street bridge; that it has become necessary that said highway and bridge therein be raised at the place above designated, to facilitate said crossing.

Whereupon it prays that such notices and proceedings as the law requires may be ordered and had, and permission and authority granted it to raise said highway and bridge as aforesaid.

Boston and Maine Railroad,

By its Attorney, G. C. YEATON.

December 26, 1901.

On the foregoing petition the hearing was held as ordered, on the 14th day of January, A. D. 1902, at the Boston & Maine Railroad passenger station, Western Division, in Kennebunk, at four o'clock in the afternoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition of the Boston and Maine Railroad, 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 C. Yeaton of South Berwick appeared for the Boston and Maine Railroad.

The selectmen of Kennebunk appeared for that town.

After hearing all the parties in interest the Board finds that it is necessary that said highway bridge, mentioned in the petition, be raised, as follows:

Summer street bridge, in said Kennebunk, number ninety-six, on the line of the Boston and Maine Railroad shall be raised seven inches above its present elevation.

The Boston and Maine Railroad to do all the work at its own expense, and also at its own expense to make and maintain approaches thereto, preserving the present grade of the highway, so that it shall be safe and convenient for the passage of horses, teams and carriages, and providing for surface drainage.

Dated at Augusta, this fifth day of March, A. D. 1902.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

Petition, and Decision of the Board, in relation to the Boston & Maine Railroad raising the bridges locally known as Clark, Hobbs and Grant bridges in the town of Berwick. March 5, 1902.

To the Honorable the Board of Railroad Commissioners for the State of Maine:

Respectfully represents the Boston and Maine Railroad that it is now duly authorized to cross several highways in the town of Berwick under the same with overhead bridges for said highways, known and called by said railroad, respectively, numbers 69, 70 and 71, and locally as the Clark, Hobbs and Grant bridges; that it has become necessary that said highways and bridges therein be raised, at the places above designated, to facilitate said crossings.

Whereupon it prays that such notices and proceedings as the law requires may be ordered and had, and permission and authority granted it to raise said highways and bridges as aforesaid.

Boston and Maine Railroad,

By its Attorney, G. C. YEATON.

December 26, 1901.

On the foregoing petition the hearing was held as ordered, on the fourteenth day of January, A. D. 1902, at the Boston & Maine passenger station, Western Division, in North Berwick at nine o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition of the Boston and Maine Railroad for authority to raise bridges numbers sixty-nine, seventy, and seventy-one on the line of said Boston and Maine Railroad, known as Clark, Hobbs and Grant bridges, in the town of Berwick, notice having been given as ordered the Board met at the time and places mentioned in said order and gave a hearing to all parties interested.

Mr. George C. Yeaton appeared for the Boston and Maine Railroad.

The selectmen appeared for the town of Berwick.

The Board finds that it has become necessary that said highways and bridges shall be raised, and we hereby authorize the said Boston and Maine Railroad to raise the aforesaid bridges, each twelve inches above the present elevation.

The Boston and Maine Railroad to grade the approaches, preserving the present grade of the highway, and make provisions for all surface drainage, and make and maintain said approaches thereof so that they shall be safe and convenient for the passage of horses, teams and carriages.

Dated at Augusta this fifth day of March, A. D. 1902.

J. B. PEAKS.

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

Petition, and Approval by the Board of the Articles of Association of the Rockland, South Thomaston & Owl's Head Railway. March 5, 1902.

The undersigned, being a majority of the directors named in the articles of association whereto this affidavit is annexed, to wit, the articles of association for forming a corporation under the name of the Rockland, South Thomaston and Owl's Head Railway, hereby on oath make affidavit and say:

That the amount of capital stock required for said corporation under the provisions of section one of chapter two hundred sixty-eight of the Public Laws of the State of Maine enacted in the year of our Lord one thousand eight hundred and ninety-three, and of statutes amendatory thereof and additional thereto, has been in good faith subscribed by responsible parties: that five per cent of the amount so subscribed has been paid thereon in cash to the directors named in said articles of association: and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles.

George T. Sewall,

H. Franklin Bailey,

James W. Sewall,

Directors of said Corporation.

STATE OF MAINE.

County of Penobscot, ss.

February 4, A. D. 1902.

Personally appeared the above named James W. Sewall, H. Franklin Bailey and George T. Sewall, and made oath in due form of law to the truth of the foregoing affidavit.

Before me,

WILLIAM H. WATERHOUSE, Justice of the Peace.

Articles of Association--Rockland, South Thomaston & Owl's Head Railway.

We, the undersigned, whose residences are stated against our respective signatures hereto, do by these articles of association and in accordance with the provisions of chapter two hundred and sixty-eight of the Public Laws of the State of Maine enacted by the legislature of said State in the year of our Lord one thousand eight hundred and ninety-three and of statutes additional thereto and amendatory thereof associate ourselves together with the intention of forming a corporation under the name of the Rockland, South Thomaston and Owl's Head Railway, for the purpose of constructing, maintaining and operating by electricity, compressed air or animal power, a street railroad for public use for street traffic for the conveyance of persons and property over a route described in general terms as follows, to wit: beginning at a point in the city of Rockland in the county of Knox and State of Maine at or near the terminus of the Rockland, Thomaston and Camden Street Railway: and thence running southward into the town of South Thomaston in said county and State, and there dividing and running by one branch to the village of South Thomaston in said town of South Thomaston, and by another branch to Crescent Beach and Owl's Head, both in said town of South Thomaston. Said railroad is to be of standard gauge, to wit, four feet eight and one-half inches, and its length in all is about eight miles, as nearly as may now be estimated. The amount of capital stock of said corporation is to be thirty-five thousand dollars, and to consist of three hundred and fifty shares of the par value of one hundred dollars each.

James W. Sewall, H. Franklin Bailey and George T. Sewall, all of Old Town in the county of Penobscot and State of Maine,

and Charles E. Meservey and Fred M. Smith, both of said South Thomaston, shall act as directors of said proposed corporation and manage its affairs until others are duly chosen in their places.

We hereby severally agree to take the number of shares of the capital stock of said corporation written against our respective signatures hereto.

Dated this fifteenth day of January, A. D. 1902.

Dudley Walter Moor, Toledo, Ohio, 50 shares; J. A. Barber, Toledo, Ohio, 50 shares; George T. Sewall, Old Town, Maine, 50 shares; James W. Sewall, Old Town, Maine, 50 shares; H. Franklin Bailey, Old Town, Maine, 50 shares; Charles E. Meservey, South Thomaston, Maine, 50 shares; Fred M. Smith, South Thomaston, Maine, 50 shares.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the within articles of association of the Rockland, South Thomaston & Owl's Head Railway all of the provisions of sections one and two of chapter 268, Public Laws 1893, as amended, having been complied with, we hereby endorse upon said articles of association a certificate of such fact and we hereby approve of said articles in writing.

Dated at Augusta this fifth day of March, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, upon application of the municipal officers of the city of Portland, for highway (Forest Avenue) crossing the W. N. & P. Division of the Boston & Maine Railroad. March 5, 1902.

To the Honorable Board of Railroad Commissioners:

Respectfully represent the mayor and aldermen of the city of Portland in the county of Cumberland and State of Maine, who are the municipal officers of said city:

That the city council of said city of Portland, by its order, duly approved by the mayor of said city on the fifth day of December, A. D. 1901, widened Forest avenue (formerly called Green street), a street or public way duly located in said city, by adding to said Forest avenue on the westerly side thereof and adjoining thereto, a strip of land twenty-two and seventy-four hundredths (22.74) feet more or less in width and extending southerly from the boundary line which formerly existed between said city of Portland and the city of Deering, keeping said width and adjoining said westerly side of said Forest avenue, three hundred and twenty-two (322) feet more or less, to land of the Casco Tanning Co., as shown on a plan herewith filed and made a part of this petition; that said widened part of said Forest avenue, as laid out, crosses the tracks of the W. N. & P. Division of the Boston & Maine Railroad, now located northerly of and near said land of the Casco Tanning Company; that the said city of Portland desires to construct and open for travel said widened portion of said Forest avenue and that it will be necessary to construct the same across the said tracks of the Boston & Maine Railroad.

Wherefore your petitioners pray that your Honorable Board will, after due notice and hearing, determine whether said crossing shall be at grade or not, the manner and conditions of crossing said tracks and the expense of building and maintaining so much thereof as is within the limits of said railroad.

Portland, February 10, 1902.

Frederic E. Boothby, mayor of the city of Portland; Lindsay B. Griffin, Edward W. Murphy, Ernest True, Joseph E. F. Connolly, Edward A. Shaw, Arthur K. Hunt, Arthur H. Moulton, William B. Johnson, Charles W. Hanson, aldermen of the city of Portland.

On the foregoing petition the hearing was held as ordered, on Thursday, the twenty-seventh day of February, A. D. 1902, at the West End Hotel in Portland at two o'clock in the afternoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition of the municipal officers of the city of Portland regarding the crossing of the Worcester, Nashua and Portland Division of the Boston and Maine Railroad by widening Forest avenue, so called, 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.

Mr. George P. Wescott appeared for the Boston and Maine Railroad.

Mr. C. A. Strout, city solicitor, appeared for the city of Portland.

No objections to said crossing were made by any party.

The Board determined to allow said crossing to be made at grade with said railroad. The manner and conditions of crossing and the construction and maintenance shall be as follows:

The present grade within the location of said Boston and Maine Railroad shall be preserved and the construction and maintenance within such location shall be done by the said Boston and Maine Railroad so as to be safe and convenient for travelers with horses, teams and carriages.

The whole expense thereof shall be borne by said Boston and Maine Railroad.

Dated at Augusta this fifth day of March, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, approving the location of an extension of the Rockland, Thomaston & Camden Street Railway from Thomaston to and into the town of Warren. March 5, 1902.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Rockland, Thomaston and Camden Street Railway that it is a street railroad corporation with chartered rights under chapter one hundred and ninety-three of the Private and Special Laws of Maine for 1891 and chapter three hundred and fifty-seven of said Laws of 1893 to construct, operate and maintain a street railroad in Camden, Rockport, Rockland, Thomaston and Warren. That by its said charter the selection of the streets, roads and ways in said municipalities and the location of its rails in such streets, roads and ways is left to the final decision of the municipal officers thereof.

That it has an existing street railroad now by it operated under said charter in Camden, Rockport, Rockland and to and into Thomaston.

That it is desirous to construct, operate and maintain a street railroad from the terminus of its present line in Thomaston to and into the town of Warren as authorized by Chapter three hundred and fifty-seven of the Private and Special Laws of Maine for the year 1893. That its location upon the streets, roads and ways hereinafter described has been approved as by its charter required.

That under the general laws of Maine your petitioner has in addition to its chartered rights all the rights and powers conferred from time to time by general laws upon street railroad corporations subject to the conditions, restrictions and limitations thereby imposed. That, by virtue of said provision, your petitioner has the right and power conferred upon street railroad corporations to take and hold by its location, outside of the limits of streets, roads or ways for the location, construction and convenient use of its road, as for public uses, lands and all materials in and upon it whenever for any reason it appears to be impracticable to locate such a railway within the limits of said streets, roads or ways, the land so taken not to exceed four rods in width unless necessary for excavation, embankments or mate-

rials, provided it appears to your Honorable Board that it is impracticable to locate said railway within the limits of said streets, roads or ways.

(The description as to courses and distances is here omitted).

That in each and all of the cases where the aforesaid route and location is outside of the limits of any street, road or way it is impracticable to locate said railroad within the limits of said streets, roads or ways.

Your petitioner files herewith a map of the aforesaid proposed route on an appropriate scale defining its courses, distances and boundaries, also the written approval of the proposed route and location as to streets, roads and ways of the municipal officers of the towns in which said railway is to be constructed together with a report and estimate prepared by W. B. Getchell, a skilful engineer.

Wherefore, as your petitioner has by said location taken, subject to your approval, and does by said location, subject to your approval, take as for public uses for the location, construction and convenient use of its said road the land and all materials in and upon it hereinbefore described in said location as outside the limits of any street, road or way, your petitioner prays this Honorable Board to find that it so appears to be impracticable to locate such railway within the limits of streets, roads and ways as aforesaid and to approve the said above described location so outside the limits of any street, road or way.

Wherefore, your petitioner prays that this Honorable Board will appoint a day for hearing hereon and that after such notice thereof shall be given by your petitioner as your Honorable Board deems reasonable and proper, and after hearing hereon, you will make a certificate of your determination hereon in writing in the manner by law required.

Dated this fourteenth day of February, A. D. 1902.

Rockland, Thomaston and Camden Street Railway,

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on Friday the twenty-eighth day of February, A. D. 1902, at the Knox House in Thomaston, at eleven-thirty o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

This is a petition of the Rockland, Thomaston and Camden Street Railway, asking permission to lay its track outside of the limits of the highway, a portion of the distance from the terminus of its present line in Thomaston, to and into the town of Warren, and alleging that it is impracticable to locate said railroad within the limits of said streets, roads or ways, wherever such location is outside of said streets, roads and ways.

Notice was given as ordered, and all the parties were heard.

H. M. Heath and Mr. A. S. Littlefield appeared for the petitioner.

Mr. Wallace H. White appeared for the Maine Central Railroad Company.

After viewing the proposed route of said location between Thomaston and Warren, and hearing all the parties in interest, we find that wherever said route is outside of said streets, roads and ways it is impracticable to locate said railway embraced in the petition, within the streets, roads and ways.

We therefore hereby approve the location across the private lands set forth in the petition, and make this our final order and decree.

Dated at Augusta this fifth day of March, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Approval by the Board of the Articles of Association of the Lincoln County Street Railway. March 5, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad in and through Boothbay Harbor, Boothbay, Edgecomb and Wiscasset to be known by the name of Lincoln County Street Railway hereby respectfully request that your Honorable Board will approve the articles of association of said company hereto annexed, and that you will endorse said approval in writing upon said articles.

Dated this eighteenth day of February, A. D. 1902.

Luther Maddocks,
Amos F. Gerald,
S. A. Nye,
E. J. Lawrence,
A. B. Page,
Henry M. Soule,
Cyrus W. Davis.

We, the undersigned, Amos F. Gerald of Fairfield, Maine, Luther Maddocks of Boothbay Harbor, Maine, E. J. Lawrence of said Fairfield, S. A. Nye of said Fairfield, A. B. Page of said Fairfield, Cyrus W. Davis of Waterville, Maine, and Henry M. Soule of Boston, Massachusetts, a majority of whom are citizens of this State, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity or compressed air a street railroad for public use for street traffic and for the conveyance of persons and property and for that purpose do agree as follows:

The name of the company shall be Lincoln County Street Railway.

The gauge of the road is four (4) feet and eight and one-half ($8\frac{1}{2}$) inches.

The places, cities and towns, through which, in which and to which the road is to be constructed, maintained and operated are the towns of Wiscasset, Edgecomb, Boothbay and Boothbay Harbor.

The length of said road as nearly as may be will be twelve miles.

The amount of capital stock is fifty thousand dollars.

The number of shares of which said stock shall consist shall be five hundred.

The undersigned, Amos F. Gerald of Fairfield, Maine, Luther Maddocks of Boothbay Harbor, Maine, E. J. Lawrence of said Fairfield, S. A. Nye of said Fairfield, A. B. Page of said Fairfield, Cyrus W. Davis of Waterville, Maine, and Henry M. Soule of Boston, Massachusetts, a majority of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names in the foregoing capital stock in token of our assent to the foregoing provisions, and have heretofore subscribed our names on this 18th day of February, A. D. 1902.

Amos F. Gerald, Fairfield, Me., 80 shares; Luther Maddocks, Boothbay Harbor, Me., 70 shares; S. A. Nye, Fairfield, Me., 70 shares; E. J. Lawrence, Fairfield, Me., 70 shares; A. B. Page, Fairfield, Me., 70 shares; Cyrus W. Davis, Waterville, Me., 70 shares; Henry M. Soule, Boston, Mass., 70 shares; total, 500 shares.

We, the undersigned, Amos F. Gerald, Luther Maddocks, E. J. Lawrence, S. A. Nye, A. B. Page, Cyrus W. Davis, and Henry M. Soule named as directors in the said articles of association of the foregoing Lincoln County Street Railway on oath depose and say that five hundred shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties, and that five per cent. has been paid thereon in cash to them as the directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit they make by indorsing the same on the said articles as required by the general law of the State of Maine.

Dated this eighteenth day of February, A. D. 1902.

Luther Maddocks,
Amos F. Gerald,
Henry M. Soule,
Cyrus W. Davis,
Albert B. Page,
E. J. Lawrence,
S. A. Nye.

STATE OF MAINE.

Kennebec ss.

February 18, 1902.

Personally appeared Amos F. Gerald and Luther Maddocks and made oath to the foregoing statements by them subscribed as true.

Before me,
H. M. HEATH, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

Suffolk ss.

BOSTON, February 24, 1902.

Personally appeared Henry M. Soule and made oath to the foregoing statement by him subscribed as true.

Before me,
CHAS. HALL ADAMS, Commissioner for Maine.
(Seal.)

STATE OF MAINE.

Kennebec ss.

Feb. 18, 1902.

Personally appeared Cyrus W. Davis, E. J. Lawrence and made oath to the foregoing statements by them subscribed as true.

Before me,
RALPH M. GILMORE, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the within articles of association of the Lincoln County Street Railway all of the provisions of sections one and two of chapter 268, Public Laws, 1893, as amended, having been complied with, we hereby endorse upon said articles of association a certificate of such fact and we hereby approve of said articles in writing.

Dated at Augusta this fifth day of March, A. D. 1902.

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

Petition and Approval by the Board of the Articles of Association of the Kineo Street Railway Company. March 5, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned who have been chosen as directors of a company to be formed for the purpose of constructing, maintaining and operating a street railroad of standard gauge, from a point in Squaw Mountain township to a point in the town of Greenville, in the State of Maine, hereby respectfully request that your Honorable Board will approve the articles of association of said company, hereto annexed, and that you will endorse said approval in writing upon said articles of association.

Dated at Dover, county of Piscataquis, State of Maine, this 22nd day of February, 1902.

V. W. Macfarlane,
Frank E. Guernsey,
Allen Quimby.

Articles of Association.

We, the undersigned, Victor W. Macfarlane of Greenville, county of Piscataquis, State of Maine; Frank E. Guernsey of Dover, in said county, Allen Quimby, Arthur E. Baxter and Wm. H. Trafton all of Greenville in said county, all of whom are citizens of the State of Maine, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Kineo Street Railway Company.

The gauge of the road, four feet, eight and one-half inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are from a point in Squaw Mountain township to a point in the town of Greenville in said county of Piscataquis.

The length of such road, as nearly as may be, will be three (3) miles.

The amount of capital stock twenty-five thousand dollars.

The number of shares of which said stock shall consist shall be two hundred and fifty (250).

Victor W. Macfarlane of Greenville, Frank E. Guernsey of Dover, Allen Quimby of Greenville, all of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree to take the number of shares set against our respective names, and in token of our assent to the foregoing provisions have hereunto subscribed our names on this twenty-second day of February, A. D. 1902.

V. W. Macfarlane, Greenville, Maine, 242 shares; Frank E. Guernsey, Dover, Maine, 5 shares; Allen Quimby, Greenville, Maine, 1 share; Arthur E. Baxter, Greenville, Maine, 1 share; Warren H. Trafton, Greenville, Maine, 1 share.

We, the undersigned, Victor W. Macfarlane, Frank E. Guernsey and Allen Quimby, named as directors in the articles of association of the foregoing Kineo Street Railway Company, on oath, depose and say that 250 shares of the capital stock of said company, being the total amount of stock, have been in good faith subscribed, and that five per cent has been paid in cash to them as the directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in such articles of association, and this affidavit they make by endorsing on said articles, as required by the general laws of the State of Maine.

V. W. Macfarlane,
Frank E. Guernsey,
Allen Quimby.

STATE OF MAINE.

Piscataquis ss.

February 22, A. D. 1902.

Personally appeared the above named Victor W. Macfarlane, Frank E. Guernsey and Allen Quimby, and severally made oath that the foregoing affidavit by them subscribed is true in substance and in fact.

Before me,
GEO. G. DOWNING, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the within articles of association of the Kineo Street Railway Company, all of the provisions of sections one and two of chapter 268, Public Laws 1893, as amended, having been complied with, we hereby endorse upon said articles of association a certificate of such fact, and we hereby approve of said articles in writing

Dated at Augusta this fifth day of March, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, approving the location of the Lewiston, Winthrop & Augusta Street Railway from Augusta to Winthrop. March 24, 1902.

To the Honorable Board of Railroad Commissioners:

The Lewiston, Winthrop and Augusta Street Railway respectfully represents that it desires to extend its road to and into the city of Hallowell and it hereby makes application therefore to your Honorable Board as by statute in such cases made and provided.

The place in which such extension is to be constructed and maintained is the city of Hallowell. The length of such extension is two thousand two hundred and five (2,205) feet. The capital stock of this corporation, as shown by the records of your office, is more than sufficient to cover such additional mileage.

(The description as to courses and distances is here omitted).

That in each and all of the cases where the aforesaid route and location is outside of the limits of any street, road or way it is impracticable to locate said railroad within the limits of said streets, roads or ways.

Your petitioner files herewith a map of the aforesaid proposed route on an appropriate scale, defining its courses, distances and boundaries, also the written approval of the proposed route and location as to streets, roads and ways of the municipal officers of the cities and towns in which said railway is to be constructed together with a report and estimate prepared by John A. Jones, a skillful engineer.

Wherefore, as your petitioner has by the said location taken, subject to your approval, and does by said location, subject to your approval, take as for public uses for the location, construction and convenient use of its said road the land and all materials in and upon it, hereinbefore described in said location as outside the limits of any street, road or way, your petitioner prays this Honorable Board to find that it so appears to be impracticable to locate such railway within the limits of streets, roads and ways as aforesaid and to approve the said above described location so outside the limits of any street, road or way.

Wherefore, your petitioner prays that this Honorable Board will appoint a day for hearing hereon and that after such notice thereof shall be given by your petitioner as your Honorable Board deems reasonable and proper, and, after hearing hereon, you will approve such location, subject to the provisions of section nine of chapter two hundred sixty-eight of the laws of one thousand eight hundred and ninety-three, and acts amendatory thereto, and make a certificate of such determination in writing in the manner by law required.

Dated at Augusta this twentieth day of January, A. D. 1902.
Lewiston, Winthrop and Augusta Street Railway.

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on Saturday the eighth day of February, A. D. 1902, at the Railroad Commissioners office in Augusta at ten o'clock in the forenoon.

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 petitioners.

Mr. Seth M. Carter appeared for the Maine Central Railroad.

The Lewiston, Winthrop & Augusta Street Railway has filed its petition with the Board of Railroad Commissioners, asking:

First. To be allowed to extend its road into the city of Hallowell, under authority of chapter 181, P. L. 1901, and,

Second. That the Railroad Commissioners will approve its location in the streets, roads, and ways of the several cities and towns through which its line runs.

This company was organized under the general laws of the State, by a decision of the Board of Railroad Commissioners, filed December 29th, A. D. 1900.

Under the statutes then in force the Commissioners approved the articles of association, and at the same time found that public convenience required the construction of said railway in the city of Augusta, the towns of Manchester, Winthrop, Monmouth and Wales and to and into the town of Webster.

Since that time by P. L. 1901, chapter 181, any street railway may be allowed to extend its road to other points and places on application to the Board of Railroad Commissioners and by conforming to the general laws of the State relative to street railways, so far as applicable.

This then gives the Board authority to allow the extension of this railway into the city of Hallowell when all the provisions of the general laws have been complied with. We think all such provisions of the general laws have been complied with, and we find that public convenience requires the extension of said railway into the city of Hallowell as prayed for in this petition.

The certificates in writing of the municipal officers of the cities of Augusta and Hallowell, and of the towns of Winthrop and Manchester, approving the location of said railway as to streets, roads and ways, have been filed with the Board. The location now asked for is only from Augusta through Hallowell and Manchester to and into Winthrop.

Several portions of said location are outside of the limits of streets, roads, and ways, and we find that as to such portions it is impracticable to locate said railroad within the limits of said streets, roads, and ways.

There is no suggestion of opposition to the proposed route and location; and after a thorough examination of the same we can conceive of no reason why there should be any opposition.

We therefore approve the location as embraced in this petition.
Dated at Augusta this 24th day of March, A. D. 1902.

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

Petition, and Decision of the Board, in relation to the Kittery & Eliot Street Railway crossing, by an overhead bridge on Government street, the Eastern Division of the Boston & Maine Railroad in Kittery. March 28, 1902.

STATE OF MAINE.

To the Board of Railroad Commissioners of the State of Maine:

The Kittery and Eliot Street Railway Company, a street railway corporation duly organized under chapter 484 of Private Laws of Maine, approved March 20, 1897, which act is revived, renewed and extended by chapter 343 of Private Laws of Maine, approved March 13, 1901, respectfully represents:

That by its charter its route is fixed as commencing at some convenient point on Government street in the town of Kittery, and thence extending through Government street and the road to South Eliot, to and over the bridge across Spinney's creek, etc.; that the said Government street leads over and crosses the Boston & Maine Railroad track (Eastern Division), near the Portland, Saco & Portsmouth Railroad Company's building in said Kittery, by an overhead bridge crossing in the said Government street, which said overhead bridge is maintained by the said Boston & Maine Railroad; that the track of the said Kittery and Eliot Street Railway Company has been located by the municipal officers of said town of Kittery in said Government street over and across said bridge and the petitioner is about to

construct its railway and desires to lay its track across said overhead bridge in said Government street.

Wherefore the petitioner prays that you examine said bridge and crossing and determine the manner and means and terms of the crossing and how it shall be constructed and maintained, and that you determine what conditions the public good requires should be attached thereto and how the expense shall be borne, and that you make any other orders in the premises which may be agreeable to law.

Kittery and Eliot Street Railway Company,
By HORACE MITCHELL, President.

SAMUEL W. EMERY, Esq., Portsmouth, N. H., Attorney for
Petitioner.

On the foregoing petition the hearing was held as ordered, on the 3rd day of September, A. D. 1901, at the passenger station, Boston & Maine Railroad at Kittery Junction, in said Kittery, at ten o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition regarding the crossing of the Kittery and Eliot Street Railway over the Boston and Maine Railroad on the overhead bridge on Government street in said Kittery, near the Portland, Saco and Portsmouth Railroad Company's building in said Kittery, notice having been given as ordered, the Board met at the time and place mentioned in said order, examined the bridge aforesaid and heard all parties desiring to be heard.

Mr. Samuel W. Emery appeared for the petitioners.

Mr. George C. Yeaton appeared for the Boston and Maine Railroad.

The selectmen of the town of Kittery appeared for the said town.

We hereby authorize the construction of the track as petitioned for; said bridge to be strengthened, and tracks laid thereon in exact accordance with the plan submitted by the petitioners, and approved by this Board, which plan is hereby made a part of this decision.

The trestle bent shown on said plan to be built of good sound timber, in a workmanlike manner, and well set on the retaining wall, under said bridge on its easterly end, and the bridge properly planked.

All to be done at the expense of said Kittery and Eliot Street Railway Company, and to the satisfaction of the Board of Railroad Commissioners.

The present head room of said bridge above the track of said Boston and Maine Railroad to be preserved.

Dated at Augusta this twenty-eighth day of March, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, in relation to the Kittery & Eliot Street Railway crossing, by an overhead bridge on Government street, the York Harbor & Beach Railroad in the town of Kittery. March 28, 1902.

STATE OF MAINE.

To the Board of Railroad Commissioners of the State of Maine:

The Kittery and Eliot Street Railway Company, a street railway corporation duly organized under chapter 484 of the Private Laws of Maine, approved March 20, 1897, which act is revived, renewed and extended by chapter 343 of Private Laws of Maine, approved March 13, 1901, respectfully represents:

That by its charter its route is fixed as commencing at some convenient point on Government street in the town of Kittery, and thence extending through Government street and the road to South Eliot, to and over the bridge across Spinney's creek, etc.; that the said public highway called Government street leads and runs over and across the track of the York Harbor & Beach Railroad in said Kittery, by an overhead highway bridge or crossing, which said overhead bridge is a part of the public highway called Government street and is maintained by said York Harbor & Beach Railroad; that the track of said Kittery and Eliot

Street Railway Company has been located by the municipal officers of said town of Kittery in said Government street over and across said bridge and the petitioner is about to construct its railway and desires to lay its track across said overhead bridge in said Government street, which said bridge is the only overhead bridge across the track of said York Harbor & Beach Railroad in Kittery village ;

Wherefore the petitioner prays that you examine said bridge and crossing and determine the manner and means and terms of the crossing and how it shall be constructed and maintained, and that you determine what conditions the public good requires should be attached thereto and how the expense shall be borne, and that you make any other orders in the premises which may be agreeable to law.

Kittery and Eliot Street Railway Company,

By HORACE MITCHELL, President.

SAMUEL W. EMERY, Esq., Portsmouth, N. H., Att'y for Petitioner.

On the foregoing petition the hearing was held as ordered, on the 3rd day of September, A. D. 1901, at the passenger station, Boston & Maine Railroad at Kittery Junction, in said Kittery, at ten o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition referring to manner, means and terms under which the Kittery and Eliot Street Railway in its location over Government street in said Kittery shall cross on the bridge over the York Harbor and Beach Railroad, notice having been given as ordered, the Board met at the time and place mentioned in said order, made an examination of said bridge and its approaches, and heard all parties desiring to be heard.

Mr. Samuel W. Emery appeared for the petitioners.

Mr. Geo. C. Yeaton appeared for the York Harbor & Beach Railroad.

The selectmen of the town of Kittery appeared for the said town.

The Board hereby authorizes the construction of the track as petitioned for; the bridge to be strengthened and partially reconstructed by the erection of a steel span in exact accordance with the plan submitted by said petitioners, approved by this Board, and hereby made a part of this decision. Said bridge shall be widened twenty-one inches on each side as the same is now constructed, and the head room over the track of the said York Harbor and Beach Railroad shall be maintained at its present height.

Said Kittery and Eliot Street Railway shall at its own expense make all the said repairs, renewals, strengthening and widening, so as to be satisfactory to the Board of Railroad Commissioners.

Said petitioners shall maintain and keep in suitable repair such parts of said bridge and the approaches thereto as are covered by the track of said Kittery and Eliot Street Railway.

Dated at Augusta this twenty-eighth day of March, A. D. 1902.

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

Petition, and Decision of the Board in relation to the Boston & Maine Railroad crossing the Portland Railroad, on Commercial street, Portland, with a spur track to Milliken-Tomlinson Company. March 31, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represent the Boston & Maine Railroad, the Milliken-Tomlinson Co., and William G. Davis and James P. Baxter, that permission has been granted to such petitioners by the municipal officers of the city of Portland in the county of Cumberland and State of Maine, to lay and maintain a track across the northerly portion of Commercial street in said city of Portland from a connection with the track of said Boston & Maine Railroad at a point easterly of Maple street, marked "A" on the plan accompanying this petition, and running northerly

across said northerly side of said Commercial street to land of said petitioners, as shown on said plan.

And your petitioners further respectfully represent that they are desirous of building said proposed track and that said track crosses the tracks of the Portland Railroad Company at grade, as shown on said plan.

Wherefore your petitioners make this application in writing to your Honorable Board and pray your Honorable Board to approve the location of said proposed track, as shown upon said plan, and to determine, direct, decree and order in what manner said crossings shall be made, constructed and maintained and how the expense thereof shall be borne after notice and hearing thereon, as by statute in such cases made and provided.

Dated at Portland, county of Cumberland and State of Maine, this tenth day of February, A. D. 1902.

Boston & Maine R. R., by LUCIUS TUTTLE, Prest.; Davis & Baxter, by JAMES P. BAXTER; Milliken, Tomlinson Co., by A. T. LAUGHLIN, President.

On the foregoing petition the hearing was held as ordered, on Thursday the twenty-seventh day of February, A. D. 1902, at the West End Hotel in Portland, at two o'clock in the afternoon.

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 in said petition.

Messrs. Symonds, Snow, Cook & Hutchinson appeared for the petitioners.

Mr. Charles F. Libby appeared for the Portland Railroad Company.

Mr. Charles A. Strout, city solicitor, appeared for the city of Portland.

This is a petition asking the Board of Railroad Commissioners to approve the location of a spur track of the Boston & Maine Railroad from its track in Commercial street in the city of Portland, across said Commercial street to the land of the other peti-

tioners on the northerly side of Commercial street, as shown upon a plan submitted to, and filed with the Board.

We are not aware of any statute which authorizes us to locate spur tracks, or branch tracks, or side tracks upon petition of private persons. We are asked in this petition to allow this spur track to cross the track of the Portland Railroad Company.

Private persons have no right to build such spur track across a railroad. It can only be done by some railroad corporation under authority of its charter, or some special act, or general law of the State. We think this principle is well settled, in Railroad Commissioners, 83 Me. 273.

We therefore regard this petition simply as the petition of the Boston & Maine Railroad Company. This company has tracks in Commercial street running nearly, if not quite, the entire length of said street. There are several side tracks, and spur tracks in said Commercial street. There is no allegation in this petition that the company has a right under its charter to build this spur track, and there is no evidence of such right offered before the Board.

Inasmuch however, as the city government has authorized it and the city solicitor offers no objection after notice, and the Portland Railroad Company, after appearance has suggested no objection, we feel justified in presuming that such right exists.

We therefore approve the proposed location, and allow the crossing of the Portland Railroad tracks as prayed for. The manner and condition of such crossing shall be as follows:

Said spur track may cross the tracks of the Portland Railroad at grade; said Boston & Maine Railroad Company shall furnish for said crossing, good and substantial crossing frogs, satisfactory to the Portland Railroad Company. The angles of the frogs shall conform to the angles of the crossing, and the rails shall be suitable to conform to the rails of the Portland Railroad; said crossing shall be constructed and maintained by the Boston & Maine Railroad Company at its own expense; and constructed at a time and in a manner so as to interfere as little as possible with the traffic on the Portland Railroad.

Dated at Augusta this 31st day of March, A. D. 1902.

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

Petition, and Decision of the Board in relation to the Boston & Maine Railroad crossing the Portland Railroad, on Commercial street, Portland, with a spur track to the John B. Brown Estate. March 31, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represent the Boston & Maine Railroad and Joseph W. Symonds, John Marshall Brown and Philip Greely Brown, trustees of the estate of John B. Brown, that permission has been granted to such trustees by the municipal officers of the city of Portland in the county of Cumberland and State of Maine, to lay and maintain a track across the northerly portion of Commercial street in said city of Portland from a connection with the track of said Boston & Maine Railroad at a point easterly of Maple street, marked "A" on the plan accompanying this petition, and running northerly across said northerly side of said Commercial street to land of said trustees, as shown on said plan.

And your petitioners further respectfully represent that they are desirous of building said proposed track and that said track crosses the tracks of the Portland Railroad Company at grade, as shown on said plan.

Wherefore your petitioners make this application in writing to your Honorable Board and pray your Honorable Board to approve the location of said proposed track, as shown upon said plan, and to determine, direct, decree and order in what manner said crossings shall be made, constructed and maintained and how the expense thereof shall be borne after notice and hearing thereon, as by statute in such cases made and provided.

Dated at Portland, county of Cumberland and State of Maine this 15th day of January, A. D. 1902.

Jos. W. Symonds,
John Marshall Brown,
Philip G. Brown,

Trustees.

Boston & Maine Railroad,

By LUCIUS TUTTLE, Its President.

On the foregoing petition the hearing was held as ordered, on Thursday the twenty-seventh day of February, A. D. 1902,

at the West End Hotel in Portland at two o'clock in the afternoon.

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 in said petition.

Messrs. Symonds, Snow, Cook & Hutchinson appeared for the petitioners.

Mr. Charles F. Libby appeared for the Portland Railroad Company.

Mr. Charles A. Strout, city solicitor, appeared for the city of Portland.

This is a petition asking the Board of Railroad Commissioners to approve the location of a spur track of the Boston & Maine Railroad from its track in Commercial street in the city of Portland, across said Commercial street to the land of the other petitioners on the northerly side of Commercial street, as shown upon a plan submitted to and filed with the Board.

We are not aware of any statute which authorizes us to locate spur tracks, or branch tracks, or side tracks upon petition of private persons. We are asked in this petition to allow this spur track to cross the tracks of the Portland Railroad Company.

Private persons have no right to build such spur track across a railroad. It can only be done by some railroad corporation under authority of its charter, or some special act, or general law of the State. We think this principal is well settled, in Railroad Commissioners, 83 Me. 273.

We therefore regard this petition simply as the petition of the Boston & Maine Railroad Company. This company has tracks in Commercial street running nearly, if not quite, the entire length of said street. There are several side tracks, and spur tracks in said Commercial street. There is no allegation in this petition that the company has a right under its charter to build this spur track, and there is no evidence of such right offered before the Board.

Inasmuch however, as the city government has authorized it and the city solicitor offers no objection after notice, and the

Portland Railroad Company, after appearance has suggested no objection, we feel justified in presuming that such right exists.

We therefore approve the proposed location, and allow the crossing of the Portland Railroad tracks as prayed for. The manner and conditions of such crossing shall be as follows :

Said spur track may cross the tracks of the Portland Railroad at grade ; said Boston & Maine Railroad Company shall furnish for said crossing, good and substantial crossing frogs, satisfactory to the Portland Railroad Company. The angles of the frogs shall conform to the angles of the crossing and the rails shall be suitable to conform to the rails of the Portland Railroad ; said crossing shall be constructed and maintained by the Boston & Maine Railroad Company at its own expense ; and constructed at a time and in a manner so as to interfere as little as possible with the traffic on the Portland Railroad.

Dated at Augusta this 31st day of March, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board determining the manner and conditions by which the Kittery & Eliot Street Railway may cross the Bridge over Spinney's Creek in Kittery. April 2, 1902.

STATE OF MAINE.

To the Board of Railroad Commissioners.

The Kittery & Eliot Street Railway Company, a street Railway corporation duly organized under a special act of the legislature of Maine, respectfully represents :

That by its charter it is authorized to construct, maintain and operate a street railway extending from some convenient point on Government street in the town of Kittery in said State and over the bridge across the navigable tide waters of Spinney's creek and through South Eliot to Sturgeon creek in Eliot in said State ; that the bridge over Spinney's creek aforesaid is a public

municipal bridge lying partly in Eliot and partly in Kittery aforesaid, and was built, and is owned and maintained by said towns; that the petitioner has been duly granted a location across said bridge by the municipal officers of said towns, and that said municipal officers have imposed such conditions and terms in relation to construction of the petitioner's railroad across said bridge as seemed to them expedient, and said terms and conditions are satisfactory to the petitioner, which desires to at once construct its track over and upon said bridge:

Wherefore, the petitioner prays that upon such notice as you deem proper to all parties in interest, you determine the manner and conditions as to safety in and upon which said railroad shall be constructed and maintained on and over said bridge and that you determine what repairs, renewals, or strengthening of parts of said bridge or other changes are required to make said bridge safe for all the purposes to which it is to be put, and that you determine who shall bear the expense of such repairs, renewals, strengthening, and if need be, of rebuilding said bridge.

Kittery & Eliot Street Railway Company,

By HORACE MITCHELL, President.

SAMUEL W. EMERY, Esq., Portsmouth, N. H., Petitioner's Attorney.

On the foregoing petition the hearing was held as ordered, on Tuesday the first day of April, A. D. 1902, at the bridge over Spinney's creek at nine o'clock in the forenoon.

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 named in the above order, viewed and examined the Spinney's creek bridge, aforesaid, and gave a hearing to all parties desiring to be heard.

Mr. Samuel W. Emery appeared as counsel for the petitioner.

The selectmen of Kittery appeared for the town of Kittery.

The selectmen of Eliot appeared for the town of Eliot.

The Board find that the bridge is a pile bent bridge with hard pine stringers, as shown on accompanying plan, and that the addition of the stringers as shown on said plan will widen the

present bridge as much as the present caps will allow. Said stringers to be of hard pine, of the dimensions shown on said plan, and to be placed and spaced so as to render the bridge sufficiently strong. The rails to be of four and one-quarter inch T pattern, laid on the stringers as shown on plan; the space between the rails shall be covered with plank so that in all respects said bridge shall be safe and convenient for the passage of horses, teams and carriages.

The material used in said repairs, renewals, strengthening and addition of stringers, shall be of good quality, and the work to be done by said Kittery and Eliot Street Railway Company in a workmanlike manner. So much of said bridge as is used by the said Kittery and Eliot Street Railway Company shall be kept in repair at the said company's expense, and to the satisfaction of the Board of Railroad Commissioners.

Dated at Augusta this second day of April, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Approval by the Board of the Articles of Association of the Maine & New Hampshire Railway. May 14, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

We the undersigned, who have been chosen as directors of the company to be formed for the purpose of constructing, maintaining and operating a street railroad in, from and through the town of Hiram in the county of Oxford, in and through the towns of Baldwin and Standish in the county of Cumberland, and in and through the towns of Cornish, Limington, Hollis and Dayton in the county of York to some point on Alfred street in the city of Biddeford in said county of York; also from some point on the line aforesaid in the town of Limington or Hollis into and through the towns of Limerick, Waterborough, Newfield, Shapleigh and Acton in said county of York to the state line between the State of Maine and the state of New Hamp-

shire; also from some point in Cornish, through Cornish to and through Parsonsfield to said State line; also from some point in the line first above described in the town of Limington, and thence to and through said Standish to a point on Sebago lake; thence in and through the towns of Standish and Gorham to a point in the town of Windham near the Westbrook, Windham & Naples Railway,—to be known as the Maine and New Hampshire Railway,—hereby request that your Honorable Board will approve the articles of association of said railroad company hereto annexed, and that you will endorse your approval in writing upon said articles.

Augusta, Maine, May 9, 1902.

Geo. B. James,
A. Crosby Kennett,
Edward E. Hastings,
Henry Andrews,
Leslie C. Cornish.

Articles of Association.

We the undersigned, George B. James of Boston, county of Suffolk and Commonwealth of Massachusetts, A. Crosby Kennett of Conway, county of Carroll and state of New Hampshire, Edward E. Hastings and Henry Andrews, both of Fryeburg, county of Oxford and State of Maine, and Leslie C. Cornish of Augusta, county of Kennebec and State of Maine, a majority of whom are citizens of the State of Maine, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity, compressed air or animal power, a street railroad for public use for street traffic for the conveyance of persons and property, and for that purpose do hereby agree as follows:

The name of the company shall be the Maine and New Hampshire Railway.

The gauge of the road is four feet eight and one-half inches.

The places and towns from which, in which and to which the road is to be constructed, maintained and operated are as follows:

Commencing at or near the Mount Cutler House in the village of Hiram, thence through the town of Hiram in the county of Oxford, the towns of Baldwin and Standish in the county of Cumberland, the towns of Cornish, Limington, Hollis and Day-

ton in the county of York, to some point on Alfred street in the city of Biddeford in said county of York; also from some point in the line aforesaid in the town of Limington or Hollis into and through the towns of Limerick, Waterborough, Newfield, Shapleigh and Acton, all in the county of York, to the state line between the State of Maine and the state of New Hampshire; also from Cornish, through Cornish, to and through Parsonsfield to said State line; also from some point in the line first above described in the town of Limington in said county of York, into and through the town of Standish to a point on Sebago lake in said county of Cumberland; thence in and through the towns of Standish and Gorham to a point in the town of Windham near the Westbrook, Windham and Naples Railway.

The length of said road as near as may be will be ninety miles.

The amount of capital stock is four hundred thousand dollars.

The number of shares of which said stock shall consist shall be four thousand.

George B. James of Boston, in the county of Suffolk and Commonwealth of Massachusetts, A. Crosby Kennett of Conway, county of Carroll and State of New Hampshire, Edward E. Hastings and Henry Andrews, both of Fryeburg, county of Oxford and State of Maine, and Leslie C. Cornish of Augusta, county of Kennebec and State of Maine, shall act as directors of said proposed company and manage its affairs until others are chosen in their places.

We severally agree, each to take the number of shares set against our respective names of the aforesaid capital stock, and in token of our assent to the foregoing provisions have hereunto subscribed our names on this first day of May in the year of our Lord one thousand nine hundred and two.

Geo. B. James, 220 Washington St., Boston, Mass., 3,996 shares; A. Crosby Kennett, Conway, N. H., 1 share; Edward E. Hastings, Fryeburg, Me., 1 share; Henry Andrews, Fryeburg, Me., 1 share; Leslie C. Cornish, Augusta, Me., 1 share.

We the undersigned, George B. James of Boston, county of Suffolk and Commonwealth of Massachusetts, Edward E. Hastings and Henry Andrews, both of Fryeburg, county of Oxford and State of Maine, being a majority of the directors named in

the annexed articles of association of the proposed Maine and New Hampshire Railway, on oath depose and say:

That the four thousand shares of the capital stock of said Company, being the total amount of said stock, have been subscribed in good faith by responsible parties and five per cent. has been paid thereon in cash to us as directors named in said articles, and further, that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit we make and annex to said articles as required by chapter 268 of the Public Laws of 1893 and all acts amendatory thereof and additional thereto.

Geo. B. James,
Edward E. Hastings,
Henry Andrews.

May 9, 1902.

STATE OF MAINE.

Kennebec ss.

May 9, 1902.

Then personally appeared George B. James, Edward E. Hastings and Henry Andrews, and made oath that the foregoing affidavit by them signed is true.

Before me,

LESLIE C. CORNISH, Justice of the Peace.

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 of the Maine and New Hampshire Railway our certificate of such facts, and our approval in writing.

Dated at Augusta this fourteenth day of May, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and decision of the Board, upon application of the Maine Central Railroad Company to alter the course of Main street, Freeport, so as to facilitate highway and electric railway crossings. May 28, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents the Maine Central Railroad Company, a corporation existing under the laws of the State of Maine, and possessing and operating a railroad already built from Portland to Brunswick in the county of Cumberland, passing through Freeport in said county, that its said railroad is crossed in said town of Freeport by the duly approved location of the electric railroad of the Portland & Brunswick Street Railway, which said location of the electric railroad is in the county road known as the Freeport and Yarmouth road, or Main street; that said electric railroad is now in the process of construction and that there is now pending before this Honorable Board the petition of said Portland & Brunswick Street Railway for determination of the manner and conditions of construction and maintenance of said crossing and how the expense thereof shall be borne, dated December 9th, 1901; that after due notice a hearing on said petition was had before your Honorable Board on the 27th day of December, 1901; that no determination or decree has been made upon said petition; and that your petitioner was present at and participated in said hearing.

Your petitioner further represents that a crossing at grade of said electric railroad over the tracks of your petitioner's railroad in said road or street would be very dangerous to the public, including not only travelers on your petitioner's road and the electric railroad, but also travelers in said highway; that it may be unnecessarily expensive to separate the grades of the two railroads, or of your petitioner's railroad and the highway as the same is at present located; and that to facilitate said crossing the course of said highway near the place of such crossing should be altered so that this company's railroad may pass over the same and over the tracks of the electric railroad to be laid therein.

Wherefore your petitioner respectfully applies to your Honorable Board to alter the course of such highway so as to facilitate such crossing, and for such purpose to take such land as may be

necessary and to award damages therefor in accordance with the provisions of section 3 of chapter 282 of the Public Laws of 1889, to the end that after due notice, hearing and decree upon this petition, a proper determination of the manner and conditions of the construction and maintenance of the crossing in the highway as altered by order of this Honorable Board, and of how the expense thereof shall be borne, may be made upon the petition of said Portland & Brunswick Street Railway now pending before your Honorable Board as aforesaid.

Dated at Portland, April 18, 1902.

Maine Central Railroad Company,
By GEO. F. EVANS, Vice President and General Manager.

On the foregoing petition the hearing was held as ordered, on Monday the 5th day of May, A. D. 1902, at the passenger station of the Maine Central Railroad Company in Freeport at 12 o'clock, noon.

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 adjourned its hearing from the place named in the order, to a place known as Pilgrim Fathers' Hall in the village of Freeport.

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

Mr. Herbert M. Heath appeared for the Portland and Brunswick Street Railway.

The selectmen of Freeport appeared for the town of Freeport.

Mr. W. H. Soule of Freeport, who owns a piece of land which the proposed highway will cross when changed according to this decree, appeared personally.

The Casco Loan and Building Association owns a piece of land which will be crossed by said street when changed, and no one appeared for said association.

Mr. George A. Fogg of Freeport owns a parcel of land across which said street will be laid when changed, and did not appear either personally or by attorney.

This proceeding is under the provisions of chapter 72 of the P. L. of 1895, and chapter 282 of the P. L. 1889, as amended by chapter 73 of the P. L. of 1899, section 3, which reads as follows:

"Highways and other ways may be raised or lowered for the purpose of permitting a railroad to pass over or under the same, or the course of the same may be altered so as to facilitate any crossing, or to permit a railroad to pass at the side thereof, on application to the Railroad Commissioners, and proceeding as provided by section 27, of chapter 18, as amended by this act, and for such purposes land may be taken and damages awarded as provided for laying out highways and other ways."

The jurisdiction of the Railroad Commissioners in this matter has been established by their decision in what is known as the "Veazie Case," which will be found on page 147 of the Commissioners report for the year 1895, and the decision of the supreme court in the case of the Maine Central Railroad Company vs. Bangor and Old Town Railway Company and inhabitants of Veazie, 89th Maine, 555.

We find that public convenience and the public safety require in this case that the highway in said Freeport shall be so changed as to permit the Maine Central Railroad to cross over the same, and that the course of said highway be altered to facilitate such crossing. And we find as a matter of fact that this change of the highway is necessary for the purpose of separating the grades of the said Maine Central Railroad Company and the said highway, along which said highway the Portland and Brunswick Street Railway has a location, and that the change is necessary on account of the location of the Portland and Brunswick Street Railway along said highway.

We therefore determine that the said highway shall be changed so that the Maine Central Railroad shall cross over said highway by an overhead bridge, the said highway to be changed as follows:

Description of location of proposed alteration in the course of Main street in the town of Freeport, county of Cumberland and State of Maine so that said street shall pass under the tracks of the Maine Central Railroad Company about two hundred and sixty (260) feet westerly of present grade crossing.

Commencing on the westerly line of said Main street as established by the county commissioners, April 28th, 1902, at a stake

one hundred and seventy-nine (179) feet distant northerly, measured at right angles thereto, from the centre line of location of Maine Central Railroad; running thence north eighty-eight degrees west (N. 88 W.) on line parallel to said center line of location a distance of two hundred and thirty-nine (239) feet; thence on a curve to the left or southerly of one hundred and forty-one (141) feet radius, a distance of two hundred twenty-one and five-tenths (221.5) feet to the northerly line of said location; thence on a line, tangent to said curve, crossing under the said tracks at right angles thereto, a distance of two hundred and twelve (212) feet, more or less, to the said westerly line of Main street.

Said Main street as altered is to be sixty-six (66) feet wide being twenty-five (25) feet on the southerly and easterly side and forty-one (41) feet on the northerly and westerly side of said line herein described.

The roadway, however, under the tracks of the Maine Central Railroad shall be thirty feet wide, between abutments, and be spanned by a plate girder bridge for the tracks of the Maine Central Railroad.

Said way shall be constructed so as to give at least thirteen feet head room under said bridge, and shall be ditched and drained so as to be safe from any freshet or flooding by surface water at any season of the year.

All of said work within the limits of the Maine Central Railroad land shall be done by the Maine Central Railroad Company. All of the above work of the change of the highway outside of the limits of the Maine Central Railroad land shall be done by the town of Freeport.

The highway, within the limits of the right of way of the Maine Central Railroad, shall hereafter be maintained by the Maine Central Railroad Company, to the satisfaction of the Railroad Commissioners, together with all the necessary drainage.

The land described in the aforesaid change of location of said highway may be taken for the above named purposes, and we award damages to the persons named, for land so taken, as follows:

To Mr. W. H. Soule of Freeport, we award damages in the sum of four hundred and fifty dollars.

To the Casco Loan and Building Association we award damages in the sum of seventy-five dollars.

To Mr. G. A. Fogg of Freeport, we award damages in the sum of one hundred dollars.

This highway being a county way the damages for the land so taken shall be paid by the county of Cumberland.

In consideration of the advantages which we believe will be derived by the Portland and Brunswick Street Railway by the change in the existing conditions, construction and manner of crossing said Maine Central Railroad Company by the Portland and Brunswick Street Railway, we apportion the expense as follows, and decree that the said Portland and Brunswick Street Railway Company shall bear one-half of the whole expense of the building of the bridge and abutments, and all that portion of said way within the limits of said Maine Central Railroad.

The said bridge and abutments and the portion of the way within the limits of the Maine Central Railroad to be hereafter kept in repair by the Maine Central Railroad Company, and the remainder of said way to be kept in repair by the town of Freeport.

Provided, however, that if the said town of Freeport shall refuse or neglect to alter or change said highway as above provided, before the first day of August, 1902, the said Maine Central Railroad Company is hereby authorized and empowered to do all the work necessary to make said change in said highway, and may recover the expense of the construction of said highway from the town of Freeport.

The drainage from said opening under the Maine Central Railroad shall be underground and shall be extended far enough southerly of Main street, as it now exists, to give sufficient fall and be secure from frost, and said underground drainage shall be done by the Maine Central Railroad Company and shall be added to the expense of bridging within the limits of the Maine Central Railroad and the expense shall be divided between the Maine Central Railroad Company and the Portland & Brunswick Street Railway Company in the same proportion as the expense is divided within the limits of the Maine Central Railroad Company.

That portion of Main street, which is within the limits of the Maine Central Railroad Company, as it now exists, is hereby

discontinued, said discontinuance to take effect when the change is made complete and to the satisfaction of the Board of Railroad Commissioners.

The whole change and construction shall be done to the satisfaction of the Board of Railroad Commissioners.

Dated at Augusta this 28th day of May, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, approving changes of location of the Fish River Railroad in the plantations of Winterville, Eagle Lake, and Wallagrass, and in the town of Fort Kent. May 28, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents the Fish River Railroad Company that it deems it necessary and expedient that certain changes be made in the present location of its line of railroad, viz:

The first change is in Winterville plantation beginning at station 1285+89.7 and ending at station 1332+48 of the present location, approved November 30, 1901.

The second change is in Winterville plantation beginning at station 1372+72.9 and ending at station 1615+85.2= station 1718+38.8 of said present location.

The third change begins in said Winterville plantation at station 1747+12.5 and ends in Eagle Lake plantation at station 1820+29.5= station 1819+45.2 of said present location.

The fourth change is in Eagle Lake plantation beginning at station 1909+32.2 and ending at station 1943+55.8=station 1943+48.7 of said present location.

The fifth change begins at station 2081+00 in Eagle Lake plantation and ends at station 2208+96.4=station 2216+06.2 of said present location in Wallagrass plantation.

The sixth change is in Wallagrass plantation beginning at station $2222+08.7$ and ending at station $2296+83.6=2303+20$ of said present location.

The seventh change is in Wallagrass plantation beginning at station $2315+04.3$ and ending at station $2423+81.9=2423+81.9$ of said present location.

The eighth change is in the town of Fort Kent beginning at station $2550+30$ and ending at station $2625+00=$ station $2625+00$ of said present location.

The ninth change is in said Fort Kent beginning at station $2630+17.8$ and ending at station $2696+30.6=$ station $2694+72$ of said present location.

A map of the proposed changes on an appropriate scale and a profile of the changes on the relative scales of profile paper in common use accompany this petition, together with a description of the changes by courses and distances.

As appears by said map all the said changes are slight and are necessary to avoid expense of construction and to improve the line.

Your petitioner asks your Honorable Board to approve such changes in location, and prays that it may make such changes under the direction of your Honorable Board as provided by law.

May 19, 1902.

Fish River Railroad Company.

By APPLETON & CHAPLIN, Its Att'ys.

On the foregoing petition the hearing was held as ordered, on the 28th day of May, A. D. 1902, at the Railroad Commissioners office in Augusta at 10 o'clock in the forenoon.

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.

Messrs. Appleton & Chaplin appeared for the Fish River Railroad Company.

No one appeared in opposition.

This is a petition by the Fish River Railroad Company asking that certain changes be made in the location of its line of railroad from Ashland to Fort Kent.

All of said changes herein applied for are necessary and expedient and are necessary to avoid expense in construction and to improve the line.

No one appeared to object to said changes and we hereby find that public convenience requires the said changes to be made and hereby approve the same, and decree that the said changes may be made by the Fish River Railroad Company, as per plan on file.

Dated at Augusta this 28th day of May, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board determining the manner and conditions by which the Portland & Brunswick Street Railway may cross Royal River bridge, Yarmouth. May 28, 1902.

To the Honorable Board of Railroad Commissioners:—

Respectfully represents the Portland and Brunswick Street Railway that in the construction and maintenance of its railroad it will be necessary for it under its legal location to cross in the town of Yarmouth the bridge of Royal River. Your petitioner respectfully requests that after due notice and hearing you will determine the repairs, renewals, strengthening of parts, or if necessary, the manner of rebuilding said bridge required to make the same safe for the uses to which it will be put, and that you will also determine who shall bear the expense of such repairs, renewals and strengthening, or the rebuilding, and that such expense shall be apportioned by you between the Railroad Company and the town, as the case may be, in such manner as shall be by your Honorable Board deemed just and fair.

Dated this 21st day of April, A. D. 1902.

Portland and Brunswick Street Railway,

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on the fifth day of May, A. D. 1902, at the Maine Central Passenger Station in Freeport at one o'clock in the afternoon.

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. Heath & Andrews, attorneys, appeared for the petitioner.

The town of Yarmouth was represented by its Selectmen.

We hereby decree and order that the bridge over Royal River in the town of Yarmouth shall be strengthened according to the specifications in a map and plan on file with the Board of Railroad Commissioners, and that all the renewals and strengthening as aforesaid, shall be done according to said plan and

specifications by the said Portland and Brunswick Street Railway at their own expense.

After said bridge is repaired and strengthened as aforesaid, the Portland and Brunswick Street Railway shall keep in repair all that part of the roadway upon said bridge, covered by the location, so that teams may pass and repass conveniently and safely.

That portion of the roadway not covered by the location of the Portland and Brunswick Street Railway shall hereafter be kept in repair by the town of Yarmouth.

Dated this 28th day of May A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, approving a change of location of the Bangor & Aroostook Railroad in section 31, Township Number 9, Range 4 W. F. L. S. May 28, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:—

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that a change be made in the present location in the line of the Ashland Branch of this railroad.

That said change is in Section 31 Township 9 Range 4 W. E. L. S. and begins at Station 1232+00 (track chainage) of the present location and ends at Station 1250+97.2 of the present location. That the line changed as asked for between said points will be described as follows:

Beginning at Station 1232+00 (track chainage)=station 1232+00 of the proposed change, thence on a tangent bearing N. 14° 13" West 1832 feet more or less to Station 1250+32 B. C., thence on a curve to the right with a radius of 1433 feet, 63 feet more or less to Station 1250+95=1250+97.2 B. C.

A map of the proposed change on an appropriate scale and a profile of the proposed change on the relative scales of profile

paper in common use accompanies this petition. As appears by said map said change is slight and is made to shorten the line and to eliminate curvature.

Your petitioner asks your Honorable Board to approve said change in location and prays that it may make such change under the direction of your Honorable Board as provided by law.

Bangor and Aroostook Railroad Company,

By APPLETON & CHAPLIN, Its Att'ys.

May 19, 1902.

On the foregoing petition the hearing was held as ordered, on the 28th day of May, A. D. 1902, at the Railroad Commissioners' Office in Augusta at 10 o'clock in the forenoon.

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.

Messrs. Appleton & Chaplin appeared for the Bangor & Aroostook Railroad Company.

No one appeared in opposition.

This is a petition for a change in location in the line of the Ashland branch of the Bangor & Aroostook Railroad in Section 31, Township No. 9, Range 4 W. E. L. S.

The change of location is asked for to shorten distance and eliminate curvature. We see no objection to the change herein applied for, and we therefore find that public convenience requires the change in location, and we hereby approve the same and decree that the same may be made by the Bangor & Aroostook Railroad Company, as per plan on file.

Dated at Augusta this 28th day of May, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and approval by the Board, of the Articles of Association of the Waterville & Oakland Street Railway. June 4, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned Amos F. Gerald, Stephen A. Nye, Edward J. Lawrence, Albert B. Page and Cyrus W. Davis, who have been chosen Directors of a company to be formed for the purpose of constructing and operating a street railroad in and through Waterville and Oakland to be known by the name of "Waterville and Oakland Street Railway," hereby respectfully request that your Honorable Board will approve the articles of association of said railroad company hereto annexed and that you will endorse said approval in writing upon said articles.

Dated this thirty-first day of May, A. D. 1902.

Amos F. Gerald.

Stephen A. Nye.

Edward J. Lawrence.

Albert B. Page.

Cyrus W. Davis.

We, the undersigned, Amos F. Gerald of Fairfield, Maine, Edward J. Lawrence of said Fairfield, Stephen A. Nye of said Fairfield, Albert B. Page of said Fairfield and Cyrus W. Davis of Waterville, Maine, a majority of whom are citizens of this State, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity or compressed air a street railroad for public use for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be Waterville and Oakland Street Railway.

The gauge of the road is four feet and eight and one-half inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are the City of Waterville and the Town of Oakland.

The length of the road as nearly as may be will be five and one-half miles.

The amount of capital stock is twenty-four (24) thousand dollars.

The number of shares of which said stock shall consist shall be two hundred and forty shares, (240).

The undersigned Amos F. Gerald of said Fairfield, Edward J. Lawrence of said Fairfield, Stephen A. Nye of said Fairfield, Albert B. Page of said Fairfield and Cyrus W. Davis of said Waterville, a majority of whom are citizens of this State, shall act as Directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names in the foregoing capital stock, and in token of our assent to the foregoing provisions have hereunto subscribed our names on this thirty-first day of May, A. D. 1902.

Amos F. Gerald, Fairfield, Maine, 40 shares; Edward J. Lawrence, Fairfield, Maine, 40 shares; Stephen A. Nye, Fairfield, Maine, 40 shares; Albert B. Page, Fairfield, Maine, 40 shares; Cyrus W. Davis, Waterville, Maine, 80 shares; total 240 shares.

We, the undersigned, Amos F. Gerald, Edward J. Lawrence, Stephen A. Nye, Albert B. Page and Cyrus W. Davis, named as Directors in the said articles of association of the foregoing Waterville and Oakland Street Railway, on oath depose and say that two hundred and forty shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties, and that five per cent thereon in cash has been paid to them as Directors named in the articles of association, and further, that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit they make by endorsing the same on said articles of association as required by the general laws of the State of Maine.

Dated this thirty-first day of May, A. D. 1902.

Amos F. Gerald.

Edward J. Lawrence.

Stephen A. Nye.

Albert B. Page.

Cyrus W. Davis.

STATE OF MAINE.

Kennebec ss.

May 31st, 1902.

Personally appeared Amos F. Gerald, Edward J. Lawrence, Stephen A. Nye, Albert B. Page and Cyrus W. Davis and made oath to the foregoing statements by them subscribed as true.

Before me,

H. M. HEATH, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

We the undersigned Board of Railroad Commissioners of the State of Maine, having carefully examined the within articles of association, and being satisfied that all the provisions of sections one and two of chapter 268 of the Public Laws of 1893, and all acts amendatory thereof and additional thereto, have been complied with, hereby approve and indorse the same.

Dated at Augusta this 4th day of June, A. D. 1902.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

WISCASSET, WATERVILLE & FARMINGTON
RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Railroad Commissioners, having made a careful inspection of an extension of the Wiscasset, Waterville and Farmington Railroad from Winslow to Week's Mills, a distance of fourteen and three-quarters miles, hereby certify that we have found the same so constructed as to be safe for the passage of passenger trains thereon.

Dated this ninth day of June, A. D. 1902.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

PORTLAND RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned Board of Railroad Commissioners, having made a careful inspection of the extension of the Portland Railroad commencing at the junction of the Rigby Road and Portland Road, in the city of South Portland, and extending through the streets and ways of the city of South Portland, the town of Scarborough and the city of Saco, to the crossing of said Portland Road by the Eastern Division of the Boston & Maine Railroad known as Goose Fair Crossing, hereby certify that we have found the same so constructed as to be safe for public travel and for the passage of passenger trains thereon.

Dated this sixteenth day of June, A. D. 1902.

J. B. PEAKS,
 BENJ. F. CHADBOURNE,
 PARKER SPOFFORD,
Board of Railroad Commissioners.

Petition, and Decision of the Board, in relation to the Portland & Brunswick Street Railway crossing the Maine Central Railroad in Main street, Freeport. June 21, 1902.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Portland and Brunswick Street Railway that in constructing its railroad in the town of Freeport, as authorized by its location approved by your Honorable Board, its tracks will be constructed across the tracks already built by the Maine Central Railroad Company upon the road sometimes known as the Freeport and Yarmouth road, and sometimes called Main street, as shown by the plan now on file in your office, and also by the plan herewith filed and made a part of this petition.

Your petitioner prays that your Honorable Board will, after due notice and hearing, determine the manner and conditions of

construction, and maintenance of said crossing, and how the expense thereof shall be borne.

Dated this ninth day of December, 1901.

Portland and Brunswick Street Railway,

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on the 27th day of December, A. D. 1901, at the Maine Central passenger station in Freeport at eleven o'clock in the forenoon.

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. H. M. Heath appeared for the petitioner.

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

Said petition was then continued, and has been continued from time to time until the present time.

Since the hearing upon this petition, the Maine Central Railroad Company has petitioned the Board of Railroad Commissioners to change the course of the highway known as Main street, so as to avoid the grade crossing of the Maine Central Railroad with said Main street, and to put the highway and electric railway track under the tracks of the Maine Central Railroad.

Upon that petition the Board has decreed that the course of said highway shall be changed, and filed its decree according to statute.

From this decision of the Railroad Commissioners the municipal officers of the town of Freeport have filed with the clerk of the Board, notice of appeal, and it therefore becomes necessary to make some decree upon this petition in order that the Portland and Brunswick Street Railway may not be delayed in the operation of its road.

We therefore hereby decree, that pending the proceedings for appeal of the municipal officers of Freeport, in the matter of the decree changing the said highway, the said Portland and Bruns-

wick Street Railway may cross the tracks of the Maine Central Railroad at grade, as prayed for in this petition.

This decree for crossing to remain in force until said appeal is disposed of by proper proceedings in court.

The Portland and Brunswick Street Railway for the purpose of said crossing shall furnish crossing frogs of weight and size to compare with the rails of the Maine Central Railroad Company, at their own expense.

The Maine Central Railroad Company shall put in said crossing frogs upon good foundation, at the expense of said Portland and Brunswick Street Railway. All the work to be done and the crossing to be kept in repair at the expense of said Portland and Brunswick Street Railway.

We make no decree at present in relation to ball signals at said crossing, but we hereby decree as a condition of said crossing, that each car of the Portland and Brunswick Street Railway before crossing said Maine Central Railroad track shall be brought to a full stop within one hundred feet of said crossing, and shall not proceed until the motorman and conductor are both satisfied that said crossing is clear and safe.

Dated this 21st day of June, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, upon the application of the selectmen of Hollis for the erection of Gates at a highway crossing the W. N. & P. Division of the Boston & Maine Railroad, near Bradbury Station, in the town of Hollis. June 21, 1902.

To the Honorable Board of Railroad Commissioners of Maine:

We, the undersigned municipal officers, of Hollis in the county of York and State of Maine, respectfully represent that there is a grade crossing on the Worcester and Nashua Division of the Boston and Maine Railroad in said town of Hollis near the Bradbury station, that is dangerous for traveller, horses, carriages, and teams to pass over, and having made application to said railroad corporation as required by section 34 of chapter 51 of the Revised Statutes as amended by chapter 205 of the Public Laws of 1893 and chapter 165 of 1895 that there be a suitable gate or gates erected and a person employed to open and close the same.

And the said corporation having refused to grant our request, we therefore pray your Honorable Board to give a hearing on our petition and if in your judgment our request is reasonable, to order the gate or gates built and maintained.

Edward T. Burnham,
Joseph D. Littlefield,
Granville H. Hanson,
Selectmen of Hollis, Me.

HOLLIS, January 25, 1902.

On the foregoing petition the hearing was held as ordered, on Wednesday the second day of April, A. D. 1902, at the Bradbury station of the Worcester & Nashua Division of the Boston & Maine Railroad, at two o'clock in the afternoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

In accordance with the foregoing petition of the selectmen of the town of Hollis for gates, flagman or signals at the crossing of the Boston and Maine Railroad, W. N. & P. Division, by highway near Bradbury station, 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 and appearing.

Mr. H. K. Bradbury appeared for the petitioners.

Mr. Geo. C. Yeaton appeared for the Boston and Maine Railroad Company.

At the request of counsel for the petitioners a continuance was had until June 5th, A. D. 1902, at nine o'clock in the forenoon, at the place named in said order.

Having considered the testimony given at said hearing, and all the conditions and circumstances brought out by view of the crossing, the Board find that the request of the petitioners is reasonable and that at said crossing automatic signals are necessary for the public safety, and we hereby order that said Boston and Maine Railroad shall maintain automatic signals at the crossing named; such signals to be constructed, maintained and operated at its expense and to the satisfaction of the Board of Railroad Commissioners.

Dated at Augusta, this 21st day of June, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, in relation to the Boston & Maine Railroad crossing South street, Gorham, with an additional track. June 21, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Boston & Maine Railroad Company, a corporation duly existing under the laws of the State of Maine, as well as under the laws of the Commonwealth of Massachusetts and the laws of the state of New Hampshire, respectfully represents:

That your petitioner is operating one branch of its railroad from Portland through the town of Gorham, in the county of Cumberland, the same being known as the Worcester, Nashua and Portland Division of your petitioner.

That in passing through said town of Gorham it passes under grade the street known as South street, and that it has now one track within its location and under the grade of said street.

That over the said location and track of this petitioner at said South street there was many years since a bridge for public travel erected in the line of said street, which said bridge with the trestles thereof your petitioner maintains and keeps in repair.

That for the transaction of business on said railroad, it is necessary to construct another track within its said location, crossing said street under grade and under said bridge.

That to construct said track, as above, will necessitate the removal or change of the trestles under said bridge. That the present bridge should be re-constructed and strengthened, and for this purpose the said South street bridge and the highway approaches thereto should be raised to such proper height as this Honorable Board may determine.

Wherefore, your petitioners pray that your Honorable Board will fix a time and place for hearing on this petition and order such notice of the time, place and purposes of such hearing to be given as your Honorable Board may deem proper; and that this Honorable Board will grant permission to your petitioner to cross the line of said South street with its proposed track as above stated, determine the manner and conditions of said crossing, and fix the height of said bridge and the approaches thereto, and determine the manner and conditions of construction, and

maintenance of the same, and how the expense therefor shall be borne.

Dated at Portland, Maine, May 17th, A. D. 1902.

Boston & Maine Railroad Company,

By NATHAN & HENRY B. CLEAVES & STEPHEN C. PERRY, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on Wednesday the 4th day of June, A. D. 1902, at the passenger station of the Boston & Maine Railroad in Gorham at nine o'clock in the forenoon.

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.

Messrs. N. & H. B. Cleaves and S. C. Perry appeared for the petitioner.

The municipal officers of the town of Gorham appeared personally.

The Commissioners viewed the bridge and location, and the tracks under the same, and can see no reasonable objection to the raising of the bridge for the purpose of replacing the original bridge with a stronger and more suitable structure.

We therefore hereby decide that the said railroad company may reconstruct and strengthen said bridge over said South street, so that said bridge when reconstructed and strengthened shall be not exceeding one foot higher than the present structure now is.

All of said work shall be done by the said Boston and Maine Railroad Company and to the satisfaction of the Board of Railroad Commissioners, and to be approved by them.

Dated this 21st day of June, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board, in relation to the Portland & Rumford Falls Railway crossing a highway in Rumford Falls near Clark's Foundry. June 21, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Portland and Rumford Falls Railway, a corporation duly organized and existing under the laws of Maine, and owning and operating a railroad from Rumford Junction in the city of Auburn to Rumford Falls in the county of Oxford, respectfully represents that in order to properly conduct its business and operate its said railroad at Rumford Falls it is necessary to construct and maintain additional side and branch tracks, and in constructing the same it is necessary to cross at grade the highway in said town of Rumford leading from the railroad passenger station in Rumford Falls village via the toll bridge to Mexico at a point on the lower level (so called) near to and easterly from Clark's foundry.

Wherefore your petitioner requests that your Honorable Board after due notice and hearing will authorize said railroad to cross said highway at grade and determine the manner and condition of so crossing the same, and take such further action in the premises as in their judgment is required by law.

RUMFORD FALLS, MAINE, May 24th, 1902.

Portland & Rumford Falls Railway,

By GEORGE D. BISBEE, Its Attorney.

On the foregoing petition the hearing was held as ordered, on Tuesday the seventeenth day of June, A. D. 1902, at the passenger station of the Portland and Rumford Falls Railroad at Rumford Falls at eleven o'clock in the forenoon.

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. Bisbee & Parker, attorneys, appeared for the petitioner.

No one appeared for the town of Rumford.

After viewing the crossing and hearing the statement of the petitioner's counsel, the Commissioners are satisfied that public convenience requires the crossing of said highway by said railroad track, as prayed for in said petition.

And we hereby approve said crossing and authorize said railroad to cross said highway at grade, and we hereby determine that said highway shall be kept in safe condition by said railroad company within the limits of said railroad right of way.

Dated this 21st day of June, A. D. 1902.

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

Petition, and Approval by the Board, of the Articles of Association of the Madrid Railroad Company. July 1, 1902.

To the Honorable Board of Railroad Commissioners:

The undersigned who have been chosen as directors of a proposed corporation to be known as Madrid Railroad Company, for the construction of a railroad in the town of Phillips and Township No. 6, in Franklin county, being township next adjoining the town of Phillips, respectfully present to your Honorable Board the articles of association of said corporation for approval, accompanied with a map of the proposed route on an appropriate scale. They represent that public convenience requires the construction of such railroad.

Wherefore, we pray that you will appoint a day for the hearing thereon, and that notice thereof, as you may deem reasonable and proper, may be given, and that after hearing you will endorse upon said articles a certificate that all of the provisions of law have been complied with, that public convenience requires the construction of said railroad, and that you will thereupon approve said articles of association in writing.

Dated June 3, 1902.

Fletcher Pope, Phillips, Me.,
Sidney G. Haley, Phillips, Me.,
Harry F. Beedy, Phillips, Me.,
Harry B. Austin, Phillips, Me.,
J. H. Byron, Phillips, Me.

We, the undersigned, Fletcher Pope, Phillips, Me.; Sidney G. Haley, Phillips, Me.; Joel H. Byron, Phillips, Me.; W. A. D. Cragin, Phillips, Me.; Joel Wilbur, Phillips, Me.; Harry B. Austin, Phillips, Me.; Harry F. Beedy, Phillips, Me.; Chas. A. Mahoney, Phillips, Me.; Geo. B. Carpenter, Phillips, Me.; F. D. Bartlett, Berlin, N. H., a majority of whom are citizens of this State, hereby sign the following articles of association to form a company for the purpose of maintaining and operating a railroad for public use for the conveyance of persons and property within the State, and for that purpose do agree as follows:

The name of the company shall be the Madrid Railroad Company.

The gauge of the road is two feet.

The places from which and to which the road is to be constructed, maintained and operated are the town of Phillips and Township No. 6, in Franklin county, being the township next adjoining the town of Phillips.

The length of said road as nearly as may be, will be six and one-half miles.

The name of each town through which or into which the railroad is to be built, is the town of Phillips and Township No. 6, aforesaid.

Said road is to be wholly constructed in county of Franklin.

The amount of capital stock is twenty-one thousand dollars.

The number of shares of which said stock shall consist shall be two hundred and ten.

The following are the names and places of residence of five persons, a majority of whom are citizens of this State who shall act as directors of the proposed company and manage its affairs until others are chosen in their places, to wit: Fletcher Pope, Phillips, Me.; Sidney G. Haley, Phillips, Me.; Joel H. Byron, Phillips, Me.; Harry F. Beedy, Phillips, Me.; Harry B. Austin, Phillips, Me.

We severally agree to take the number of shares set against our respective names in the foregoing capital stock and in token of our assent to the foregoing provisions have hereunto subscribed our names this third day of June, A. D. 1902.

Fletcher Pope, Phillips, Me., 201 shares; Sidney G. Haley, Phillips, Me., 1 share; Harry F. Beedy, Phillips, Me., 1 share; Harry B. Austin, Phillips, Me., 1 share; Joel H. Byron, Phillips,

Me., 1 share; Charles A. Mahoney, Phillips, Me., 1 share; Geo. B. Carpenter, Phillips, Me., 1 share; F. D. Bartlett, Berlin, N. H., 1 share; W. A. D. Cragin, Phillips, Me., 1 share; Joel Wilbur, Phillips, Me., 1 share.

We, the undersigned, Fletcher Pope, Phillips, Me.; Sidney G. Haley, Phillips, Me.; Joel H. Byron, Phillips, Me.; Harry F. Beedy, Phillips, Me.; Harry B. Austin, Phillips, Me., named as directors in the said articles of association of the foregoing Madrid Railroad Company, on oath, depose and say that two hundred and ten shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties and that five per cent. has been paid thereon in cash to them as the directors named in the articles of association and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association and this affidavit they make by endorsing the same on said articles as required by the general laws of the State of Maine.

Dated this third day of June, A. D. 1902.

Fletcher Pope,
Sidney G. Haley,
Joel H. Byron,
Harry B. Austin,
Harry F. Beedy.

STATE OF MAINE.

Franklin ss.

June 3d, 1902.

Personally appeared Fletcher Pope, Sidney G. Haley, Harry B. Austin, Joel H. Byron and made oath to the foregoing statement by them subscribed as true.

Before me,

HARRY F. BEEDY, Justice of the Peace.

STATE OF MAINE.

Franklin ss.

June 3d, 1902.

Personally appeared Harry F. Beedy and made oath to the foregoing statement by him subscribed as true.

D. T. FIELD, Notary Public.

(Seal.)

On the foregoing petition the hearing was held as ordered, on the first day of July, A. D. 1902, at the Railroad Commissioners office in Augusta at ten o'clock in the forenoon.

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. Heath and Andrews 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 first day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Approval by the Board, of the Articles of Association of the Aroostook Valley Railroad Company. July 1, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad in Presque Isle, Mapleton and Washburn in the county of Aroostook, to be known by the name of Aroostook Valley Railroad Company, hereby respectfully request that your Honorable Board will approve the articles of association of said railroad company, hereto annexed, and that you will endorse said approval in writing upon said articles.

Dated this 24th day of June, A. D. 1902.

Arthur R. Gould, Presque Isle, Maine,
 James L. Wellington, Presque Isle, Maine.
 Winfield J. Crouse, Washburn, Maine.
 John L. Woodman, Washburn, Maine.
 Walter B. Gould, Bangor, Maine.

We, the undersigned, Arthur R. Gould of Presque Isle, Maine, James L. Wellington of said Presque Isle, Winfield J. Crouse of Washburn, Maine, John J. Woodman of said Washburn, and Walter B. Gould of Bangor, Maine, a majority of whom are citizens of this State, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating, by electricity or compressed air, a street railroad for public use for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be Aroostook Valley Railroad Company.

The gauge of the road is four (4) feet and eight and one-half ($8\frac{1}{2}$) inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are the town of Presque Isle in the county of Aroostook, the towns of Mapleton and Washburn, in said county.

The length of said road as nearly as may be will be twelve (12) miles.

The amount of capital stock is one hundred thousand dollars (\$100,000).

The number of shares of which said stock shall consist shall be ten hundred (1,000).

The undersigned, Arthur R. Gould of Presque Isle, Maine, James L. Wellington of said Presque Isle, Winfield J. Crouse of Washburn, Maine, John L. Woodman of said Washburn and Walter B. Gould of Bangor, Maine, a majority of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names of the foregoing capital stock and in token of our assent to the foregoing provisions have subscribed our names on this 24th day of June, A. D. 1902.

Arthur R. Gould, Presque Isle, Maine, 900 shares; James L. Wellington, Presque Isle, Maine, 5 shares; Winfield J. Crouse, Washburn, Maine, 5 shares; John L. Woodman, Washburn, Maine, 5 shares; Walter B. Gould, Bangor, 85 shares; total, 1,000 shares.

We, the undersigned, Arthur R. Gould of Presque Isle, Maine, James L. Wellington of said Presque Isle, Winfield J. Crouse of Washburn, Maine, John L. Woodman of said Washburn and Walter B. Gould of Bangor, Maine, named as directors in said articles of the foregoing Aroostook Valley Railroad Company, on oath, depose and say that ten hundred shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties and that five per cent has been paid thereon in cash to them as the directors named in the articles of association and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit they make by indorsing the same on said articles as required by the general laws of the State of Maine.

Dated this 24th day of June, A. D. 1902.

Arthur R. Gould, Presque Isle, Maine,
James L. Wellington, Presque Isle, Maine.
Winfield J. Crouse, Washburn, Maine.
John L. Woodman, Washburn, Maine.
Walter B. Gould, Bangor, Maine.

STATE OF MAINE.

Aroostook ss.

June 26th, 1902.

Personally appeared Arthur R. Gould, James L. Wellington and Winfield J. Crouse and Walter B. Gould and made oath that the foregoing statements by them subscribed are true.

Before me,

FRANK L. WHITE, Justice of the Peace.

STATE OF MAINE.

Aroostook ss.

June 27th, 1902.

Personally appeared John L. Woodman and made oath that the foregoing statement by him subscribed it true.

Before me,

JAMES M. STORY, Justice of the Peace.

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 and sixty-eight of the Public Laws for the year one thousand eight hundred and ninety-three and amendments thereto have been complied with, we hereby indorse upon the within articles of association our certificate of such facts and our approval in writing.

Dated at Augusta this first day of July, A. D. 1902.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

AUGUSTA, WINTHROP & GARDINER RAILWAY.
STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Augusta, Winthrop and Gardiner Railway, from Western avenue in Augusta to the Winthrop town line, a distance of six miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this first day of July, A. D. 1902.

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

ROCKLAND, THOMASTON & CAMDEN STREET
RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Rockland, Thomaston & Camden Street Railway, from its present terminus in Thomaston to the village of Warren, a distance of about four and forty-three hundredths miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this seventh day of July, A. D. 1902.

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

Petition, and Decision of the Board, in relation to the Portland Railroad crossing the Eastern Division of the Boston & Maine Railroad in Scarborough. July 9, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents the Portland Railroad Company, a corporation established under the laws of the State of Maine, and having its principal office at Portland, in the county of Cumberland in said State, that it has been granted by the municipal officer of the town of Scarborough in said county, a location for an extension of the tracks of its railroad from a point connecting with its present tracks on the main road between the city of Portland and the city of Saco, at its junction with the Old Pine Point road, so called, near Dunstan's Corner, thence over and through said Old Pine Point road to the road running parallel with the tracks of the Eastern Division of the Boston & Maine Railroad, and on the southerly side thereof, thence on said last named road to the boundary line between the town of Scarborough and the town of Old Orchard; that said location crosses the tracks of the Eastern Division of the Boston & Maine Railroad on a private right of way owned by said Portland Railroad Company, at a point near the intersection of the Old Pine Point road with the tracks of said Boston & Maine Railroad in said town of Scarborough, and as more particularly shown by the accompanying plan.

Wherefore, said Portland Railroad Company applies to your Honorable Board to determine the manner of said crossing and the conditions thereof.

Dated this third day of June, 1902.

Portland Railroad Company,

By E. A. NEWMAN, General Manager.

On the foregoing petition the hearing was held as ordered. on Monday the sixteenth day of June, A. D. 1902, at the place called "Dunstans" in Scarborough at 2 o'clock in the afternoon.

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. Charles F. Libby appeared as attorney for the petitioner.

No one appeared for the municipal officers of the town of Scarborough.

Messrs. Symonds, Snow, Cook and Hutchinson appeared for the Boston and Maine Railroad.

The petitioners filed with the Commissioners a plan showing their purpose to cross said Boston & Maine Railroad by an overhead bridge, on a private way of the said petitioning company.

At the hearing, however, the petitioners asked the privilege of making a crossing at grade; we have heretofore expressed our determination to eliminate all grade crossings of electric and steam railroads whenever practicable.

It is argued, however, that at this particular place, a grade crossing would be safer than an overhead crossing.

Whatever force may be given this argument as to the possible view each way of the highway on the steam road is more than overcome by the fact that there are something over twenty trains a day, counting regulars and specials, some of them the fastest and heaviest passenger and freight trains in the State, passing this point.

We have given the matter full consideration, and are inclined to believe that an overhead crossing can be made at this point so as to prevent all the danger which would naturally come from a grade crossing.

We therefore determine that the crossing of said Portland Railroad Company over the Boston & Maine Railroad Company shall be by an overhead bridge on the location as delineated upon the plan filed with this petition. That the same shall be at least twenty feet high in the clear above the rails of the Boston & Maine Railroad, and that said bridge shall be built so as to be satisfactory to the Board of Railroad Commissioners, and in such manner as not to interfere with the traffic upon the Boston & Maine Railroad while the same is under construction.

Said bridge shall be constructed and maintained at the expense of the Portland Railroad Company.

Dated this ninth day of July, A. D. 1902.

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

MAINE CENTRAL RAILROAD COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of a change of location of the Maine Central Railroad Company, commencing at station 7+89.1 (as per plan on file with the Board of Railroad Commissioners) at a point twenty-six feet westerly of the easterly side of the highway bridge crossing over said railroad at Nequasset station to station 54+82.5 in the center of the present main track, a distance of about .888 miles, hereby certify that we have found the same so constructed as to be safe for the passage of passenger trains thereon.

Dated at Augusta this 12th day of July, A. D. 1902.

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

Petition, and Decision of the Board approving changes of location of the Katahdin Iron Works branch, of the Bangor & Aroostook Railroad, in Williamsburg and Katahdin Iron Works Township. July 14, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that two changes shall be made in the present location of the Katahdin Iron Works branch of its railroad.

The first change is in Williamsburg and the line as changed will be described as follows: Beginning at a point on the center line of the Bangor and Katahdin Iron Works branch at station $671+33=2113+07$ B. C. (track chainage); thence on a curve to the right with a radius of 1433 feet, eight hundred and thirty-seven and nine-tenths (837.9) feet to station $2121+44.9$ E. C.; thence on a tangent to said curve seven hundred and eighty-eight and five-tenths (788.5) feet, more or less to station $2129+33.4$ B. C.; thence on a curve to the left with a radius of 1910 feet, seven hundred and seventy-seven and eight-tenths (777.8) feet to station $2137+11.2$ E. C.; end of the change.

The second change is in Katahdin Iron Works township, and the line as changed will be described as follows: Beginning at a point in the center of the Bangor and Katahdin Iron Works branch at station $797+23.4=0+00$ B. C., thence on a curve to the right with a radius of 2865 feet, seventeen hundred and thirty-five (1735) feet to station $17+35$ E. C. $=814+89.6$ end of change.

A map of the proposed changes on an appropriate scale and a profile of the changes on the relative scales of profile paper in common use accompany this petition.

Your petitioner asks your Honorable Board to approve said changes in location, and prays that it may make such changes under the direction of your Honorable Board as provided by law.

BANGOR, June 25, 1902.

Bangor & Aroostook Railroad Co.,

By APPLETON & CHAPLIN, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on Tuesday the first day of July, A. D. 1902, at the Railroad Commissioners' office at Augusta, at ten o'clock in the forenoon.

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 Bangor and Aroostook Railroad Company to the Board of Railroad Commissioners, asking to be allowed to make changes in the present line of the Katahdin Iron Works branch of its railroad, as described in its petition.

We are satisfied that it is necessary and expedient to make the changes asked for, and said company is hereby authorized to make said changes in its location.

Dated this fourteenth day of July, A. D. 1902.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition, and Decision of the Board upon application of the selectmen of Anson for a Highway crossing the Somerset Railway in the town of Anson. July 14, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, municipal officers of the town of Anson, in the county of Somerset, State of Maine, respectfully represent that a town way has been legally laid out in said town, as follows:

Beginning at a hub on north side of river road, an elm tree on north side of river road and east side of new road, thence north $68\frac{1}{2}$ east, sixty feet (60) distant to a hub, thence north $8\frac{1}{4}$ west, 667 feet to a hub, thence north 30 west crossing track of Somerset Railway at right angle one hundred and sixty-eight

(168) feet to a hub, thence north $2\frac{1}{2}$ east six hundred fifty-five (655) feet to a hub, thence north 16 east eighteen hundred and seventeen feet (1817) to a hub, thence north 26 west twenty-four hundred ninety-six (2496) feet to a hub in Franklin Bunker's line, thence north $31\frac{1}{2}$ west eighteen hundred thirty-two (1832) feet to hub near Franklin Bunker's house, thence north 18 west twelve hundred and forty-one (1241) feet to town road near the E. H. Bailey buildings. The above line to be the centre of a three rod road. Length of road five hundred thirty-eight rods.

They therefore request you to give notice and hearing and to determine whether the way aforesaid shall be permitted to cross said Somerset Railway track at grade therewith or not and the manner and condition of crossing the same, and how the expense of building so much of said way as is within the limits of said railroad, and all other matters appertaining thereto as required by law.

Dated at Anson this 9th day of June, A. D. 1902.

Ben S. Collins,
Calvin E. Hilton,
D. H. Record,

Selectmen of Anson.

On the foregoing petition the hearing was held as ordered on the first day of July, A. D. 1902, at the Railroad Commissioners' office in Augusta, at ten o'clock in the forenoon.

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. Augustine Simmons appeared for the petitioner.

Mr. W. M. Ayer appeared for the Somerset Railway Company, and raised no objection to the crossing of the track of the said railway.

We hereby therefore approve the crossing of the said Somerset Railway track by the said highway, at grade. The said Somerset Railway Company is to construct said way and keep the same in repair within the location of said railway.

The expense of construction within said location to be paid by the town; the maintenance thereof to be at the expense of the railway company.

Suitable provision shall be made for surface drainage, and the way constructed within said location so as to be safe and convenient for travelers with horses, teams and carriages.

Dated this fourteenth day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board upon the application of the Maine Central Railroad asking the Board to determine the manner and conditions by which the Lewiston, Brunswick & Bath Street Railway may cross the M. C. R. R. in Washington street, Bath. July 14, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents the Maine Central Railroad Company, a corporation existing under the laws of the State of Maine, and possessing and operating a railroad already built between the town of Brunswick in Cumberland county and the city of Bath in Sagadahoc county, which said railroad is crossed in Washington street in said city of Bath by the electric railroad of the Lewiston, Brunswick and Bath Street Railway, formerly the Bath Street Railway Company, as shown by plan herewith filed.

Your petitioner hereby represents that no decision has ever been made by your Honorable Board determining the manner and conditions of construction and maintenance of such crossing and therefore prays that your Honorable Board will, in accordance to the provisions of section 1 of chapter 72 of the Private Laws of 1895, after due notice and hearing, determine what changes, if any, are necessary, how such crossing shall be con-

structed and maintained and how the expense thereof shall be borne.

Dated at Portland, June 14th, 1902.

Maine Central Railroad Company,

By GEO. F. EVANS, Vice President & General Manager.

On the foregoing petition the hearing was held as ordered, on the first day of July, A. D. 1902, at the Railroad Commissioners' office in Augusta at ten o'clock in the forenoon.

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. Seth M. Carter appeared for the Maine Central Railroad.

Mr. H. M. Heath appeared for the Lewiston, Brunswick and Bath Street Railway.

This is a petition of the Maine Central Railroad Company under S. 1 of Chap. 72 of the P. L. of 1895, to the Board of Railroad Commissioners for a change in the present existing condition, construction and manner of crossing by the Lewiston, Brunswick and Bath Street Railway with the Maine Central Railroad, at what is known as the Washington street crossing in the city of Bath.

The crossing of the Lewiston, Brunswick and Bath Street Railway formerly the Bath Street Railway Company was made over the Maine Central Railroad at this point long before the act of 1895 took effect, and the conditions there at the present time are only those which have been continued by agreement and sufferance.

We are satisfied that other conditions than those already existing, should be imposed at this point.

The present crossing frogs were put there by the Lewiston, Brunswick and Bath Street Railway, and the ball signal was erected by the Maine Central Railroad Company.

We therefore decree and order that the said Lewiston, Brunswick and Bath Street Railway shall furnish and renew whenever necessary, good and substantial crossing frogs, satisfactory to

the chief engineer of the Maine Central Railroad Company. The angles of said tracks to conform to the angles of the crossings and the rails therein shall conform in all respects to the rails used by the Maine Central Railroad Company.

Whenever said crossing frogs are renewed they shall be put in place by the Maine Central Railroad Company, at the expense of the said Lewiston, Brunswick and Bath Street Railway.

Said crossing shall be constructed and maintained to the satisfaction of the Board of Railroad Commissioners.

Before entering upon said crossing, every car upon the Lewiston, Brunswick and Bath Street Railway shall be stopped within one hundred feet of the rails of the Maine Central Railroad, and shall not cross said Maine Central Railroad until the motorman and conductor of said car are both satisfied that such crossing is clear.

At said crossing there shall be a signal mast, with a red ball to be used by day and a red light to be used by night. Said mast and signals shall be built and maintained by the Maine Central Railroad Company, and shall be in charge of a signal tender to be employed by and under the direction of the said Maine Central Railroad Company.

Said signal tender shall invariably put up a red ball or red light before any electric car crosses and shall keep it up until the crossing is clear, and no electric car shall cross the tracks of said Maine Central Railroad until such ball or light is displayed at mast head.

As to the expense of maintaining said conditions at said crossing, we hereby decree that the said Lewiston, Brunswick and Bath Street Railway shall pay to the Maine Central Railroad Company the sum of two hundred dollars per year, payable quarterly, on the first days of January, April, July and October, and shall be to no further expense whatever, except the renewal of frogs and to keep the same in repair.

Dated this 14th day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

*Petition, and Action of the Board upon the application of the
Milbridge & Cherryfield Electric Railroad Company for
revival of Charter.*

To the Honorable Board of Railroad Commissioners of Maine:

With due respect your petitioners allege that they are the directors of the Milbridge and Cherryfield Electric Railroad Company, a corporation duly organized under the laws of Maine:

That said corporation received from your Honorable Board by endorsement according to law upon its articles of association, a certificate of your approval in writing, dated May second, in the year of our Lord one thousand nine hundred:

That said articles of association and certificate of approval were duly filed and recorded in the office of the Secretary of State for the State of Maine, on June fourth, in the year of our Lord one thousand nine hundred:

That thereafter said corporation had all due proceedings before the municipal officers of the town of Cherryfield, Maine, in and through which its proposed railway was to be located and constructed, and obtained full authority from said municipal officers to so do as far as statutory permits were concerned:

That thereafter said corporation made its application in writing, according to law, for a like permit from the municipal officers of the town of Milbridge, Maine, in and through which its proposed railway was to be located and constructed, and although said corporation has proceeded according to law in the courts of this State, it has been unable to obtain any permit as provided by law from the municipal officers of said Milbridge:

That said corporation obtained a special act in its favor as to the crossing of certain tide waters between the towns of Milbridge and Cherryfield at the last session of the legislature of the State:

That on account of adverse and unavoidable events, and the acts and doings of certain individuals, said corporation has not been able to farther proceed according to the laws of the State made and provided in such cases:

That it has, on the same account been unable to construct its proposed railway:

That it has used due diligence and not been dilatory in undertaking to obtain its legal rights, and execute the purposes of its organization:

That it has ever intended and now intends in good faith to comply with all the requirements of law, and to construct and operate said road :

That it has already expended much money thereon :

Now in view of the foregoing allegations, said petitioners, for and in behalf of said corporation, in order that it may execute and complete the purposes and objects of its organization, and not lose its money already expended, pray :

That your Honorable Board will grant a revival of its charter, franchises, and corporate rights, as is provided by law for the construction and operation of its proposed railroad, and for all other proper and legal purposes :

That said revival may be for a definite time as may be deemed proper and just by your Honorable Board, not exceeding two years next after the date of the decree asked for, in order that right may be done said corporation, and the public, whose interest and convenience this proposed road will serve.

Dated June 5th, A. D. 1902.

Frederick Yates,
Chas. E. Goodwin,
Edgar A. Hubbard,
James O. Bradbury,

Directors of said corporation.

Att'y for the Company, JAMES O. BRADBURY, E. A. HUBBARD.

In the matter of the petition of the Milbridge and Cherryfield Electric Railway for revival of charter, the petition not being signed by all the directors named, the petition is hereby dismissed.

Per order,

JOSEPH B. PEAKS, *Chairman.*

Petition, and Action of the Board upon the application of the residents of East Madrid for a depot at East Madrid on the line of the Phillips & Rangeley Railroad.

To the Honorable, the Railroad Commissioners of Maine:

Respectfully represents the undersigned residents of East Madrid, that the Phillips and Rangeley Railroad passes through said East Madrid and has Sanders Mill, so called, at East Madrid, as a stopping place for the accommodation of your undersigned residents, to receive and deliver passengers, and to receive and deliver freight, but your undersigned residents say that said railroad has no suitable and proper depot for such purposes, but has a building it claims for that purpose, situated where no team or wagon can approach the same, and no passengers can reach the same with their trunks, except they pass over several rods of the railroad, and no freight can be delivered at said depot from any wagon or team except it is carried over several rods of rails of said road, and your undersigned residents have frequently protested against such bad accommodation and asked for better, but to no avail, and they now desire suitable and proper accommodations at said Sanders Mill, and pray and ask that your Honorable Board will order said railroad to provide proper and suitable accommodations for your undersigned residents, where they can take and leave the cars of said railroad, and receive and deliver freight at the same, without passing over several rods of the rails of said railroad.

That your undersigned residents are informed and believe that the before mentioned building used as a depot, belongs to the Sanders Mill Corporation, so called, and was built by it for a store, and has been so used by said corporation for many years, and is not a fit and proper building for a depot, provided the same was situated where it would accommodate your undersigned residents, which it is not, there being no way of getting to it, except over the rails of said railroad.

F. H. Hathaway, Frank H. Thorpe, Mary L. Thorpe, Ethel M. Thorpe, S. L. Mecham, Nellie L. Mecham, Nancy J. McKeen, Clark McKeen, Nellie M. Kene, Jennie M. Keene, Lena Welts, Edith O. McKeen, Ida M. Hathaway, Hannah B. Wing, Ethel W. Cross, Lilla M. Sweetser, Willmot Sweetser, Sarah E. Moul-

ton, Dennis Moulton, Orrin McKeen, Betsey W. McKeen, May A. Virgin, H. H. Hathaway.

In the matter of petition of residents of East Madrid in relation to the passenger and freight station on the Phillips & Rangeley Railroad, it is hereby ordered that the petition not being in compliance with the statute, be dismissed.

Per order,

JOSEPH B. PEAKS, *Chairman.*

Petition, and Approval by the Board of the Articles of Association of the Augusta & Waterville Railway. July 17, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of the company to be formed for the purpose of constructing, maintaining and operating a street railroad in and from the city of Augusta, in and through the towns of Vassalborough and Winslow, and in and to the city of Waterville, to be known by the name of the Augusta & Waterville Railway, hereby respectfully request that your Honorable Board will approve the articles of association of said railroad company hereto annexed, and that you will endorse your approval in writing upon said articles.

Dated at Augusta, this fourteenth day of July, A. D. 1902.

Thomas J. Lynch,
Henry G. Staples,
Fred G. Kinsman,
Charles R. Whitten,
Fred S. Thorne.

We, the undersigned, Thomas J. Lynch, Fred G. Kinsman, Henry G. Staples and Charles R. Whitten, all of Augusta, and Fred S. Thorne of Gardiner, all in the county of Kennebec and State of Maine, all of whom are citizens of this State, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity, compressed air or animal power, a street railroad for public use, for street traffic for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Augusta & Waterville Railway.

The gauge of the road is four feet, eight and one-half inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are from the point in said city of Augusta where Bangor street meets Cony street in a generally northeasterly or northerly direction in and through said city of Augusta to the town of Vassalborough, thence in and through the towns of Vassalborough and Winslow to and in the city of Waterville.

The length of said road, as nearly as may be, will be twenty miles.

The amount of capital stock is two hundred thousand (\$200,000.00) dollars.

The number of shares of which said stock shall consist shall be two thousand.

Thomas J. Lynch, Fred G. Kinsman, Henry G. Staples, Charles R. Whitten, all of Augusta, and Fred S. Thorne of said Gardiner, all of whom are citizens of this State, shall act as directors of said proposed company, and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names in the aforesaid capital stock, and in token of our assent to the foregoing provisions have hereunto subscribed our names at said Augusta, on this fourteenth day of July in the year of our Lord one thousand nine hundred and two.

Thomas J. Lynch, Augusta, Me., 1,730 shares; Henry G. Staples, Augusta, Me., 10 shares; Fred G. Kinsman, Augusta, Me., 100 shares; Fred S. Thorne, Gardiner, Me., 150 shares; Charles R. Whitten, Augusta, Me., 10 shares.

We, the undersigned, Thomas J. Lynch, Fred G. Kinsman, Henry G. Staples, Charles R. Whitten and Fred S. Thorne, being a majority of the directors named in the annexed articles of association of the proposed Augusta & Waterville Railway, on oath depose and say that two thousand shares of the capital stock of said company, being the total amount of said stock, have been subscribed in good faith by responsible parties, and five per cent has been paid thereon in cash to us as directors named in said articles, and further that it is intended in good faith to construct, maintain and operate the road mentioned in said arti-

cles of association, and this affidavit we make and annex to said articles as required by chapter two hundred and sixty-eight of the Public Laws of 1893 and acts amendatory thereof and additional thereto.

Dated at Augusta, this fourteenth day of July, A. D. 1902.

Thomas J. Lynch,
Henry G. Staples,
Fred G. Kinsman,
Fred S. Thorne,
Charles R. Whitten.

STATE OF MAINE.

Kennebec ss.

July 14, A. D. 1902.

Then personally appeared Thomas J. Lynch, Fred G. Kinsman, and Charles R. Whitten and made oath that the foregoing affidavit by them signed is true.

Before me,

M. S. HOLWAY, Justice of the Peace.

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 certificates of said facts and our approval in writing.

Dated this 17th day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Approval by the Board of the Articles of Association of the Augusta & Oakland Railway. July 17, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of the company to be formed for the purpose of constructing, maintaining and operating a street railroad in and from the city of Augusta, in and through the towns of Sidney and Belgrade, in and to the town of Oakland, to be known by the name of the Augusta & Oakland Railway, hereby respectfully request that your Honorable Board will approve the articles of association of said railroad company hereto annexed, and that you will endorse your approval in writing upon said articles.

Dated at Augusta this fourteenth day of July, A. D. 1902.

Thomas J. Lynch,
Henry G. Staples,
Fred G. Kinsman,
Chas. R. Whitten,
Fred S. Thorne.

We, the undersigned, Thomas J. Lynch, Fred G. Kinsman, Henry G. Staples, Charles R. Whitten, all of Augusta, and Fred S. Thorne of Gardiner, all in the county of Kennebec and State of Maine, all of whom are citizens of this State, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity, compressed air or animal power, a street railroad for public use, for street traffic for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be Augusta & Oakland Railway.

The gauge of the road is four feet, eight and one-half inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are from the point in said city of Augusta where Water street meets Bond street in a generally northerly direction in and through said city of Augusta to the town of Sidney, thence in and through the towns of Sidney and Belgrade to and in the town of Oakland.

The length of said road, as nearly as may be, will be nineteen miles.

We severally agree each to take the number of shares set against our respective names in the aforesaid capital stock, and in token of our assent to the foregoing provisions have hereunto subscribed our names at said Augusta, on this fourteenth day of July in the year of our Lord one thousand nine hundred and two.

Thomas J. Lynch, Augusta, Me., 1,730 shares; Henry G. Staples, Augusta, Me., 10 shares; Fred G. Kinsman, Augusta, Me., 100 shares; Fred S. Thorne, Gardiner, Me., 150 shares; Chas. R. Whitten, Augusta, Me., 10 shares.

We, the undersigned, Thomas J. Lynch, Fred G. Kinsman, Henry G. Staples, Charles R. Whitten and Fred S. Thorne, being a majority of the directors named in the annexed articles of association of the proposed Augusta & Oakland Railway, on oath depose and say that two thousand shares of the capital stock of said company, being the total amount of said stock, have been subscribed in good faith by responsible parties, and five per cent has been paid thereon in cash to us as directors named in said articles, and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit we make and annex to said articles as required by chapter two hundred and sixty-eight of the Public Laws of 1893 and acts amendatory thereof and additional thereto.

Dated at Augusta, this fourteenth day of July, A. D. 1902.

Thomas J. Lynch,
Henry G. Staples,
Fred G. Kinsman,
Fred S. Thorne,
Chas. R. Whitten.

The amount of capital stock is two hundred thousand (\$200,000.00) dollars.

The number of shares of which said stock shall consist shall be two thousand.

Thomas J. Lynch, Fred G. Kinsman, Henry G. Staples, Charles R. Whitten, all of said Augusta, and Fred S. Thorne of said Gardiner, all of whom are citizens of this State, shall act as directors of said proposed company, and manage its affairs until others are chosen in their places.

STATE OF MAINE.

Kennebec ss.

July 14, A. D. 1902.

Then personally appeared Thomas J. Lynch, Fred G. Kinsman and Charles R. Whitten and made oath that the foregoing affidavit by them signed is true.

Before me,

M. S. HOLWAY, Justice of the Peace.

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 17th day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

AUGUSTA, WINTHROP & GARDINER RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Augusta, Winthrop and Gardiner Railway, from Winthrop town line to Dudley's crossing, a distance of about three and one-half miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this nineteenth day of July, A. D. 1902.

BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition, and Decision of the Board approving the location of the Madrid Railroad. July 22, 1902.

To the Honorable Board of Railroad Commissioners:

The Madrid Railroad Company a corporation organized under sections one, two and three of chapter fifty-one of the Revised Statutes as amended, respectfully represents that the following is the location of its railroad, with its courses, distances and boundaries, to wit:

(The description as to courses, distances and boundaries is here omitted).

Your petitioner files herewith the map first presented and profile of its line on the relative scales of profile paper in common use, together with a report and estimate prepared by D. W. Brown, a skilful engineer, from actual survey. And your said petitioner respectfully prays that said location, after notice and hearing hereon as the law requires, may be approved by your Honorable Board.

Dated July 7, A. D. 1902.

Madrid Railroad Company,

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on Tuesday the twenty-second day of July, A. D. 1902, at the office of Railroad Commissioners in Augusta at ten o'clock in the forenoon.

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 Madrid 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 Madrid 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 22nd day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

PORTLAND & BRUNSWICK STREET RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of that portion of the Portland & Brunswick Street Railway, a new railway, extending from the corner of Main and Pleasant streets, through Brunswick and Freeport, to the entrance of Casco Castle, South Freeport, a distance of twelve miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this twenty-third day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

KITTERY & ELIOT STREET RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of that portion of the Kittery and Eliot Street Railway, from the corner of Government and Newmarch streets in Kittery to Greenacre in the town of Eliot, a distance of about three miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this twenty-third day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

LEWISTON, BRUNSWICK & BATH STREET
RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Lewiston, Brunswick and Bath Street Railway, from the corner of Goff street and Gammate avenue, in the city of Auburn, through Gammate avenue, Davis street, Granite street, Court street to Western avenue to Minot avenue, First avenue to Jefferson street, Western street and Minot avenue to Court street, joining the main line at Court street, all in the city of Auburn, a distance of about three miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this twenty-fourth day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

AUGUSTA, WINTHROP AND GARDINER STREET
RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Augusta, Winthrop & Gardiner Railway, from Dudley's road to Winthrop village, a distance of about five miles, completing a distance of fourteen and one-half miles from State street, in Augusta, to the terminus in Winthrop village, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this 30th day of July, A. D. 1902.

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

PENOBSCOT CENTRAL RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Penobscot Central Railway, from East Corinth to Charleston, a distance of about six miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this fifth day of August, A. D. 1902.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

PORTLAND & BRUNSWICK STREET RAILWAY.
STATE OF MAINE.*In Board of Railroad Commissioners.*

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Portland & Brunswick Street Railway from South Freeport to Yarmouth, a distance of about four miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this eighth day of August, A. D. 1902.

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

Railroad Commissioners of Maine.

RUMFORD FALLS & RANGELEY LAKES RAILROAD.
STATE OF MAINE.*In Board of Railroad Commissioners.*

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Rumford Falls & Rangeley Lakes Railroad, from Bemis, in Rangeley plantation, to Oquossoc station, in the town of Rangeley, a distance of nine and three-tenths miles, hereby certify that we have found the same so constructed as to be safe for the passage of passenger trains thereon.

Dated this twenty-eighth day of August, A. D. 1902.

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

Railroad Commissioners of Maine.

*Petition, and Decision of the Board upon the application of the
Rumford Falls & Rangeley Lakes Railroad to take land at
Oquossoc Station and South Bog in the town of Rangeley.
September 3, 1902.*

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

The Rumford Falls & Rangeley Lakes Railroad Company, a corporation duly organized and existing under the laws of Maine, respectfully represent that it has extended its said railroad from Bemis to Rangeley outlet in the town of Rangeley, Franklin county, and that it desires to purchase, or take and hold as for public uses additional land outside of the location heretofore duly approved by your Honorable Board. Said land required to be used for the purpose of stations, car & engine houses, freight house and side tracks. That said land so required is located in the town of Rangeley, county of Franklin aforesaid, and described as follows:

Parcel No. 1.—A certain parcel of land situated at the station of said railroad known as the Oquossoc station, at the Carry road, so called, and located westerly of and adjoining the location of the Rumford Falls & Rangeley Lakes Railroad and northerly of the said Carry road and adjoining the same, and described as follows:

Beginning at the intersection of the westerly limits of said railroad right-of-way and the northerly limits of said Carry road; thence N., 5—56' W., across land understood to be owned in common and undivided by David Pingree and Ann Maria Wheatland of Salem, Mass., and Anna P. Peabody of Boston, Mass., and T. U. Coe of Bangor, Maine; also land owned by the Union Water Power Company, a corporation duly organized and having its place of business in the city of Lewiston, county of Androscoggin, Maine; along the westerly side of said railroad right-of-way, a distance of 416 feet; thence S., 84—04' W., 260 feet to a corner; thence S., 5—56' E., 320 feet to the northerly limits of the aforesaid Carry road; thence easterly along the northerly limits of said Carry road 280 feet to the point of beginning; containing 2 17-100 acres, more or less. 1¾ acres of the same understood to be land owned by said Union Water

Power Company, and 42-100 acres of the same understood to be land owned by said Pingree, Wheatland, Peabody and Coe.

Parcel No. 2.—A certain parcel of land in said town of Rangeley at the aforesaid Oquossoc station and located on the southerly side of said Carry Road and described as follows:

A parcel of land one rod in width on each side of the four rod location of the Rumford Falls & Rangeley Lakes Railroad Company near the said Carry road and extending from the northerly line of the land belonging to one John A. Decker where said Decker's line crosses said railroad location at station 30+87; thence southerly 2,726 feet along the line of said railroad location to Station 58; containing 2.06 acres and understood to be owned by John A. Decker of Weld, Maine.

Parcel No. 3.—A parcel of land situated in the town of Rangeley aforesaid, on the easterly side of the main line location of said Rumford Falls & Rangeley Lakes Railroad Company at South Bog, so called, and described as follows:

Beginning on the easterly side of the main line location at Station 149+50 and running south $9^{\circ} 30' E.$, 150 feet to a cedar stake; thence southerly and easterly by a curve to the left of 478.3 feet radius, a distance of 250 feet to the westerly shore of Rangeley lake; thence southerly along said shore about 200 feet to a cedar stake on a line extending at right angles from Station 154+80 of main line; thence westerly along said line 200 feet to the easterly side of the main line location to said railroad; thence northerly along the easterly side of said main line location 530 feet to Station 149+50 to the point begun at; containing 92-100 acres, more or less, and understood to be owned by John A. Decker, Weld, Maine.

Parcel No. 1 being required for engine and car houses and side tracks; parcel No. 2 being required for side tracks; parcel No. 3 being required for side tracks, station and freight house.

Your petitioner represents that the owners of the above described parcels of land do not consent to the taking of the same by your petitioner.

Neither do said owners agree as to the necessity of the taking of the same or the area necessary to be taken.

Wherefore, your petitioner hereby makes written application to your Honorable Board describing the estate required as aforesaid, and naming the persons known to be interested therein and

requests your Honorable Board to appoint a time for the hearing near the premises, and after due notice view the premises, hear the parties and determine how much if any of the said three parcels of said real estate is necessary for the reasonable accommodation of the traffic and appropriate business of said corporation, and take such action in the premises as is required and authorized by law

Dated the second day of August, A. D. 1902.

Rumford Falls & Rangeley Lakes Railroad Company,
By GEORGE D. BISBEE, Its Attorney.

On the foregoing petition the hearing was held as ordered, on Thursday, the twenty-eighth day of August, A. D. 1902, at the Mountain View House in Rangeley, Maine, at nine o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

On the 2d day of August, A. D. 1902, the Rumford Falls and Rangeley Lakes Railroad Company 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 lands in the town of Rangeley in the county of Franklin, for the purposes of station, car and engine-houses, freight-house and side-tracks, to be used in and necessary for the reasonable accommodation of the traffic and appropriate business of said corporation.

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 Portland Evening Express, a newspaper published at Portland in the county of Cumberland, the last publication in said paper to be at least fourteen days before Thursday the twenty-eighth day of August, A. D. 1902, on which day the Board of Railroad Commissioners would be in session at the Mountain View House, in Rangeley, Maine, at nine o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner was also ordered in said notice to send copies of the foregoing petition and order to John A. Decker of Weld, Maine, to David Pingree and to Ann Maria Wheatland, both of Salem, Mass., to Anna P. Peabody of Boston, Mass., and to

T. U. Coe of Bangor, Maine, also to the president of the Union Water Power Company, a corporation located at Lewiston, Maine.

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

Mr. Geo. D. Bisbee appeared for the petitioner.

Mr. Wallace H. White appeared for the Union Water Power Company.

Mr. F. E. Timberlake appeared for Mr. John A. Decker.

It appeared that the owners of the 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, heard the parties, and determine as follows:

We hereby determine, and do certify, that it is necessary, as aforesaid, to take of parcel No. 1, named in said petition, to wit:

A certain parcel of land situated at the station of the said railroad, known as the Carry road, so called, and located northerly of, and adjoining the location of the Rumford Falls and Rangeley Lakes Railroad, and northerly of the Carry road, and adjoining the same, and described as follows:

Beginning at the intersection of the westerly limits of said railroad right-of-way and the northerly limits of said Carry road, thence N. $5^{\circ} 56'$ W., over land owned in common and undivided by David Pingree and Ann Maria Wheatland of Salem, Mass., and Anna P. Peabody of Boston, Mass., and T. U. Coe of Bangor, Maine, also land owned by the Union Water Power Company, a corporation duly organized and having its established place of business at Lewiston, in the county of Androscoggin, State of Maine, along the westerly side of said railroad right-of-way, a distance of four hundred and sixteen (416) feet, thence S. $84^{\circ} 04'$ W., two hundred and ten (210) feet, thence S. $5^{\circ} 56'$ E., to the northerly limits of the aforesaid Carry road, thence easterly along the limits of said Carry road to the point of beginning. Said land being required for engine and car houses and side-tracks.

Also another parcel of land of No. 2, in said petition, to wit: A parcel of land one rod in width on each side of the four rod location of the Rumford Falls & Rangeley Lakes Railroad Com-

pany in said town of Rangeley, near the said Carry road and extending from the northerly line of the land belonging to one John A. Decker, where said Decker's line crosses said railroad location at station 30+87, thence southerly twenty-seven hundred and twenty-six (2726) feet along the line of said railroad location to station 58, containing two and six-hundredths (2.06) acres and understood to be owned by John A. Decker of Weld, Maine. Said land being required for side-tracks.

Also another parcel of land, of parcel No. 3, in said petition, situated in the town of Rangeley. Beginning on the easterly side of the main line location at station 149+50 and running S. 9° 30' E., one hundred and fifty (150) feet to a cedar stake, thence southerly and easterly by a curve to the left of four hundred and seventy-eight and three-tenths (478.3) feet radius, a distance of two hundred and fifty (250) feet to the westerly shore of Rangeley lake, thence southerly along said shore one hundred and forty (140) feet to a point on said shore opposite station 154+80 of main line of said railroad, thence westerly to easterly line of said location at said station 154+80, thence northerly along the easterly line of said main line location five hundred and thirty (530) feet to station 149+50, the point of beginning. Said land being required for station and freight-houses and side-tracks.

We hereby certify that the several parcels of land and each of them, hereinbefore described, and being of the land set out in said petition, are necessary to be taken by said Rumford Falls & Rangeley Lakes Railroad Company for station, car and engine houses, freight-houses and side-tracks, to be used by said corporation for the reasonable accommodation of the traffic and appropriate business of said corporation.

Dated this third day of September, A. D. 1902.

BENJ. F. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

(Commissioner Peaks was not present at the hearing).

Petition, and Decision of the Board approving the location of the Waterville & Oakland Railway. September 3, 1902.

To the Honorable Board of Railroad Commissioners:

The Waterville and Oakland Street Railway respectfully represents that it is a corporation organized under chapter two hundred and sixty-eight of the Public Laws of 1893, and acts amendatory thereto, and that it desires to begin the construction of its road when your Honorable Board shall approve the same as required by law.

Your petitioner herewith presents to your Honorable Board a petition for the approval of its location, defining its courses, distances and boundaries, accompanied with a map of the proposed route on an appropriate scale, with a written approval of the proposed route and location as to streets, roads or ways, of the municipal officers of the cities and towns in which said railway is to be constructed in whole or in part, and with a report and estimate prepared by John H. Burleigh, a skilful engineer.

(The description as to courses, distances and boundaries is here omitted).

The said line so described is the center line of said location, and such location has upon the streets, roads and ways therein described a width and boundary of five (5) feet on each side of said center line. And where the aforesaid route and location is so as above described outside of the limits of any street, road or way, the width and boundary of said location so outside of the limits of any street, road or way is twenty-five (25) feet on each side of said center line.

That in each and all of the cases where the aforesaid route and location is outside of the limits of any street, road or way it is impracticable to locate said railroad within the limits of said streets, roads or ways.

That public convenience requires the construction of said road.

Wherefore, as your petitioner has by the said location taken, subject to your approval, and does by said location, subject to your approval, take as for public uses for the location, construction and convenient use of its said road the land and all materials in and upon it hereinbefore described in said location as outside the limits of any street, road or way, your petitioner prays this

Honorable Board to find that it so appears to be impracticable to locate such railroad within the limits of streets, roads and ways as aforesaid, and to approve the said described location so outside the limits of any street, road or way.

Wherefore your petitioner prays that this Honorable Board will appoint a day for hearing hereon and that after such notice thereof shall be given by your petitioner as your Honorable Board deems reasonable and proper, and after hearing hereon, you will approve such location, subject to the provisions of section nine of chapter two hundred and sixty-eight of the Laws of one thousand eight hundred and ninety-three, and acts amendatory thereto, and will then determine whether public convenience requires the construction of such road, and make the certificate of such determination in writing in the manner by law required.

Dated at Waterville this twenty-sixth day of July, A. D. 1902.

Waterville & Oakland Street Railway,

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition the hearing was held as ordered, on Monday the eleventh day of August, A. D. 1902, at the Elmwood Hotel in Waterville at ten o'clock in the forenoon.

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 petitioners, Mr. Henry B. Cleaves and Mr. Seth M. Carter appeared for the Maine Central Railroad Company. Mr. William T. Haines appeared for the Maine Water Company and the Oakland Water Company.

The only question for us here to determine is whether public convenience requires the construction of an electric railroad from the village of Oakland to the city of Waterville.

The Maine Central Railroad now runs passenger trains between Waterville and Oakland as follows:

From Waterville to Oakland, seven trains per day.

From Oakland to Waterville, six trains per day.

On Saturdays and Mondays there are additional trains each way morning and evening. On the winter schedule there are five trains each way daily, excepting Sundays.

It was claimed at the hearing that some of these trains are now running at a loss and only to accommodate the travel, and that if an electric railroad is constructed between the two points, some of the trains on the Maine Central Railroad will necessarily be cancelled.

The Maine Central Railroad Company claims that so long as it is doing its full duty to the public under its charter, it has a right to be, and ought to be protected from needless competition; that electric railways ought not to be allowed to parallel a steam railroad for the purpose of dividing receipts from travel, when it will have a tendency to reduce the income of the steam railroad between these certain points to such an extent as to necessitate the curtailing of the train service. This is an important consideration and one which appeals strongly to our judgment and sense of justice, but there are other considerations which we must take into account. We do not believe it is for the best interests of the State and we do not believe that it is a good policy to allow a new railroad corporation to contest with another and existing one for a division of business for the simple purpose of finding an opportunity to invest capital, so long as the existing railroad company is fairly and fully exercising its rights under its charter. Such a policy was at one time adopted in the west with the result that in many of the western states a large portion of the railroad mileage was operated by receivers. The stock-holders were without dividends, the roadbeds became unsafe, the rolling stock was dilapidated and the train service was execrable. The policy in the east and especially in New England has been more conservative and we trust it will remain so. So long as the State grants charters and authorizes corporations to invest money and exercise rights under these charters, there ought to be some assurance that the charters will not be made valueless by granting other charters over the same territory and authorizing other corporations to operate over such territory, so that neither corporation can get a fair interest upon its investment. These are only general considerations which we think should be borne in mind by the legislature and Railroad Commissioners in authorizing the construction of new lines of steam or electric railroads.

It is often said, however, that railroads create new business. A more satisfactory way of putting it is that railroads create opportunities for business and when these opportunities are fully answered by one railroad company there should be no popular clamor for unhealthy and unreasonable competition. But this is only one view of the situation. The electric railroad often gives a service which the steam road cannot give. Electric cars are run singly and often, while the steam cars are run in trains and necessarily less frequent. The steam cars have only one general station in one town while the electric cars run through the streets and take passengers at more convenient points. The steam cars have no station between Waterville and Oakland and only carry passengers between these two points. The electric cars stop for passengers whenever and wherever it is found necessary, so that while the steam road runs trains in sufficient numbers to carry passengers the electric railway is more convenient for people between the two points who want to take the cars or for people who want to stop between Waterville and Oakland.

There is another consideration which we have heretofore expressed in our decision allowing the charter of the Lewiston, Winthrop & Augusta Railway and that is to afford the people an opportunity for recreation. "Snow pond," so called, at Oakland, which is to be the western terminus of this road will give an opportunity for the people of Waterville and Fairfield to visit one of the most beautiful inland lakes in Maine. Such an opportunity might once have been termed a luxury, but in this strenuous age it is found to be a necessity, and the more the people come to realize this the louder they call for increased facilities. Of course, these arguments could be made in behalf of almost any proposed charter for an electric railway; but any argument, however strong must be applied reasonably and to existing conditions else the argument becomes weak and useless.

We believe, therefore, that public convenience in this case requires the construction of this electric railway from Oakland to Waterville, and we so find and decide. A portion of the location of the said railway is outside of the limits of streets, roads and ways and we believe and so find that it is impracticable to locate said railway within the limits of said streets, roads and

ways wherever said location is outside thereof; and we hereby approve said location.

Dated at Augusta this 3rd day of September, A. D. 1902.

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

Petition, and Decision of the Board upon application of the Augusta, Winthrop & Gardiner Street Railway, asking the Board to issue a certificate to the Secretary of State regarding the expenditure of a percentage of the Capital Stock. September 13, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

GENTLEMEN: Respectfully represents the Augusta, Winthrop & Gardiner Railway, a corporation existing under the laws of the State of Maine, that in a certain trust deed or mortgage executed, recorded and delivered by said railway to the Augusta Trust Company of Augusta in the county of Kennebec and State of Maine, as trustee, it is provided that \$150,000.00 in bonds numbered from one to one hundred and seventy-five both inclusive, shall be issued and certified by the trustee, immediately upon the execution and recording of said trust deed or mortgage, and said bonds be delivered on order of its board of directors of said railway.

That in the construction and equipment of said railway, to this date, the actual cash disbursements for road-bed and overhead construction, equipment, and equipment of cars and power station, amount to \$232,414.37, according to detailed statement hereto annexed.

Wherefore, your petitioner prays, that you will make such an examination of the accounts and vouchers relative to the construction of said railway and equipment thereof, as will satisfy you as to the actual cash disbursements and costs thereof, and

thereupon, you will file a certificate as provided in chapter 161, Laws of 1895.

Respectfully submitted,
Augusta, Winthrop & Gardiner Railway,
By THOMAS J. LYNCH, Its Attorney.

On the foregoing petition the hearing was held as ordered, on Friday, the 12th day of September, A. D. 1902, at the Railroad Commissioners' office in Augusta at 10 o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

The foregoing petition by the Augusta, Winthrop & Gardiner Railway Company, 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 12th day of September, and continued to the 13th day of September, A. D. 1902.

Notice was given as ordered.

The company presented evidence to the Board in relation to the subject-matter.

We find the whole amount of bonds issued by the Augusta, Winthrop & Gardiner Railway Company, and secured by the mortgage of said company is one hundred and fifty thousand dollars.

The evidence presented satisfies us that there has been expended by said company upon said road the sum of two hundred thirty-two thousand, four hundred fourteen dollars and thirty-seven 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 Augusta, Winthrop & Gardiner Railway is one hundred and fifty thousand dollars.

And we hereby certify that the amount of money which has been expended in the construction of said road is two hundred thirty-two thousand, four hundred fourteen dollars and thirty-seven 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 thirteenth day of September, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board approving the location of the Gardiner Street Railway. September 30, 1902.

To the Honorable Board of Railroad Commissioners:

The Gardiner Street Railway Company respectfully represents that it is a corporation organized under chapter two hundred and sixty-eight of the Public Laws of 1893, and acts amendatory thereto, and that it desires to begin the construction of its road when your Honorable Board shall approve the same as required by law.

Your petitioner herewith presents to your Honorable Board a petition for the approval of its location, defining its courses, distances and boundaries, accompanied with a map of the proposed route on an appropriate scale, with a written approval of the proposed route and location as to streets, roads or ways, of the municipal officers of the cities and towns in which said railway is to be constructed in whole or in part, and with a report and estimate prepared by William B. Getchell, a skilful engineer.

(Description as to courses and distances is here omitted).

The said line so described is the center line of said location and such location has upon the streets, roads and ways therein described a width and boundary of five feet on each side of said center line. And where the aforesaid route and location is as so above described outside of the limits of any street, road or way, the width and boundary of said location so outside of the limits of any street, road or way is twenty-five feet on each side of said center line.

That in each and all of the cases where the aforesaid route and location is outside of the limits of any street, road or way it is impracticable to locate said railroad within the limits of said streets, roads or ways.

That public convenience requires the construction of said road.

Wherefore, as your petitioner has by the said location taken, subject to your approval, and does by said location, subject to your approval, take as for public uses for the location, construction and convenient use of its said road the land and all materials in and upon it hereinbefore described in said location as outside the limits of any street, road or way, your petitioner prays this Honorable Board to find that it so appears to be impracticable to locate such railroad within the limits of streets, roads and ways as aforesaid, and to approve the said described location so outside the limits of any street, road or way.

Wherefore, your petitioner prays that this Honorable Board will appoint a day for hearing hereon and that after such notice thereof shall be given by your petitioner as your Honorable Board deems reasonable and proper, and after hearing hereon, you will approve such location, subject to the provisions of section nine of chapter two hundred and sixty-eight of the Laws of one thousand eight hundred and ninety-three, and acts amendatory thereto, and will then determine whether public convenience requires the construction of such road, and make the certificate of such determination in writing in the manner by law required.

Dated at Gardiner this eleventh day of August, A. D. 1902.

Gardiner Street Railway Company,

By GEO. W. HESELTON, Its Attorney.

On the foregoing petition the hearing was held as ordered, on Saturday the 20th day of September, A. D. 1902, at the passenger station of Maine Central Railroad in Gardiner at ten o'clock in the forenoon.

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. Geo. W. Heselton appeared for the petitioner.

The location set out in the petition is in the city of Gardiner, in its most densely populated portion, and was opposed by no one at the hearing.

From the testimony introduced at the hearing, after the Board had carefully viewed the whole route, we find that the portion of the line, as set out in the petition, outside of the streets, roads and ways, will avoid heavy and sharp grades and very objectionable curvature, hence it is impracticable to locate said railway within the limits of said streets, roads and ways.

We further find that public convenience requires the construction of said road as prayed for, and we hereby approve the proposed location.

Dated at Augusta this thirtieth day of September, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Approval by the Board of the Articles of Association of the Auburn, Mechanic Falls & Norway Street Railway. October 21, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, E. Burton Hart, Jr., Albert H. Shaw, Frederick H. Wilson, Samuel R. Percy and Frank E. Southard who have been chosen directors of a company to be formed for the purpose of constructing and operating a street railroad in and through Auburn, Poland, Minot, Mechanic Falls, Oxford and Norway, to be known by the name of the Auburn, Mechanic Falls and Norway Street Railway hereby respectfully request that your Honorable Board will approve the articles of association of said railroad company hereto annexed and that you will endorse said approval in writing upon said articles.

Dated this fifteenth day of August, A. D. 1902.

E. Burton Hart, Jr.,
Albert H. Shaw,
Frederick H. Wilson,
Samuel R. Percy,
Frank E. Southard.

We, the undersigned, E. Burton Hart, Jr., of the city of New York in the state of New York; Albert H. Shaw of Bath, Maine; Frederick H. Wilson of Brunswick, Maine; Samuel R. Percy of said Bath and Frank E. Southard of said Bath, a majority of whom are citizens of this State hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity or compressed air a street railroad for public use for street traffic and for the conveyance of persons and property and for that purpose do agree as follows:

The name of the company shall be the Auburn, Mechanic Falls and Norway Street Railway.

The gauge of the road is four feet and eight and one-half inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are Auburn, Minot, Poland, Mechanic Falls, Oxford and Norway.

The length of said road as nearly as may be will be twenty-four miles.

The amount of capital stock is one hundred thousand dollars.

The number of shares of which said stock shall consist shall be ten hundred shares.

The undersigned, E. Burton Hart, Jr., of New York City; Albert H. Shaw of Bath, Maine; Frederick H. Wilson of Brunswick, Maine; Samuel R. Percy of said Bath and Frank E. Southard of said Bath a majority of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names in the foregoing capital stock and in token of our assent to the foregoing provisions have hereunto subscribed our names on this fifteenth day of August, A. D. 1902.

E. Burton Hart, Jr., New York, N. Y., 496 shares; Albert H. Shaw, Bath, Maine, 496 shares; Frederick H. Wilson, Brunswick, Maine, 2 shares; Samuel R. Percy, Bath, Maine 1 share; Frank E. Southard, Bath, Maine, 1 share; total, 1,000 shares.

We, the undersigned, E. Burton Hart, Jr., Albert H. Shaw, Frederick H. Wilson, Samuel R. Percy and Frank E. Southard named as directors in the said articles of association of the foregoing Auburn, Mechanic Falls and Norway Street Railway, on oath depose and say that ten hundred shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties, and that five per cent thereon in cash has been paid to them as the directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit they make by endorsing the same on said articles of association as required by the general laws of the State of Maine.

Dated this fifteenth day of August, A. D. 1902.

E. Burton Hart, Jr.,
Albert H. Shaw,
Frederick H. Wilson,
Samuel R. Percy,
Frank E. Southard.

STATE OF MAINE.

Kennebec ss.

August 15, 1902.

Personally appeared E. Burton Hart, Jr., Albert H. Shaw, and Frederick H. Wilson and made oath to the foregoing statements by them subscribed as true.

Before me,

H. M. HEATH, Justice of the Peace.

STATE OF MAINE.

Sagadahoc ss.

August 15, 1902.

Personally appeared Samuel R. Percy and Frank E. Southard and made oath to the foregoing statements by them subscribed as true.

Before me,

GEO. W. HUNT, Justice of the Peace.

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 and sixty-eight of the Public Laws for the year one thousand eight hundred and ninety-three and amendments thereto have been complied with, we hereby indorse upon the within Articles of Association our certificate of such facts and our approval in writing.

Dated at Augusta this 21st October A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board in relation to the Madrid Railroad crossing highways in the town of Phillips. August 27, 1902.

To the Honorable Board of Railroad Commissioners:

The Madrid Railroad Company respectfully represents that its line of railroad, the location of which has been approved by your Honorable Board, is laid out across the highways and other public ways and points thereon described as follows:—

No. 1. Town Road in the town of Phillips near N. K. Whittemore's house.

No. 2. River Road in the town of Phillips near "Field's Bridge."

No. 3. Lake Road in the town of Phillips near C. E. Dill's house.

No. 4. West Phillips Road in the town of Phillips near C. E. Dill's house.

No. 5. Lakin Road in the town of Phillips near C. W. Giles' house.

No. 6. West Phillips Road in the town of Phillips near the foot of "Fish Hill."

No. 7. West Phillips Road in the town of Phillips near D. F. Hodges' house.

Your petitioner respectfully represents that it is impossible to so construct said railroad as to pass either over or under said ways.

Wherefore your petitioner requests that your Honorable Board, after notice and hearing, will authorize a crossing of said ways at grade, and further, that your Honorable Board will determine the manner and condition that said railroad may cross such ways and how the expense of building and maintaining so much thereof as may be within the limits of said railroad shall be finally borne.

Phillips, Maine, July 26, 1902.

Madrid Railroad Company,

By HEATH & ANDREWS, Its Attorneys.

On the foregoing petition hearing was held as ordered, on Wednesday the twenty-seventh day of August, A. D. 1902, at the Railroad Commissioners' office at 10 o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

The Madrid Railroad Company, a railroad company established by the laws of the State of Maine, on the 26th day of July, A. D. 1902, presented its petition to this Board, setting forth that its line as duly located and approved by the Railroad Commissioners, is laid across certain highways, town ways and public ways in the town of Phillips, in the county of Franklin, 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 27th day of August, A. D. 1902, at the office of the Board in Augusta 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 Phillips appeared for the town of Phillips.

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 conditions of constructing and maintaining the same shall be as follows:

Number 1, in Phillips: The highway at station 7, near the residence of N. K. Whittemore. Permission to raise the grade of said highway is hereby granted as above provided, to said railroad. The approaches on said way shall be made by said railroad company so that the grades shall not exceed the present grade of the highway at this point, and shall be as wide as the 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 2, in Phillips: The River Road at station 64+25 near Fields Bridge shall be at grade, after the grade of said

way shall have been raised two feet. Permission is hereby granted to said railroad company to raise the grade of said way as above provided. The approaches of said way on each side of the railroad track, within the location of said railroad, shall be made and maintained by the 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. 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 3, in Phillips: The Lake Road near C. E. Dill's house, shall be at grade, after the grade of said way shall have been raised one foot and four-tenths. 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 two, above named.

Number 4, in Phillips: The West Phillips Road, the crossing being near the residence of C. E. Dill, shall be at grade after the grade of said way shall have been raised one foot and two-tenths. 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 two, above named.

Number 5, in Phillips: The highway known as the Lakin Road, the crossing being near the residence of C. W. Giles, shall be at grade. The manner and condition of construction and maintenance of said way shall be the same as provided in case of number two, above named.

Number 6, in Phillips: The highway known as the West Phillips Road near the foot of Fish Hill, 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 two, above named.

Number 7, in Phillips: The West Phillips Road, near the residence of D. F. Hodges, 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 two, above named.

At each and all of said aforementioned crossings, said railroad company shall make provision for slopes to all such approaches, and for surface drainage.

Dated at Augusta this 27th day of August A. D. 1902.

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

Railroad Commissioners of Maine.

PORTLAND RAILROAD.

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 its terminus at Goose Fair bridge to the corner of Main and Beach streets in Saco, a distance of one and one-half miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this 8th day of July, A. D. 1902.

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

Railroad Commissioners of Maine.

PORTLAND RAILROAD.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of that portion of the Portland Railroad, from Lincoln square, South Portland, to Cash's Corner, over Brown's hill, so called, a distance of fifty-seven hundredths of one mile, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this 25th day of July, A. D. 1902.

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

Petition, and Action of the Board upon application of the Fish River Railroad Company for changing highways in Fort Kent, near the Fort Kent Mill Company. November 5, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Fish River Railroad Company respectfully represents that in the town of Fort Kent there are two ways leading to the Perley Brook settlement, and a highway leading to Caribou, all on the east side of Fish river and in the vicinity of the mills of the Fort Kent Mill Company.

That the location of the railroad of your petitioner in Fort Kent crosses each of said ways. Said Fish River Railroad Company applies to your Honorable Board, and asks that for the purpose of eliminating crossings of said railroad your Honorable Board will alter the course of said highways as follows:

- I. Lay out a road four rods wide, the west line of which shall be the east line of the location of the Fish River Railroad commencing in the center of the northern Perley Brook road and running southerly into the road leading to Caribou.

2. Extend the road leading across the bridge easterly straight across the location of the Fish River Railroad into the road mentioned in paragraph No. 1.

3. Lay out a road on the western side of the Fish River Railroad four rods wide, the east line of which road shall be the western boundary of the location of the Fish River Railroad. Said road to extend from the road mentioned in paragraph No. 2 northerly into the upper branch of the southern road leading to Perley Brook settlement.

That your Honorable Board will thereupon discontinue so much of the northern Perley Brook settlement road as lies between the road leading to Caribou and the eastern boundary of the Fish River Railroad, and will discontinue so much of the southern road leading into Perley Brook settlement as is in the location of the Fish River Railroad, and will discontinue so much of the road leading to Caribou as lies between the eastern boundary of the Fish River Railroad and the road asked for in paragraph No. 2, and will discontinue the south branch of the south road leading to Perley Brook settlement and the road connecting the southern and northern branch of the south road leading to Perley Brook settlement;

And your petitioner further requests your Honorable Board for the purposes aforesaid to take such land as may be necessary, and award damages therefor in accordance with all the provisions of section 3 of chapter 282 of the Public Laws of the State of Maine of the year 1889, and to apportion the expense of such operations as your Honorable Board may determine in accordance with the provisions of law, and to take any other action in the premises which may seem to your Honorable Board to be proper and permitted by law.

Fish River Railroad Company,

By APPLETON & CHAPLIN, its Attorneys.

May 28, 1902.

On the foregoing petition, the hearing was held as ordered on Thursday the 25th day of September, A. D. 1902, at the Hotel Dickey in Fort Kent at 8 o'clock in the forenoon.

Petitioner on his request has leave to withdraw.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

November 5, 1902.

Petition, and Decision of the Board in relation to the Fish River Railroad Crossing highways in Ashland, Portage Lake Pl., Winterville Pl., Eagle Lake Pl., Wallagrass Pl., and Fort Kent. November 5, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

The Fish River Railroad Company respectfully represents that its line of railroad, the location of which has been approved by your Honorable Board is laid out across the highways and other public ways, and at the points thereon hereinafter described;

And your petitioner further represents that with the exception of crossing number one it is impossible to so construct said railroad as to pass either over or under said ways.

Wherefore your petitioner prays that your Honorable Board after notice and hearing will authorize the crossing of said ways (except number one) at grade, and further that your Honorable Board will determine the manner and condition under which said railroad may cross said ways, and how the expense of building and maintaining so much thereof as is within limits of said railroad shall be borne, between said railroad company and the respective towns and plantations in which said crossings are located.

Township.	No. of Crossing.	At or near what Place.
Ashland,	1	The road from Old State road to Ashland mill, south bank of Aroostook river, east of the Catholic church.
Ashland,	2	The State road between Ashland and Fort Kent, on the farm of Noland heirs.
Portage Lake,	3	The town road leading westerly from State road to Portage Lake on Lot 9.
Portage Lake,	4	The town road from State road to Iverson's mill near station 559+60.
	4a	Same road near station 566.
	4b	Same road near station 581+80.
Winterville,	5	The State road south of Nadeau bridge.
Eagle Lake,	6	Town road leading easterly from State road to Eagle Lake, on line between lands of Jerry Viancour and Dennis Viancour.

Township.	No. of Crossing.	At or near what Place.
Eagle Lake,	7	The State road on lot No. 5 near Docitte Pinette's house.
Eagle Lake,	8	The State road on lot No. 2.
Wallagrass,	9	The Ferry road east of Wallagrass church on line between lots 19 and 20.
Wallagrass,	10	Town road leading from State road to Soldier pond on land of E. R. Nelson.
Fort Kent,	11	The Caribou road, from Fort Kent to Caribou, on east side of Fish river and near the Fort Kent Mill Company's mill on land on Frank Austin.
Fort Kent,	12	The town road leading from Fort Kent Mill Company's mill to Perley Brook settlement on lot 31, land of Seeley heirs near station 2735+45.
Fort Kent,	13	A town road leading from Fort Kent to Perley Brook settlement on lot 31, land of Seeley heirs near station 2736+30.
Fort Kent,	14	A town road leading from Fort Kent to Perley Brook settlement on lot 31, land of Seeley heirs, near station 2749+15
Fort Kent,	15	The Chataqua road.
Fort Kent,	16	The Frenchville road on south bank of St. John river, near Dennis Daigle's.

Fish River Railroad Company,

By APPLETON & CHAPLIN, its Attorneys.

May 28, 1902.

On the foregoing petition, hearings were held as ordered, on Wednesday, the 24th day of September, A. D. 1902, at the passenger station of the Bangor & Aroostook Railroad Company in Ashland, at eight o'clock in the forenoon, and on Thursday, the 25th day of September, at Hotel Dickey in Fort Kent.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

From an inspection of the locations of the several crossings and from the facts presented at said hearing, it appeared that none of the aforesaid crossings could reasonably be made otherwise than at grade, except Crossing Number One.

Crossing Number One, being the old State road to Ashland Mill, shall be crossed by said railroad over said highway by a bridge, which shall be at least fourteen feet above said highway.

Crossing Number Two, old State road between Ashland and Fort Kent, shall be crossed at grade when said highway is raised four feet above its present grade.

Crossing Number Three, being the town road leading westerly from State road to Portage Lake, shall be crossed by said railroad at grade after said highway is raised three feet above its present grade.

Crossing Number Five, being the State road south of Nadeau bridge, may be crossed at grade when said highway is lowered one foot and five-tenths below its present grade.

Crossing Number Six, being town road leading easterly from State road to Eagle Lake, may be crossed at grade when said highway is raised one foot and five-tenths above its present grade.

Crossing Number Nine, being the Ferry road east of the Wallagrass church, may be crossed at grade by said railroad.

Crossing Number Ten, being the town road leading from State road to Soldier pond, may be crossed at grade when the present highway is raised three feet and five-tenths above its present grade.

Crossing Number Fourteen, being the town road leading from Fort Kent to Perley Brook settlement, may be crossed at grade by said railroad after said highway is raised seven feet above its present grade.

Crossing Number Fifteen, being the Chataqua road so called, may be crossed at grade after said way is raised five-tenths of a foot above its present grade.

Crossing Number Sixteen, being the Frenchville road, on the south bank of the St. John river, may be crossed at grade when said highway is raised three feet above its present grade.

All of said crossings shall be made and maintained by said railroad company, within its limits, in such manner that the

same shall be safe and convenient for travelers in said way with horses, teams and carriages.

Suitable provision shall be made for surface drainage.

At each and all of the aforesaid grade crossings, said railroad company shall make provision for slopes of fills or cuts of highways, as the case may be, to all of said approaches so that the grade of said highways shall not be more than one foot elevation or slope to every twenty feet out from said track; except on Crossing Number Sixteen, being the Frenchville road, the approach on the west side may be one foot elevation or slope to every fifteen feet out from said track.

Crossings Number 4, 4a, 4b, 7, 8, 11, 12 and 13 are to be eliminated.

Dated at Augusta this fifth day of November, A. D. 1902.

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

Railroad Commissioners of Maine.

FISH RIVER RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Fish River Railroad, from Ashland to Eagle Lake station, a distance of about thirty-two miles, hereby certify that we have found the same so constructed as to be safe for the passage of passenger trains thereon.

Dated this 5th day of November, 1902.

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

Railroad Commissioners of Maine.

BANGOR STREET RAILWAY.

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 Bangor Street Railway, from Congress street to the intersection of Central and Broadway streets, a distance of thirty-five hundredths of one mile, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this 10th day of November, A. D. 1902.

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

Railroad Commissioners of Maine.

FISH RIVER RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned Board of Railroad Commissioners, having made a careful inspection of the Fish River Railroad, from Ashland to Eagle Lake Station, a distance of about thirty-two miles, hereby certify that we have found the same so constructed as to be safe for the passage of passenger trains thereon.

Dated this 5th day of November, 1902.

J. B. PEAKS,
BENJ. CHADBOURNE,
PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition, and Decision of the Board approving the location of a branch track of the Bangor and Aroostook Railroad in the town of Van Buren. November 12, 1902.

To the Honorable Railroad Commissioners of the State of Maine:

Bangor and Aroostook Railroad Company, a railroad corporation established and existing under the laws of said State respectfully represents that it is desirous of constructing and maintaining a branch railroad track extending from its present main line in the town of Van Buren, Aroostook county, to the mill of the St. John Lumber Company in said Van Buren, and that it has made a location of said branch railroad track, which said location is described as follows:

Beginning at a point on the center line of the Van Buren extension, so called, of the Bangor and Aroostook Railroad at station $1763+84.8=0+00$; thence on a tangent bearing N. 15° , $06'$ W. sixty-four and seven-tenths (64.7) feet more or less to station $0+64.7$ B. C.; thence on a curve to the right with a radius of 2,865 feet, three hundred and forty-one and six-tenths (341.6) feet to station $4+06.3$ E. C.; thence on a tangent to said curve bearing N. 8° , $16'$ W. seven thousand nine hundred and thirty-eight and two-tenths (7,938.2) feet, more or less to station $83+44.5$ B. C.; thence on a curve to the right with a radius of 5,730 feet, one hundred and sixty-six and six-tenths (166.6) feet to station $85+11.1$ E. C.; thence on a tangent to said curve bearing N. 6° , $36'$ W. two thousand eight hundred and ninety-eight and eight-tenths (2,898.8) feet more or less to station $114+09.9$ B. C.; thence on a curve to the right with a radius of 603 feet, six hundred and seventy-eight and one-tenth (678.1) feet to station $120+88$ E. C.; thence on a tangent to said curve bearing N. 57° , $49'$ E. five hundred and fifty-four (554) feet, more or less to station $126+42$ end of location.

That said location is wholly within said town of Van Buren and is to cover a width of four (4) rods being two (2) rods on each side of the above described line. Said location crosses the lower road leading to the ferry and the upper road leading to the ferry, all of which is shown on the plan and profile which accompany this petition. That it is impossible for said track to pass either over or under either of said ways.

Your petitioner hereby desires your approval of said location that said branch railroad track may be constructed and maintained under your direction, as provided in section 18 of chapter 51 of the Revised Statutes and Acts additional thereto and amendatory thereof, and your petitioner further prays that said branch railroad track may be permitted to cross each of said ways at grade, and that your honors will determine the manner and condition upon which said railroad track may cross each of said ways.

November 5, 1902.

Bangor & Aroostook Railroad Company,

By APPLETON & CHAPLIN, Its Attorneys.

On the foregoing petition, hearing was held as ordered on Wednesday the twelfth day of November, A. D. 1902, at the Railroad Commissioners' office in Augusta at ten o'clock in the forenoon.

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 and Chaplin appeared for the petitioner.

No one appeared to oppose the petition.

We have examined the location of the proposed branch track, and the several proposed crossings of the highway, as stated in said petition, and we see no reasonable objection to permitting said branch track to cross both of said highways at grade.

We therefore hereby approve the location of said branch track, as shown on plan herewith signed and approved, to the manufacturing establishment aforesaid, and find that public convenience requires that it shall be built.

And we further determine and order that said branch track shall be constructed so as to cross both said highways at grade therewith, so that said highway shall conform to the grade of said track, and that the condition of crossing shall be as follows:

The approaches to the highways on each side of the track within the location of the railroad shall be as wide as the highways are now constructed, or may be hereafter constructed, and

not steeper than one foot elevation to every twenty feet out from said track. And that all of the work herein ordered shall be done by and at the expense of said railroad company.

Said crossings and approaches shall be made and maintained by said railroad company in such manner that the same shall be safe and convenient for travellers with horses, teams and carriages. Suitable provision shall also be made for surface drainage.

Dated at Augusta this 12th day of November, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board relating to the crossing of certain highways on the line of the Fish River Railroad. November 19, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Fish River Railroad Company respectfully represents that there is a highway leading from Ashland to Fort Kent, both in Aroostook county, State of Maine, and along the west shore of Eagle lake in the plantation of Eagle Lake in said county, which highway is called the State road.

That the location of the railroad of your petitioner in said plantation of Eagle Lake crosses said State road, and in places passes along said State road.

Said Fish River Railroad Company applies to your Honorable Board and asks that for the purpose of eliminating crossings of said State road, and to enable the said railroad to pass at the side of said road your Honorable Board will alter the course of said highway as follows:

1. Beginning at a point in the center of the present highway on the land of John Pinette in lot numbered ten (10) in said Eagle Lake plantation about eighty (80) feet south of said Pinette's north line, and extending to a point on the land of E. R.

Brown in lot numbered eight (8) in said plantation (said point being about one hundred and thirty (130) feet along the present highway from the said Brown's east line) by moving said highway westerly of its present position, so that the highway will then be four (4) rods wide, and be outside the limits of the railroad location.

2. Beginning at a point in the center of the present highway at the corner of the J. M. Brown house lot in lot numbered seven (7) in said Eagle Lake plantation, and extending to a point in the center of the present highway on the land of George Shaw in lot numbered four (4) (said point being eighty-five (85) feet distant along the present highway from the south line of said lot numbered four (4) by moving the said highway westerly so that said highway shall be four (4) rods wide and be outside the limits of the railroad location except at its northerly end, where it will cross the railroad location and be easterly thereof.

3. Beginning at a point in the center of the present highway on the land of John Shaw in lot numbered four (4) (said point being about eighty (80) feet along the present highway from the north line of said lot numbered four (4)) and extending to a point in the center of the present highway on the land of Louis Michaud (said point being about three hundred and fifty (350) feet along the present highway from the north line of said Eagle Lake plantation) by moving said highway easterly so that said highway shall be four (4) rods wide and be outside the limits of the railroad location except at its northerly end where it will turn to the west and cross the railroad location.

That your Honorable Board will thereupon discontinue all that portion of said State road now extending from the point of beginning of said first alteration as hereinbefore prayed for, to the point where said alteration will again meet said State road, as hereinbefore described, also discontinue all that portion of said State road now extending from the point of beginning of said second alteration to the point where said alteration will again meet said State road, and also discontinue all that portion of said State road now extending from the point of beginning of said third alteration to the point where said alteration will again meet said State road.

And your petitioner further requests your Honorable Board for the purpose aforesaid to take such land as may be necessary

and to award damages therefor in accordance with all the provisions of section 3 of chapter 282 of the Public Laws of the State of Maine of the year of 1889, and to apportion the expense of such alteration as your Honorable Board may determine in accordance with the provisions of law, and to take any other action in the premises which may seem proper to your Honorable Board and permitted by law.

A plan of the changes asked for drawn on an appropriate scale and a description by courses and distances of the highway changed as asked for accompanies this petition.

Dated this 28th day of May, 1902.

Fish River Railroad Company,

By APPLETON & CHAPLIN, Its Attorneys.

On the foregoing petition hearing was held as ordered, on Thursday the 25th day of September, A. D. 1902, at the Hotel Dickey in Fort Kent at 8 o'clock in the forenoon.

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, and gave a hearing to all parties interested.

The petitioner was represented by Messrs. Appleton and Chaplin, its attorneys.

No one appeared to oppose the petition.

The change of highway as petitioned for by said Railroad Company eliminates three grade crossings of highways along the old road known as the State road, in Eagle Lake plantation.

We regard this as a great convenience and safety to the public, and we hereby order the said highway changed as follows:

First. Beginning at a point in the centre of the present highway on the land of John Pinette in lot number ten (10) in said Eagle Lake plantation about eighty (80) feet south of said Pinette's north line, and extending to a point on the land of E. R. Brown in lot numbered eight (8) in said plantation (said point being about one hundred and thirty (130) feet along the present highway from the said Brown's east line,) by moving said highway westerly of its present position, so that the highway will

then be four (4) rods wide, and be outside of the limits of the railroad location.

Second. We order the said highway changed as follows: beginning at a point in the centre of the present highway at the corner of the J. M. Brown house lot in lot numbered seven (7) in said Eagle Lake plantation, and extending to a point in the centre of the present highway on the land of George Shaw in lot numbered four (4) (said point being eighty-five (85) feet distant along the present highway from the south line of said lot numbered four (4)) by moving the said highway westerly so that said highway shall be four (4) rods wide and be outside the limits of the railroad location except at its northerly end, where it will cross the railroad location and be easterly thereof.

Third. We order the highway changed as follows: Beginning at a point in the centre of the present highway on the land of John Shaw in lot number four (4) (said point being about eighty (80) feet along the present highway from the north line of said lot numbered four (4)) and extending to a point in the centre of the present highway on the land of Louis Michaud (said point being about three hundred and fifty (350) feet along the present highway from the north line of said Eagle Lake plantation) by moving said highway easterly so that said highway shall be four rods (4) wide and be outside the limits of the railroad location except at its northerly end where it will turn to the west and cross the railroad location.

All of the present highway between the two points of intersection in each change heretofore made, are discontinued, and we hereby decree that the said highway shall be so constructed by the Fish River Railroad Company under order of and to the satisfaction of the municipal officers of Eagle Lake plantation, and if any dispute or misunderstanding arises in relation to said highway, between the railroad company and the said municipal officers of said Eagle Lake plantation, then the road shall be constructed satisfactory to the Board of Railroad Commissioners.

For the purposes of changing the highway as aforesaid, land of John Pinette may be taken, and we award damages to the said John Pinette in the sum of one dollar.

Land of E. R. Brown may be taken for said highway and we award damages to E. R. Brown in the sum of one dollar.

Land of J. M. Brown may be taken for said highway and we award damages for land so taken to said J. M. Brown in the sum of one dollar.

Land of George Shaw may be taken for said highway, and we award damages to George Shaw for land so taken in the sum of one dollar.

Land of Louis Michaud may be taken for said highway, and we award damages to said Louis Michaud for land so taken in the sum of one dollar.

Dated at Augusta this 19th day of November, A. D. 1902.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Remonstrance of the citizens of Saco, relating to "Goose Fair Crossing," Portland Railroad and Boston and Maine railroad crossing, and action of the Board thereon. November 19, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

We, the undersigned, citizens and taxpayers of the city of Saco, hereby protest and remonstrate against your acceptance of of the railroad crossing at Goose Fair, so called, in Saco where the Portland Railroad Company has laid its rails under the bridge of the Boston and Maine Railroad crossing the Portland Road, so called, for the following reasons, namely:

First: Because we believe that the construction of the whole crossing is dangerous to teams.

Second: Because the course of the electric cars coming from Portland to Saco is in such direction as to point diagonally across the road-bed of the Portland Road, and that cars in such position emerging from under the Boston and Maine bridge make the road-way too narrow for the safe passage of travellers and teams between the electric railroad track and a certain retaining wall, so called.

Third: Because a certain retaining wall, so called, has been constructed about eleven feet into the road-way from the easterly abutment of the Boston and Maine railroad bridge, and because said retaining wall is itself a menace to the safety of travellers with teams, that on account of the necessary construction of the electric railroad and the narrow passage between the electric road, aforesaid, and said retaining wall, the passage is dangerous to teams and a constant menace to the lives and safety of all who pass there *therethru*.

Fourth: And your petitioners further say that the said retaining wall, herein mentioned, was not built in the location agreed upon and in the manner agreed upon in the agreement made between the city of Saco, the Portland Railroad Company and the Boston and Maine Railroad, which agreement was made a part of the decree issued by the Railroad Commissioners of the State of Maine on the twenty-third day of December, A. D. 1901, and your petitioners hereby respectfully ask that a view of the said premises may be had and that notice may be served by the said Commissioners upon the mayor of the said city of Saco, upon the Portland Railroad and the Boston & Maine Railroad of said view. And that a time may be appointed for a hearing upon the said remonstrance against the acceptance of said crossing at an early date.

Therefore we respectfully ask your Honorable Board that before the acceptance of said railroad crossing the retaining wall, so called, may be removed or may be altered so that *opportunity* may be afforded for travellers with teams to have the use of the entire road-way under said bridge between the outside rail of the electric railroad and the eastern abutment of said Boston and Maine Railroad, or that some method be adopted which in your judgment may afford a reasonably safe passage under said Boston and Maine bridge for travellers with horses and carriages, etc.

(Signed) WILLIAM H. DEERING, and 100 others.

On the foregoing petition hearing was held as ordered on Wednesday the first day of October, A. D. 1902, at the City Council rooms in Saco at nine o'clock in the forenoon.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the City Council rooms in Saco on the first day of October, A. D. 1902, at nine o'clock in the forenoon, and heard all the parties who appeared and were interested.

This so called petition is in fact a remonstrance by certain citizens and taxpayers of the city of Saco against the "acceptance of the railroad crossing at Goose Fair, so called, in Saco, where the Portland Railroad Company has laid its rails under the bridge of the Boston and Maine, crossing the Portland Road, so called."

The city of Saco is not represented, either by any of the officers of the city or by any attorney authorized by the city government. The remonstrance is personal by certain citizens and taxpayers.

When the Portland Railroad extended its trolley line from Portland to Saco it petitioned the Railroad Commissioners to determine the manner of crossing the Boston and Maine Railroad at Goose Fair Bridge in Saco. Notice was given to the Boston and Maine Railroad, which appeared by Symonds, Snow, Cook and Hutchinson, its attorneys, and the municipal officers of the city of Saco appeared by their mayor, Mr. George L. Crossman, and the Portland Railroad Company, which appeared by Mr. Frank W. Robinson, its attorney.

The Railroad Commissioners made an order in relation to the crossing of said railroads and of said highway, which was in strict accordance with an agreement then and there entered into by all the parties interested.

That order of the Railroad Commissioners has been complied with according to said agreement of the parties, including the city of Saco. The matter is now out of our jurisdiction.

If the municipal officers of Saco are satisfied that the crossing is dangerous, and that their agreement in relation to it was a mistake, they perhaps have power now to have it remedied under a new petition. The Commissioners certainly have no power to act under the former petition.

We are obliged, therefore, to dismiss this petition or remonstrance because we have no power to act.

In the remonstrance attention is called to the location of the tracks of the Portland Railroad, in said highway. The Portland Railroad was built under a charter, and not by order or permission of the Railroad Commissioners. Under its charter the municipal officers of Saco can regulate the laying of its tracks in the streets. It is a matter over which we have no power whatever.

Dated at Augusta this 19th day of November, A. D. 1902.

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

Petition, and Decision of the Board relating to changes in highways for the purpose of eliminating grade crossings on line of Fish River Railroad. November 19, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Fish River Railroad Company respectfully represents that there is a way in Portage Lake Plantation near the South end of Portage Lake leading from the State road, so called, to the premises of Aagot Iverson.

That the location of the railroad of your petitioner in said plantation crosses said way between said State road and the premises of said Iverson at three different places.

Said Fish River Railroad Company applies to your Honorable Board and asks that for the purpose of eliminating two of said crossings your Honorable Board will alter the course of said highway as follows, viz:

By laying out a new way two (2) rods wide being sixteen and one-half (16½) feet on each side of the center line thereof, said center line being described as follows:

Beginning at a point in the center of the Iverson Mill road five hundred and sixty-three (563) feet more or less in a north-westerly direction along said road from the center of the State road, said point being one hundred and eighty-three and five-

tenths (183.5) feet distant in an easterly direction from and at right angles to the center line of the Fish River Railroad; thence in a northwesterly direction parallel with and one hundred and eighty-three and five-tenths (183.5) feet distant from said center line of railroad twenty-three hundred and thirty-five (2,335) feet, more or less to a point one hundred and eighty-three and five-tenths (183.5) feet in an easterly direction from and at right angles to the said center line of railroad at station 578+00; thence in a northwesterly direction three hundred and thirteen (313) feet, more or less to a point on the south line of Aagot Iverson's land, said point being sixty-six and five-tenths (66.5) feet distant in an easterly direction from, and at right angles to said center line of railroad; thence in a northerly direction parallel with and sixty-six and five-tenths (66.5) feet distant from said center line of railroad, two hundred (200) feet, more or less, to a point opposite station 583+00; thence in a westerly direction crossing said center line of railroad at station 583+00, one hundred and thirty-three (133) feet to a point sixty-six and five-tenths (66.5) feet distant from said center line of railroad; thence in a northerly direction parallel with and sixty-six and five-tenths (66.5) feet distant from said center line of railroad about one hundred and twenty (120) feet to a point in the center of the Iverson Mill road.

That your Honorable Board will thereupon discontinue all that portion of said present way now extending from point of beginning of said new way as prayed for to the point where said new way will again meet said old way as hereinbefore described.

And your petitioner further requests your Honorable Board for the purpose aforesaid to take such land as may be necessary and to award damages therefore in accordance with all the provisions of Section 3 of Chapter 282 of the Public Laws of the State of Maine of the year 1889, and to apportion the expense of such alteration as your Honorable Board may determine in accordance with the provisions of law, and to take any other action in the premises which may seem proper to your Honorable Board and permitted by law.

Fish River Railroad Company,

By APPLETON & CHAPLIN.

On the foregoing petition, hearing was held as ordered on Wednesday the 24th day of September, A. D. 1902, at the passenger station of the Bangor and Aroostook Railroad Company in Ashland at 8 o'clock in the forenoon.

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 petitioner was represented by Messrs. Appleton and Chaplin, its attorneys.

No one appeared to oppose the petition.

We hereby order the said highway named in said petition to be changed as follows: By laying out a new way two rods wide, by sixteen and one-half feet on each side of the center line hereafter described, as follows:

Beginning at a point in the center of the Iverson Mill road five hundred and sixty-three (563) feet more or less in a northwesterly direction along said road from the center of the State road, said point being one hundred and eighty-three and five-tenths (183.5) feet distant in an easterly direction from and at right angles to the center line of the Fish River Railroad; thence in a northwesterly direction parallel with and one hundred and eighty-three and five-tenths (183.5) feet distant from said center line of railroad twenty-three hundred and thirty-five (2,335) feet, more or less to a point one hundred and eighty-three and five-tenths (183.5) feet in an easterly direction from and at right angles to the said center line of railroad at station 578+00; thence in a northwesterly direction three hundred and thirteen (313) feet, more or less to a point on the south line of Aagot Iverson's land, said point being sixty-six and five-tenths (66.5) feet distant in an easterly direction from, and at right angles to said center line of railroad; thence in a northerly direction parallel with and sixty-six and five-tenths (66.5) feet distant from said center line of railroad, two hundred (200) feet, more or less, to a point opposite station 583+00; thence in a westerly direction crossing said center line of railroad at station 583+00,

one hundred and thirty-three (133) feet to a point sixty-six and five-tenths (66.5) feet distant from said center line of railroad; thence in a northerly direction parallel with and sixty-six and five-tenths (66.5) feet distant from said center line of railroad about one hundred and twenty (120) feet to a point in the center of the Iverson Mill road.

And we hereby order all of said highway between the termini of the new highway to be discontinued.

And we hereby order that the land of Aagot Iverson may be taken as for public uses, and we hereby award damages to the said Aagot Iverson for land so taken, in the sum of one dollar.

And we hereby decree that the highway so changed shall be constructed by the Fish River Railroad Company under order of and to the satisfaction of the municipal officers of Portage Lake Plantation, and if any dispute or misunderstanding arises in relation to said highway between the railroad company and said municipal officers of said Portage Lake Plantation, then said highway shall be constructed satisfactory to the Board of Railroad Commissioners.

Dated at Augusta, this 19th day of November, A. D. 1902.

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

Railroad Commissioners of Maine.

Petition, Order of Notice, and Decision of the Board in relation to the issuing of stock by the Boston and Maine Railroad. November 25, 1902.

November 11, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents your petitioner, Boston and Maine Railroad, that it is a corporation under the laws of said State and has a franchise to operate a railroad therein, and in the States of New Hampshire and of Massachusetts; that at a meeting of the stockholders of said corporation, duly called, and held, for the purpose, in the City Hall, at Lawrence, Mass., at 10.30 o'clock A. M., October 8th, 1902, upon lawful notice pursuant to the call of the directors,—a copy whereof is herewith submitted,—the holders of a majority of the capital stock of said corporation,—acting under Article III of said call relative to the proposed increase of capital stock,—voted, by a vote of 156,754 in favor and none opposed, to increase the capital stock of said corporation by the issue of ten thousand new shares of its common stock, in addition to its present authorized capital stock, “for the purpose of funding indebtedness of the company, and for the payment of money borrowed for any lawful purpose, and for abolishing grade crossings, and for making additions to the equipment of the company, and for making permanent improvements to the road, and for other necessary and lawful purposes”,—a copy of which vote is hereto appended;

And your petitioner further represents that the Board of Directors of said corporation, at their meeting of October 8, 1902, duly notified and held in Boston, Mass., by a vote passed in pursuance of said vote of the stockholders,—a copy of which is hereto appended,—authorized the president, in the name and behalf of said corporation, under and by virtue of the authority of said vote of its stockholders, and of said vote of its directors, to petition your Honorable Board for its approval and authorization, conformably to law, of said issue of ten thousand new shares of the common capital stock of this company, in addition to its present authorized capital stock, under and by virtue of the authority of said votes, and for the purposes set forth in said

vote of the stockholders, and in said vote of the directors,—the proceeds of said issue of said stock to be applied for said purposes, conformably to law;

And your petitioner further represents that the respective amount of stock which it desires to apply to each of the said respective purposes, is specified respectively in the schedule hereinafter referred to, and is substantially the amount, as near as may be, which the said corporation desires shall be approved, authorized and determined upon by your Honorable Board as being reasonably requisite and necessary for said respective purposes;

And your petitioner further represents that the said purposes for which it is proposed to make said issue of stock are lawful and consistent with the public interest; that said issue of ten thousand shares of new common stock, in addition to the present authorized capital stock, is reasonably requisite for the said purposes for which said issue of stock is authorized, to enable your petitioner to carry out said purposes in good faith; and that the amount of stock which the corporation desires to apply to each of the said purposes respectively is separately specified and set forth in the schedule thereof hereto appended, being a copy of the schedule on file in the office of the comptroller and general auditor of this company;

And your petitioner further represents that this proposed increase of capital stock does not exceed four per cent. of the existing capital stock of said corporation, and that the directors desire to dispose of said new shares at public auction to the highest bidder in the city of Boston, in the manner provided by law, and as set forth in their said vote.

Wherefore, your petitioner, Boston and Maine Railroad, respectfully petitions your Honorable Board that it will approve and authorize for the said purposes said issue of ten thousand new shares of the common capital stock of this company in addition to the amount of its present authorized capital stock, now authorized or outstanding, as being an issue to an amount reasonably requisite and necessary for said purposes for which the same is authorized; and that your Honorable Board will prescribe the city of Boston as the city in which, in the manner provided by law, said new shares shall be offered for sale by public auction to the highest bidder; and that the Board will

also prescribe the daily newspapers, not less than three in number, in which notice shall be published of the time or times, and the place of such sale, at least five times during the ten days immediately preceding the sale, in the manner provided by law; and that your Honorable Board will also approve and authorize and determine that the amount of said capital stock reasonably necessary and requisite for each of said respective purposes shall be substantially the amount as specified and set forth therefor in said schedule, the proceeds of said issue of stock to be applied for the said purposes, and no other, conformably to law, to the respective amounts, and in the respective proportions, as approved, authorized, determined upon, and specified by your Honorable Board for each of said purposes respectively.

Boston and Maine Railroad,
By LUCIUS TUTTLE, President.

RAILROAD COMMISSIONERS' NOTICE.

STATE OF MAINE.

Board of Railroad Commissioners.

AUGUSTA, November 12, 1902.

On the petition of the Boston and Maine Railroad for authority to increase its capital stock by the issue of ten thousand new shares of common stock for the purpose of funding indebtedness of the company, for payment of money borrowed for lawful purposes, for abolishing grade crossings, for making additions to its equipment, and for making permanent improvements to the road, and for other necessary and lawful purposes; the Board of Railroad Commissioners will give a hearing to the parties in interest at the Railroad Commissioners' office, State House, Augusta, on Tuesday, the twenty-fifth day of November, A. D. 1902, at ten o'clock in the forenoon. And the petitioner is required to give notice of said hearing by publication hereof three days successively in the Daily Eastern Argus and the Portland Evening Express, the first publication to be at least seven days before said day of hearing.

JOSEPH B. PEAKS, *Chairman,*
For Board of Railroad Commissioners.

STATE OF MAINE.

In Board of Railroad Commissioners.

November 25, 1902.

Petition of the Boston and Maine Railroad for approval of an issue of stock.

It appearing, after due notice and hearing and such further investigation as was deemed requisite, that the issue by the Boston and Maine Railroad of capital stock to an amount not exceeding at par value one million dollars (\$1,000,000) has been duly authorized to provide means for paying the expense of abolishing certain grade crossings, and of making certain permanent improvements in its railroad property and certain permanent investments in connection therewith, it is

Ordered, That the approval of the Board of Railroad Commissioners of the State of Maine be hereby given to the issue by the Boston and Maine Railroad of additional shares of capital stock not exceeding ten thousand (10,000) in number, amounting at par value to one million dollars, (\$1,000,000), as an issue of stock reasonably necessary and of the amount required for the purposes for which it has been authorized.

The proceeds of such stock shall be applied only as follows:

1. The proceeds of shares not exceeding five thousand six hundred and sixty-eight (5,668) in number, amounting at par value to five hundred and sixty-six thousand eight hundred dollars (\$566,800), are to be applied to the payment of the necessary cost of abolishing certain grade crossings, as described in the schedule on file with the petition.

2. The proceeds of shares not exceeding one thousand five hundred and sixteen (1,516) in number, amounting at par value to one hundred fifty-one thousand six hundred dollars (\$151,600), are to be applied to the payment of the necessary cost of certain permanent improvements, upon the Worcester, Nashua & Portland Division of said railroad, as described in the above named schedule, including the building of depots.

3. The proceeds of shares of stock not exceeding two thousand eight hundred and sixteen (2,816) in number, amounting at par value to two hundred eighty-one thousand six hundred dollars (\$281,600) are to be applied to the payment of the neces-

sary cost of additional rolling-stock equipment, as described in the above named schedule, the same being for necessary and lawful purposes.

It further appearing that the proposed increase of capital stock does not exceed four per cent. of the existing capital stock of the company and that the directors desire to dispose of the same by public auction in manner provided by law, the Boston Advertiser, the Boston Transcript, and the Boston Herald are prescribed as the daily newspapers in which the notice of such sale shall be published by the petitioner.

Dated at Augusta this 25th day of November, 1902.

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

Railroad Commissioners of Maine.

Petition, and Decision of the Board in relation to the changes of highway in Fort Kent to facilitate a grade crossing on line of Fish River Railroad. November 28, 1902.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Fish River Railroad Company, respectfully represents that in the town of Fort Kent there is a highway leading to Caribou and a road (known as South Perley Brook Settlement road) on the east side of Fish River, and in the vicinity of the mills of Fort Kent Mill Company.

That the location of the railroad of your petitioner crosses each of said ways.

Said Fish River Railroad Company applies to your Honorable Board and asks that, for the purpose of eliminating crossings, your Honorable Board will alter the course of said highways as follows:

(1) Extend said Caribou road at its present width from a point hereinafter called "A" straight across the location of said railroad, crossing said railroad at its station 2729+79 (the course being S. 64° 10' E.) to a point sixty-six feet distant from

and at right angles to the center line of said railroad, (said point hereinafter being called "B") thence run said road S. 6° E., 440 feet, more or less, to a point in the center of the said Caribou road, as at present located, (said point being hereinafter called "C").

(2) Lay out a road four rods wide, thirty-three feet on each side of the center line thereof, said center line being described as follows:

Beginning at point "B," thence in a northerly direction, 255 feet more or less to a point on the dividing line between land of Frank Austin and land of Seeley heirs, said point being fifty feet distant in an easterly direction from, and at right angles to the center line of said railroad; thence N. 56° 45' E., 340 feet to a point in the center of said Perley Brook Settlement road, (said point hereinafter being called "D").

(3) Lay out a road four rods wide, thirty-three feet on each side of the center line, said center line being described as follows: Beginning at a point in the center of the road asked for in paragraph 1; said point being eighty-three feet distant in a westerly direction from and at right angles to the center line of said railroad; thence in a northeasterly direction on a straight line, 690 feet more or less to a point in the center of said Perley Brook Settlement road, said point being hereinafter called "F," and being fifty feet distant in a westerly direction from and at right angles to the center of said railroad.

(4) Discontinue so much of said Caribou road as now located, as lies between point "A" and point "C."

(5) Discontinue so much of Perley Brook Settlement road as now located, as lies between point "D" and point "F," and discontinue the road extending from point "A" diagonally across the location of said railroad into said Perley Brook Settlement road.

All is shown on plan which accompanies this petition.

The land necessary to be taken is owned by Frank Austin of Fort Kent and by the Seeley heirs or by persons unknown.

And your petitioner further requests your Honorable Board for the purpose aforesaid to take such land as may be necessary and to award damages therefor in accordance with all the provisions of section 3 of chapter 282 of the Public Laws of the State of Maine of the year 1889, and to apportion the expense

as your Honorable Board may determine in accordance with the provisions of law, and to take any other action in the premises which may seem to your Honorable Board to be proper.

November 5, 1902.

Fish River Railroad Company,

By APPLETON & CHAPLIN, its Attorneys.

On the foregoing petition hearing was held as ordered on Wednesday, the 19th day of November, A. D. 1902, on the premises named in said petition, at nine o'clock in the forenoon.

To the Honorable Railroad Commissioners of the State of Maine:

In the matter of the petition of the Fish River Railroad Company for changes in the location of highways in the vicinity of the Perley Brook road and Caribou road in Fort Kent, dated November 5, 1902, now comes said Fish River Railroad Company and moves to amend its said petition as follows:

1. Strike out paragraph 1 and insert in place thereof the following:

Lay out a four-rod road thirty-three feet on each side of the center line thereof, said center line being described as follows, viz: Beginning at a point in the center of the Caribou road so called as at present located, said point being thirty-three feet distant in a westerly direction from, and at right angles to the center line of the Fish River Railroad at station 2728+20, and hereinafter called "A"; thence running in an easterly direction at right angles to said center line and crossing said center line at said station 2728+20 ninety-nine feet to a point sixty-six feet distant in an easterly direction from and at right angles to said center line, said point being hereinafter called "B"; thence in a southerly direction 200 feet more or less to a point in the center of said Caribou road as at present located, said point being 100 feet distant in an easterly direction from and at right angles to the center line of said railroad, said point being hereinafter designated as "C."

2. Strike out paragraph 2 and insert in place thereof the following:

Lay out a road four rods wide thirty-three feet on each side of the center line thereof, said center line being described as

follows: Beginning at the point in the center of the road described in paragraph 1 of this motion designated as point "B"; thence running in a northerly direction parallel with and sixty-six feet distant from the center line of said railroad 150 feet; thence in a northerly direction 250 feet more or less to a point on the dividing line between the land of Austin and that of the Seeley heirs, said point being eighty-three feet distant in an easterly direction from and at right angles to the center line of said railroad; thence in a northerly direction parallel with and eighty-three feet distant from said center line 120 feet; thence N. 56° 45' E. 350 feet more or less to a point in the center line of the Perley Brook road, so called, said point being designated as "D."

3. Strike out all of paragraph numbered 3.

4. Amend paragraph 4 so that it shall read as follows: Discontinue so much of said Caribou road as now located as lies between the new point "A" and new point "C" and as is not included in the road asked for in paragraph 1.

5. Amend paragraph 5 so as to read as follows: Discontinue so much of said Perley Brook Settlement road as now located and the road leading diagonally from the Caribou road to the Perley Brook Settlement road as lies between the west line of the right of way of the railroad and the west line of the highway asked for in paragraph 2, so that said petition as amended shall read as follows:

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Fish River Railroad Company, respectfully represents that in the town of Fort Kent there is a highway leading to Caribou and a road (known as South Perley Brook Settlement road) on the east side of Fish River, and in the vicinity of the mills of Fort Kent Mill Company.

That the location of the railroad of your petitioner crosses each of said ways.

Said Fish River Railroad Company applies to your Honorable Board and asks that, for the purpose of eliminating crossings, your Honorable Board will alter the course of said highways as follows:

(1) Lay out a four-rod road thirty-three feet on each side of the center line thereof, said center line being described as

follows, viz: Beginning at a point in the center of the Caribou road so called as at present located, said point being thirty-three feet distant in a westerly direction from, and at right angles to the center line of the Fish River Railroad at station 2728+20, and hereinafter called "A"; thence running in an easterly direction at right angles to said center line and crossing said center line at said station 2728+20 ninety-nine feet to a point sixty-six feet distant in an easterly direction from and at right angles to said center line, said point being hereinafter called "B"; thence in a southerly direction 200 feet more or less to a point in the center of said Caribou road as at present located, said point being 100 feet distant in an easterly direction from and at right angles to the center line of said railroad, said point being hereinafter designated as "C."

(2) Lay out a road four rods wide three-three feet on each side of the center line thereof, said center line being described as follows: Beginning at the point in the center of the road described in paragraph 1 of this motion designated as point "B"; thence running in a northerly direction parallel with and sixty-six feet distant from the center line of said railroad 150 feet; thence in a northerly direction 250 feet more or less to a point on the dividing line between the land of Austin and that of the Seeley heirs, said point being eighty-three feet distant in an easterly direction from and at right angles to the center line of said railroad; thence in a northerly direction parallel with and eighty-three feet distant from said center line 120 feet; thence N. 56° 45' E. 350 feet more or less to a point in the center line of the Perley Brook road, so called, said point being designated as "D."

(3) Discontinue so much of said Caribou road as now located as lies between the new point "A" and new point "C" and as is not included in the road asked for in paragraph 1.

(4) Discontinue so much of said Perley Brook Settlement road as now located, and the road leading diagonally from the Caribou road to the Perley Brook Settlement road as lies between the west line of the right of way of the railroad and the west line of the highway asked for in paragraph 2.

All is shown on plan which accompanies this petition.

• The land necessary to be taken is owned by Frank Austin of Fort Kent and by the Seeley heirs or by persons unknown.

And your petitioner further requests your Honorable Board for the purpose aforesaid to take such land as may be necessary and to award damages therefor in accordance with all the provisions of section 3 of chapter 282 of the Public Laws of the State of Maine of the year 1889, and to apportion the expense as your Honorable Board may determine in accordance with the provisions of law, and to take any other action in the premises which may seem to your Honorable Board to be proper.

Fish River Railroad Company,

By APPLETON & CHAPLIN, its Attorneys.

Amendment allowed November 19, A. D. 1902.

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

Railroad Commissioners of Maine.

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 and Chaplin appeared for the petitioner, and offered the amendment to the petition which is hereto annexed and made a part of the original petition, which said amendment has been allowed and approved.

Mr. Frank Austin appeared for himself personally, as land-owner.

After taking the whole matter into consideration we decline to approve the changes in said highway, except as follows: To facilitate the crossing of the Caribou road we hereby decree and order that the said Caribou road shall be changed as follows, as per the amended petition:

Beginning at a point in the center of the Caribou road so called as at present located, said point being thirty-three feet distant in a westerly direction from, and at right angles to the center line of the Fish River Railroad at station 2728+20, and hereinafter called "A"; thence running in an easterly direction at

right angles to said center line and crossing said center line at said station 2728+20 ninety-nine feet to a point sixty-six feet distant in an easterly direction from and at right angles to said center line at said point being hereinafter called "B"; thence in a southerly direction 200 feet more or less to a point in the center of said Caribou road as at present located, said point being 100 feet distant in an easterly direction from and at right angles to the center line of said railroad, said point being hereinafter designated as "C."

All of the Caribou road between the termini of the change hereinbefore made is hereby discontinued.

Said highway when so changed shall be four rods wide, thirty-three feet on each side of the center line above described, and shall be constructed by and at the expense of the Fish River Railroad Company.

Land may be taken for said change of highway; and we hereby award damages to Mr. Frank Austin for land so taken in the sum of one dollar.

The crossing of said Caribou road shall be hereafter kept in repair within the limits of said Fish River Railroad, by the said Railroad Company. Said highway within the right of way of said Railroad Company to be as wide as the highway now is.

Suitable provision shall be made for surface drainage.

As we decline to eliminate or discontinue any portion of the Perley Brook road, under this petition, we hereby decree and order that the crossing of the Perley Brook road, so called, by said Fish River Railroad, may be made at grade with said highway, when said highway is raised four feet, and that the said crossing within the limits of said railroad shall be hereafter maintained by said Fish River Railroad, and shall be made as wide as the same now is.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 28th day of November, A. D. 1902.

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 Marginal Way in the city of Portland.

STATE OF MAINE.

In Board of Railroad Commissioners.

On the twenty-first day of June, A. D. 1902, a serious accident occurred on the railroad known as the Marginal Way which extends from the Grand Trunk Junction in the city of Portland by way of Preble Street Station on the Worcester, Nashua and Portland Division of the Boston and Maine Railroad to the yard connected with the Union Station in said Portland; said Marginal Way being operated by the said Boston and Maine Railroad.

On the above named day the testimony of all witnesses is to the fact that an employe of said Boston and Maine Railroad, named Bracket, employed as a hostler at said Preble Street Station yard and round house, whose duty it was to take the locomotive as it left its train on arrival and attend to coaling, filling its tank with water, turning such locomotive if required and properly housing the same, took a heavy ten-wheeled type locomotive of said railroad numbered 334 from its freight train on arrival in Portland as it was his duty to do and at about 3.35 o'clock of the afternoon of said 21st day of June, started from said Preble Street Station yard, ran the locomotive over the said Marginal Way from said station to the Union Station yard, through the latter yard over the track of said Boston and Maine Railroad to the round house of said Boston and Maine Railroad located in said Portland near the crossing of said railroad by the Maine Central Railroad main line and Mountain Division. It was necessary to do this because the turn table at the Preble Street round house is not long enough to allow locomotives of this type of engine, No. 334, to be turned.

Said Bracket had run the locomotive 334 over to the round house near the crossing aforementioned, it had been turned and Bracket had run the locomotive backward on its return trip to and through the Union Station yard and had entered upon the aforesaid Marginal Way to complete the return run to Preble Street Station.

A train known as a "Scoot" train numbered 262 and scheduled on the time card of the Worcester, Nashua and Portland Division of the Boston and Maine Railroad, had left Preble Street Station on its time as shown in the time card, to wit: at four o'clock and twenty-five minutes in the afternoon, on its regular run to said Union Station and at about the same minute that said Bracket had run said engine 334 from Union Station yard on to and upon said Marginal Way, said Marginal Way being used as a single track road. Said train No. 262 had been running on the time scheduled as aforesaid for some years. At or near the Grove Street crossing on said Marginal Way, on a curve, the said engine No. 334 collided with said train numbered 262, said train being made up of engine 588, an eight-wheel type of locomotive of comparatively light weight, a baggage and a passenger car. The engineer of engine No. 588, Mr. Joseph Worden, Mr. Geo. Berry, the conductor of train No. 262, Mr. Clarence Davis, a baggage master, were seriously hurt, and the fireman of engine No. 588 and a lineman employed by the Western Union Telegraph Company considerably injured. No one was fatally injured.

Engine No. 588 was partially destroyed. Mr. Bracket had been employed at this place or upon the Worcester, Nashua and Portland Division but a few days, having been brought from another division of the Boston and Maine system. He testified that he had no time card of the Worcester, Nashua and Portland Division, and that he had been instructed as to the manner and conditions, circumstances pertaining to his duties as aforesaid hostler, by another employe who was conversant therewith for a few days prior to the date of the accident.

The Board find upon all the evidence, none of which was contradictory, that the accident aforesaid was caused by the negligence of the aforesaid Bracket, in running engine No. 334 over said Marginal Way from Union Station yard to Preble Street Station upon the schedule time of train 262 to run in the opposite direction.

Dated this fifth day of November, A. D. 1902.

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

Railroad Commissioners of Maine.

APPENDIX.

ABSTRACT

OF THE

Returns of Railroad Companies

AND

STATISTICAL TABLES

FOR THE

Year Ending June 30, 1902.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1902.

HISTORY.

Date of organization. February 13, 1891.

Organized under the general railroad laws of Maine; articles of association dated February 6, 1891; special act of the Legislature, approved March 5, 1891.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

F. W. Cram, Bangor, Me., A. A. Burleigh, Houlton, Me., B. B. Thatcher, C. A. Gibson, H. P. Oliver, Edward Stetson, F. H. Appleton, Bangor, Me.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

F. W. Cram, President and General Manager, A. A. Burleigh, First Vice-President, F. H. Appleton, Secretary, Edward Stetson, Treasurer, F. C. Plaisted, Cashier, Appleton and Chaplin, Attornies or General Counsel, W. I. Tower, Auditor, all Bangor, Me., Moses Burpee, Chief Engineer, Houlton, Me., W. M. Brown, Superintendent, W. K. Hallett, Bangor, Me., J. B. McMann, Division Superintendent, Houlton, Me., W. M. Brown, Superintendent of Telegraph, Bangor, Me. G. M. Houghton, Traffic Manager, Ticket and Passenger Agent, Bangor, Me., G. F. Snow, General Freight Agent, Bangor, Me.

Total number of stockholders, 24.

Last meeting of stockholders for election of directors, October 15, 1901.

General and operating office, Bangor, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each class of roads 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.	33.30	
Branch	Ashland Junction	Ashland, Me.	42.64	
Branch	Caribou, Me.	Van Buren, Me.	33.11	
Branch	Milo Junction	K. I. Works, Me.	19.02	
Branch	Patten Junction	Patten, Me.	5.65	
Aroostook Northern	Caribou, Me.	Limestone	15.91	205.63
Spurs				11.13
Total				570.90

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 00	\$1,050,000 00		
Preferred..	13,280	100	1,328,000 00	64,400 00		
Total	23,780		\$2,378,000 00	\$1,114,400 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.....					10,500	\$1,040,500 00
Preferred.....					644	* 64,400 00
Total.....					11,144	\$1,104,900 00

* Preferred stock now being retired by the issue of consolidated refunding 4% 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.	INTEREST.		
	Date of issue.	When due.					Rate-%.	When payable.	Amount accrued 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	157,000 00	157,000 00	5 Jan. and July..	8,016 67	8,016 67
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
Consolidated refunding	July, 1901..	July, 1951..	20,000,000 00	2,813,000 00	2,813,000 00	2,505,720 00	4 Jan. and July..	70,416 70	70,416 70
Aroostook Northern	Oct. 1897..	Oct. 1947..	225,000 00	225,000 00	225,000 00	225,000 00	5 April and Oct..	11,250 00	11,250 00
Grand total.....	.....	.....	\$26,635,000 00	\$9,448,000 00	\$8,555,000 00	\$8,296,807 19	.....	\$357,683 37	\$357,683 37

BANGOR AND AROOSTOOK RAILROAD.

FUNDED DEBT—CONTINUED.
EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.	Remarks.
Car Trust A bonds.....	October 1, 1896..	10 years.	20	758 flat cars, 425 box cars, 20 stock cars, 15 caboose cars=1,218 cars.	\$20,000, interest 6%, due April and Oct. 1st of each year.
Car Trust B bonds.....	July 1, 1900.....	10 years.	20	6 caboose, 800 flat, 770 box, 50 stock cars=1,626 cars.	\$40,000, interest 5%, due April and Oct. 1st of each year.
Car Trust B notes.....	July 16, 1900. ...	3 years.	6	Above.	\$40,000, interest 6%, due Jan. and July 15th 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	\$400,00 00	\$180,000 00	\$126,000 00	\$37,200	\$12,000 00	\$12,000 00	6
Car Trust B.....	Bonds.	800,000 00	680,000 00	204,254 44	168,500	36,000 00	36,000 00	5
	Notes.	250,000 00	.....	27,000 00	.....	9,156 67	9,156 67	6
	\$95,000	\$1,450,000 00	\$860,000 00	\$357,254 44	\$205,700	\$57,156 67	\$57,156 67	

Car trust notes to the of amount \$210,000 were retired by payment of \$80,000 from earnings, and the balance of \$130,000 were retired by the issue of consolidated refunding 4% bonds.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$9,448,000 00	\$3,555,000 00	\$357,683 37	\$357,683 37
Equipment trust obligations.....	1,450,000 00	860,000 00	57,156 67	57,156 67
Total	\$10,898,000 00	\$9,415,000 00	\$414,840 04	\$414,840 04

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$270,364 78	Audited vouchers and accounts.....	\$184,570 37
Due from agents	20,573 23	Matured interest coupons unpaid (including coupons due July 1).	187,345 25
Due from solvent companies and individuals	80,347 51	Miscellaneous	539 36
Net traffic balances due from other companies.....	47,653 22	Total—current liabilities.	\$372,454 98
Total—cash and current assets	\$418,938 74	Balance—cash assets	46,483 76
		Total	\$418,938 74

Materials and supplies on hand, \$203,730.58.

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	\$1,114,400 00	\$1,114,400 00	.....	370.90	\$3,004 58
Bonds	8,555,000 00	8,555,600 00	.....	370.90	23,055 52
Equipment trust obligations	860,000 00	860,000 00	.....	370.90	2,318 68
Total	\$10,304,400 00	\$10,304,400 00	.....	.....	\$28,388 78

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total construction: Total cost to June 30, 1901, \$8,064,970.24; to June 30, 1902, \$8,711,731.67. Cost per mile, \$23,488.08.

Total equipment June 30, 1901, \$1,908,404.91; to June 30, 1902, \$2,330,579.77. Cost per mile, \$6,283.66.

Total cost of construction and equipment June 30, 1901, \$9,973,375.15; to June 30, 1902, \$11,042,311.44. Cost per mile, \$29,771.74.

Amount charged to equipment for the year, shown as \$682,174.86.—Equipment \$260,000.00—\$422,174.86, which amount of \$260,000.00 has been previously reported as 'Equity car trust,' and now credited to equipment for depreciation.

INCOME ACCOUNT.

Gross earnings from operation.....	\$1,708,936 99	
Less operating expenses.....	1,101,884 25	
Income from operation		\$607,052 74
Deductions from income:		
Interest on funded debt accrued	\$414,840 04	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	13,909 59	
Taxes	5,279 47	
Permanent improvements	118,741 15	
Other deductions	51 00	
Total deductions from income		\$552,821 25
Net income.....		\$54,231 49
Surplus from operations of year ending June 30, 1902.....		\$54,231 49
Surplus on June 30, 1901.....		30,498 17
Additions		9,800 00
Surplus on June 30, 1902..		\$94,529 66

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, accounts of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$417,470 06		
Less repayments—			
Excess fares refunded		\$831 85	
Other repayments.....		1,420 51	
Total deductions		\$2,252 36	
Total passenger revenue			\$415,217 70
Mail			35,421 66
Express			19,866 12
Extra baggage and storage			5,942 12
Total passenger earnings			\$476,447 60
Freight:			
Freight revenue.....	\$1,172,021 72		
Less repayments—			
Total deductions.....		\$23,013 58	
Total freight revenue.....			1,149,008 14
Total passenger and freight earnings.			\$1,625,455 74
Other earnings from operation:			
Car mileage—balance.....	\$48,019 74		
Hire of equipment—balance	38,362 12		
Rents not otherwise provided for	2,699 39		
Total other earnings.....			\$83,481 25
Total gross earnings from operation			\$1,708,936 99

STOCKS OWNED.

Aroostook Northern; total par value \$90,000; valuation \$17,896.48.

BANGOR AND AROOSTOOK RAILROAD.

9

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$224,551 50
Renewals of rails.....	28,052 18
Renewals of ties.....	62,043 50
Repairs and renewals of bridges and culverts.....	13,625 75
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	6,289 07
Repairs and renewals of buildings and fixtures.....	42,334 68
Repairs and renewals of docks and wharves.....	210 52
Stationery and printing.....	1,011 56
Other expenses.....	188 56
Total.....	\$378,307 32
Maintenance of equipment:	
Superintendence.....	\$4,125 61
Repairs and renewals of locomotives.....	34,743 80
Repairs and renewals of passenger cars.....	18,307 89
Repairs and renewals of freight cars.....	52,582 19
Repairs and renewals of work cars.....	3,933 59
Repairs and renewals of shop machinery and tools.....	2,079 02
Stationery and printing.....	435 22
Other expenses.....	3,639 39
Total.....	\$119,846 71
Conducting transportation:	
Superintendence.....	\$13,380 02
Engine and roundhouse men.....	89,719 56
Fuel for locomotives.....	198,202 55
Water supply for locomotives.....	8,553 80
Oil, tallow, and waste for locomotives.....	6,002 46
Other supplies for locomotives.....	698 22
Train service.....	78,517 33
Train supplies and expenses.....	8,403 04
Switchmen, flagmen, and watchmen.....	4,155 96
Telegraph expenses.....	10,938 32
Station service.....	60,519 06
Station supplies.....	11,929 60
Loss and damage.....	4,983 84
Injuries to persons.....	1,123 44
Clearing wrecks.....	2,778 81
Advertising.....	6,840 81
Commissions.....	1,880 00
Rents of buildings and other property.....	3,358 50
Stationery and printing.....	6,162 55
Other expenses.....	15,111 84
Total.....	\$533,199 71
General expenses:	
Salaries of general officers.....	\$26,041 97
Salaries of clerks and attendants.....	18,762 82
General office expenses and supplies.....	2,801 99
Insurance.....	12,456 31
Law expenses.....	3,733 79
Stationery and printing (general offices).....	4,148 83
Other expenses.....	2,644 80
Total.....	\$70,530 51
Recapitulation of expenses:	
Maintenance of way and structures.....	\$378,307 32
Maintenance of equipment.....	119,846 71
Conducting transportation.....	533,199 71
General expenses.....	70,530 51
Grand total.....	\$1,101,884 25

Percentage of expenses to earnings, 64.47.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$8,064,970 24	Cost of road.....		\$8,711,731 67	\$646,761 43	
	1,908,404 01	Cost of equipment		2,330,579 77	422,174 86	
	17,896 48	Stock owned.....		17,896 48		
		Other permanent investments....				
	5,614 90	Lands owned....		41,507 40	35,892 50	
	294,916 30	Cash and current assets.....		418,938 74	124,022 44	
		Other assets:				
	136,615 29	Materials and supplies.....		203,730 58	67,115 29	
	60,179 66	Sundries				\$60,179 66
	\$ 10,488,579 78	Grand total ...		\$ 11,724,384 64	\$1,235,786 86	
		LIABILITIES.				
	\$2,229,884 11	Capital stock.....		\$1,114,400 00		1,184,484 11
	7,600,000 00	Funded debt.....		9,415,000 00	1,815,000 00	
	247,765 25	Current liabilities		372,454 98	124,689 73	
	51,450 25	Accrued interest on funded debt not yet payable.				51,450 25
	260,000 00	Equity car trust..				260,000 00
		Aroostook County bonds.....		728,600 00	728,000 00	
	30,498 17	Profit and loss....		94,529 66	64,031 49	
	\$ 10,488,597 78	Grand total....		\$ 11,724,384 64	\$1,235,786 86	

IMPORTANT CHANGES DURING THE YEAR.

Ballasting main line and sidings, 170,748 yards. Trestles Nos. 92 and 94 at Houlton, and No. 134, 242½ feet, 252 feet and 318 feet and 5 inches in length respectively, were filled. 129,200 tie plates were purchased. Six electric semaphores were installed, two each at Island Falls, Grindstone and Norcross. 8.818 miles of 56 lb. rails on Ashland Branch replaced with 70 lb. rail, and 8 miles of 70 lb. south of Brownville in main line, relaid with new 70 lb. Wharf built at Brownville of logs, filled with rock and gravel, to protect the river bank, and the yard graded out onto it to make space for sidings; also wharf built at Mud Cut on Katahdin Iron Works Branch after the washout of December 1901, to carry and protect the main line.

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..	Aroostook Jct...	Caribou	154.14	\$16,000 00
1st mortgage 5% gold bond..	Fort Fairfield Jct.	Fort Fairfield ..	13.30	16,000 00
1st mortgage 5% gold bond..	Ashland Jct	Ashland	42.64	16,000 00
2d mortgage 5% gold bond ..	Entire line .....	.....	210.00	5,000 00
Consolidated Ref. 4% bonds.	Entire line .....	.....	370.90	7,584 24
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
1st mortgage 5% gold bond (Aroostook Northern)	Caribou	Limestone	15.91	14,142 05

BANGOR AND AROOSTOOK RAILROAD.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	11	3,418	\$34,233 28	\$10 01
Other officers	12	3,847	11,805 44	3 06
General office clerks	39	11,825	22,677 27	1 91
Station agents	65	15,108	35,270 60	2 33
Other station men	92	23,809	34,651 04	1 45
Enginemen	47	14,196	42,588 30	3 00
Firemen	46	14,716	27,032 33	1 84
Conductors	41	12,746	35,026 19	2 75
Other trainmen	92	26,123	44,976 63	1 72
Machinists	13	4,114	9,975 39	2 42
Carpenters	46	11,939	22,586 44	1 89
Other shopmen	94	35,231	60,165 33	1 70
Section foremen	70	21,120	37,159 68	1 75
Other trackmen	371	79,211	111,014 00	1 40
Switchmen, flagmen and watchmen	11	3,319	4,149 13	1 25
Telegraph operators and dispatchers	25	7,154	12,031 79	1 68
All other employees and laborers	108	13,324	21,746 81	1 63
Total (including "general officers")	1,183	301,000	\$569,095 65	\$1 89
Less "general officers"	11	3,418	34,233 28	10 01
Total (excluding "general officers")	1,172	297,582	\$534,862 37	\$1 79
Distribution of above:				
General administration	62	19,090	\$68,715 99	\$3 59
Maintenance of way and structures	549	113,655	169,920 49	1 49
Maintenance of equipment	153	51,284	92,727 16	1 80
Conducting transportation	419	116,971	237,732 01	2 03

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	421,763			
Number of passengers carried one mile	16,738,831			
Number of passengers carried one mile per mile of road	45,130			
Average distance carried, miles	39.68			
Total passenger revenue		415,217	70	44
Average amount received from each passenger			98	48
Average receipts per passenger per mile			02	48
Total passenger earnings		476,447	60	
Passenger earnings per mile of road		1,284	57	
Passenger earnings per train mile			86	72

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....	925,611			
Number of tons carried one mile	84,338,878			
Number of tons carried one mile per mile of road	227,389			
Average distance haul of one ton, miles	91.11			
Total freight revenue		1,149,008	14	
Average amount received for each ton of freight.....			1	24.013
Average receipts per ton per mile.....				01.362
Total freight earnings.....		1,149,008	14	
Freight earnings per mile of road		3,097	88	
Freight earnings per train mile.....		2	06	715
Total traffic:				
Gross earnings from operation.		1,708,986	99	
Gross earnings from operation per mile of road		4,607	54	108
Gross earnings from operation per train mile.....			1	55.399
Operating expenses		1,101,884	25	
Operating expenses per mile of road		2,970	83	917
Operating expenses per train mile			1	00.196
Income from operation		607,052	74	
Income from operation per mile of road.....		1,636	70	191
Car mileage, etc.:				
Mileage of passenger cars	1,824,154			
Average number of passenger cars per train	3.32			
Average number of passengers per train	30.46			
Mileage of loaded freight cars—north or east.....	2,367,098			
Mileage of loaded freight cars—south or west	3,815,030			
Mileage of empty freight cars—north or east	2,481,368			
Mileage of empty freight cars—south or west	842,982			
Average number of freight cars per train	17.10			
Average number of loaded cars per train	11.12			
Average number of empty cars per train.....	5.98			
Average number of tons of freight per train	151.73			
Average number of tons of freight per loaded car mile	13.64			
Average mileage operated during year	370.90			
Train mileage:				
Mileage of revenue passenger trains	543,884			
Mileage of revenue mixed trains	5,474			
Mileage of revenue freight trains	550,367			
Total revenue train mileage.....	1,099,725			
Mileage of nonrevenue trains.....	425,932			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 745,810 tons; received from connecting roads and other carriers, 179,801 tons. Total freight, 925,611 tons.

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	15	15	15	Westinghouse	13	Tower.
Freight	15	39	39	Westinghouse	34	Gould.
Switching	1	3	2	Westinghouse	3	Tower.
Total locomotives in service.	18	57	56	.....	50	
Total locomotives owned.....	15	57	56	.....	50	
Cars owned and leased:						
In passenger service—						
First-class cars	10	34	34	Westinghouse	3	Miller.
Combination cars	3	10	10	Westinghouse	31	Tower.
Baggage, express and postal cars	3	15	15	Westinghouse	2	Miller.
					8	Tower.
					3	Miller.
					13	Tower.
Total	16	59	59	.....	59	
In freight service—						
Box cars.....	150	1438	1252	Westinghouse	990	Smillie.
					427	Gould.
Flat cars	1651	1637	1637	Westinghouse	875	Smillie.
					767	Gould.
Stock cars.....	70	55	55	Westinghouse	20	Gould.
					50	Smillie.
Total	150	3159	2944	.....	3129	
In company's service—						
Officers' and pay cars	1	2	2	Westinghouse	1	Miller.
Derrick cars	2	1	1	Westinghouse.	1	Tower.
Caboose cars	25	10	10	Westinghouse	15	Gould.
Other road cars.....	9	56	.....	.....	10	Smillie.
Total	10	85	13	.....	27	
Total cars in service	176	3303	3016	Westinghouse	3215	
Total cars owned.....	176	3303	.....	.....	3215	

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	216.76	.....	370.90	.....	.....	370.90
Miles of yard track and sidings	32.50	35.05	.....	67.55	.....	.....	67.55
Total mileage operated	186.64	251.81	.....	437.45	.....	.....	437.45

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.
Maine	154.14	216.76	370.90	.....	.....	370.90

RENEWALS OF RAILS AND TIES.

New rails laid during year: Steel, 1,850 tons; weight per yard, 70 pounds; average price per ton at distributing point, \$28.00. New ties laid during year: Cedar 128,762; average price at distributing point, 24.1 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger: Bituminous, 16,739.37 tons; miles run, 543,884; average pounds consumed per mile, 61.55.

Freight: Bituminous, 17,353.61 tons; miles run, 550,367; average pounds consumed per mile, 63.06.

Switching: Bituminous, 9,419.74 tons; miles run, 301,069; average pounds consumed per mile, 62.57.

Construction: Bituminous, 2,474.96 tons; miles run, 81,996; average pounds consumed per mile, 60.37.

Miscellaneous: Bituminous, 159,877 tons; miles run, 48,341; average pounds consumed per mile, 66.15.

Total tons: Bituminous, 47,568.45; total miles run, 1,525,657; average pounds consumed per mile, 62.38; average cost at distributing point, \$4.18 per ton.

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES AND CARS.

Trainmen—Injured coupling and uncoupling, 5; falling from trains, locomotives or cars, 2; jumping on or off trains, locomotives or cars, 4; other causes, 3; total trainmen injured, 14. Trackmen—Killed, struck by trains, locomotives or cars, 1; injured, falling from trains, locomotives or cars, 1; other causes, 6; total trackmen, killed, 1; injured, 7. Other employees—Killed, other causes, 1; injured, other causes, 2. Grand total, killed, struck by trains, locomotives or cars, 1; other causes, 1; injured, coupling or uncoupling, 5; falling from trains, locomotives or cars, 3; jumping on or off trains, locomotives or cars, 4; other causes, 11=2 killed and 23 injured.

Passengers—Injured 2, other causes. Trespassers—Killed at highway crossing, 1; injured, at highway crossing, 1; other points, 1. Total, passengers, 2 injured; trespassers, 1 killed, 2 injured=1 killed, 4 injured.

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

Other employees—Injured, handling tools, machinery, 2; handling supplies, 2; total, injured, 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 ...	9	102.6		6.0		22.0		Bridges	2	15.6
Iron ...	81	7966.10		13.0		185.3				
Wooden.	6	294.6		10.0		129.0				
Total .	96	8363.10						Overhead Railway Crossings:		
Trestles...	27	2361.6		14.0		194.0		Bridges	1	21.0

Gauge of track, 4 feet, 8½ inches—370.90 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owner and operating company, Northern Telegraph Co.; miles of line, 354.2; miles of wire, 898.8.

Report of the Boston and Maine Railroad Company for the Year Ending June 30, 1902.

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.

1902. Chap. 168. An act to repeal an act to provide better access for boats to Manchester harbor under the track of the B. & M. R. R.

1902. Chap. 212. An act relative to the taxation of Central Massachusetts Railroad Company.

1902. Chap. 508. An act relative to the union passenger station and the abolition of certain grade crossings in the city of Worcester.

For all acts prior to 1901 and 1902, passed in the states of Massachusetts, New Hampshire and Maine, see Railroad Commissioners' Report for 1900.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass., Samuel C. Lawrence, Medford, Mass., Richard Olney, Boston, Mass., A. W. Sulloway, Franklin, N. H., Joseph H. White, Brookline, Mass., Walter Hunewell, Wellesley, Mass., Henry R. Reed, Boston, Mass., Lewis Cass Ledyard, New York, N. Y., Henry M. Whitney, Brookline, Mass., Henry F. Dimock, New York, N. Y., William Whiting, Holyoke, Mass., Charles M. Pratt, New York, N. Y., Alexander Cochrane, Boston, Mass. Term expires Oct. 8, 1902.

Stockholders at date of last election, 7,241.

Last meeting of stockholders for election of directors, October 9, 1901.

Address of general office, Boston, Mass.

Address of operating office, Boston, Mass.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

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 General Auditor, Wm. J. Hobbs, Boston, Mass., Assistant General Auditor, S. H. McIntosh, 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 (Western Div.) Boston, Mass., Division Superintendent, W. T. Perkins (Eastern Div.), Boston, Mass., Division Superintendent, J. W. Sanborn (Northern Div.), Sanbornville, N. H., Division Superintendent, C. E. Lee (W. N. & P. Div.), Nashua, N. H., Assistant Division Superintendent, H. W. Davis (W. N. & P. Div.), Nashua, N. H., Division Superintendent, W. G. Bean (Southern Div.), Boston, Mass., Assistant Division Superintendent, H. C. Robinson (Southern Division), Boston, Mass., Division Superintendent, W. R. Mooney (Con. Div.), Concord, N. H., Assistant Division Superintendent, Chas. A. Messer (Con. Div.), Concord, N. H., Division Superintendent, H. E. Folsom (Conn. and Pass. Div.), Lyndonville, Vt., Assistant Division Superintendent, W. H. Ford (Conn. and Pass. Div.) Lyndonville, Vt., Assistant Division Superintendent, Wm. F. Ray (Conn. and Pass. Div.) Springfield, Mass., Division Superintendent, Geo. E. Cummings (White Mountain Div.), Woodsville, N. H., Division Superintendent, F. O. Melcher (Fitchburg Div.), Boston, Mass., Assistant Division Superintendent, E. A. Smith (Fitchburg Div.), Boston, Mass., Assistant Division Superintendent, M. P. Snyder (Fitchburg Div.), Mechanicsville, N. Y., Superintendent of Telegraph, S. A. D. Forristall, Boston, Mass., Freight Traffic Manager, M. T. Donovan, Boston, Mass., Expt. Freight Manager, A. S. Crane, Boston, Mass., General Passenger and Ticket Agent, D. J. Flanders, Boston, Mass., Assistant General Passenger and Ticket Agent, Geo. E. Starlevant, 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
Somerworth Branch.....	Rollingsford, N.H.	Somerworth, 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
Salisbury Branch.....	Salisbury, Mass..	Amesbury, Mass....	3.79
Portsmouth & Dover Branch...	Portsmouth, N. H.	Dover, N. H.....	10.88
Wolboro Branch.....	Sanbornville, N.H.	Wolboro, N. H....	12.03
Union Branch.....	Green St., M.C.R.R.	Portland, Me.....	1.12
Newburyport City Branch.....	East'n R. R. tracks	Naw'br'p'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.	.....	.....	18.34
Total owned.....	.....	.....	619.08
Leased			
Worcester, Nashua & Rochester.	Worcester, Mass..	Rochester, N. H....	94.48
Boston & 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
Stoncham Branch.....	Montvale Jc., Mas	Stoncham, 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 time for each road named.
	From—	To—	
Suncook Valley	Suncook, N. H. . .	Pittsfield, N. H. . .	17.41
Suncook Valley Extension	Pittsfield, N. H. . .	Gen. Barnstead . . .	4.46
Pemigewassett 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.	Concord, N. H. . . .	Hillsboro Bridge. . .	} 70.90
	Concord, N. H. . . .	Claremont Jc.	
Connecticut & Pass. Rivers R. R. . . .	White River 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.	Eastham'p'n, Mass. . .	3.50
Danvers Railroad	Wakef'd Jc., Mass. . .	Danvers, Mass.	9.26
Newburyport Railroad.	Bradford, Mass. . . .	Newbury'p't, 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.	Kennebunk'p't, Me . . .	4.50
Stony Brook Branch	N. Chelms'f'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. . . . .	. . . . .	.66
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
	Schylver Jc., 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. . . .	2.50
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.			619.08
Grand total			2,265.50

* Total length .37 miles of which .25 miles is owned and .12 miles leased.

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Steamer Mt. Washington...	Passenger and freight on Lake Winnipiseogee...	Owned.....	New Hampshire.
Steamer Lady of the Lake..	Passenger and freight on Lake Memphremagog.	Leased	Vermont.
Portsmouth Bridge	Toll bridge.....	Owned.....	New Hampshire and Maine.
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. ...	236,531 ²⁵³ / ₁₀₀₀	\$100	23,653,125 30	\$23,633,800 00	*7%	\$1,575,371 00
B. & M., scrip.....				993 81		
P. S. & P. R. R., com.				3,200 00		
P. & D. R. R., common				76 89		
B. & M. R. R., pref'd..	31,498	100	3,149,800 00	3,149,800 00	†6%	188,988 00
Total	268,029 ²⁵³ / ₁₀₀₀	\$100	26,802,925 30	\$26,787,870 70		\$1,764,359 00

*October 1, 1901, 1 $\frac{3}{4}$ % on 225,050 shares \$393,837 50
 January 1, 1902, 1 $\frac{3}{4}$ % on 225,052 shares..... 393,841 00
 April 1, 1902, 1 $\frac{3}{4}$ % on 225,054 shares 393,844 50
 July 1, 1902, 1 $\frac{3}{4}$ % on 225,056 shares 393,848 00

\$1,575,371 00

No dividends paid on 11,282 shares owned by B. & M. R. R.

†September 2, 1901, 3% on 31,498 shares..... \$94,494 00
 March 1, 1902, 3% on 31,498 shares..... 94,494 00

\$188,988 00

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 multiple thereof.

Issued for cash, common, 2,709 shares, cash realized, \$532,318.50; total issued and outstanding, 133,731. Total cash realized, \$14,573,613.87.

Issued in exchange for stock of roads purchased, Portsmouth and Dover Railroad, 1 share. Issued for exchange of B. & M. Railroad scrip, 10 shares=11 shares.

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.
Bonds	Jan. 1, 1894	Jan. 1, 1944	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$5,700,000 00	4 1/2	Jan. and July 1	\$270,000 00	\$269,707 50
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	100,650 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	163,620 00	163,635 00
Bonds	Nov. 1, 1901	Nov. 1, 1921	1,000,000 00	1,000,000 00	1,000,000 00	1,029,200 00	3 1/2	April and Nov. 1	23,333 34	17,397 56
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. 2	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	6,596,000 21	10,392,645 77	6	Mar. and Sept. 1	396,725 00	399,465 00
Eastern Railroad certificates of indebtedness £ sterling.	Sept. 1, 1876	Sept. 1, 1906	3,070,274 85	3,070,274 85	1,514,941 45	3,070,274 85	6	Mar. and Sept. 1	90,906 21	90,925 68
P. G. F. & C. bonds	June, 1877	June, 1937	1,000,000 00	998,000 00	998,000 00	968,000 00	4 1/2	June and Dec. 1	44,910 00	44,583 75
P. G. F. & C. bonds	Dec., 1872	Dec. 1, 1892	.....	.....	2,000 00	.....	4 1/2	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	4,480 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	100,600 00
Total .....	.....	.....	\$35,031,120 62	\$34,947,420 62	\$29,597,441 66	\$34,782,078 17	.....	.....	\$1,330,884 55	\$1,327,524 43
Mortgage bonds .....	.....	.....	\$16,462,920 62	\$16,460,920 62	\$11,110,941 66	\$16,460,920 62	.....	.....	632,631 21	634,974 43
Miscellaneous obligations....	.....	.....	18,568,200 00	18,486,500 00	18,486,500 00	18,321,157 55	.....	.....	698,253 34	692,550 00
Grand total .....	.....	.....	\$35,031,120 62	\$34,947,420 62	\$29,597,441 66	\$34,782,078 17	.....	.....	\$1,330,884 55	\$1,327,524 43

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$16,460,920 62	\$11,110,941 66	\$632,631 21	\$634,974 43
Miscellaneous obligations.....	18,486,500 00	18,486,500 00	698,253 34	692,550 00
Total.....	\$34,947,420 62	\$29,597,441 66	\$1,330,884 55	\$1,327,524 43

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$2,083,524 62	Loans and bills payable.....	\$600,000 00
Bills receivable.....	926,945 81	Audited vouchers and acct's.	1,417,632 48
Due from agents	1,540,536 47	Wages and salaries	525,663 41
Due from solvent companies and individuals	3,041,629 28	Net traffic balances due to other companies	582,560 61
		Dividends not called for.....	10,140 25
		Matured interest coupons unpaid (including coupons due July 1).....	247,206 20
		Rents due July 1	1,185,426 71
		Concord and Montreal Railroad improvement fund....	130,716 33
		Dividend on common stock due July 1, 1902	393,848 00
		Total—current liabilities.	\$5,093,193 99
Total—cash and current assets	\$7,592,636 18	Balance—cash assets	2,499,442 19
		Total	\$7,592,636 18

Materials and supplies on hand, \$2,694,770.05.

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	\$26,787,870 70	\$26,787,870 70		619.08	\$43,270 00
Bonds	29,597,441 66	29,597,441 66		619.08	47,809 00
Total	\$56,385,312 36	56,385,312 36		619.08	\$91,079 00

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	\$26,787,870 70	\$29,597,441 66	\$56,385,312 36	619.08	\$91,079
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	26.98	18,566
Lowell and Andover Railroad	625,000 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	56,900
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	6,631,000 00	13,828,600 00	290.62	47,583
Whitefield and Jefferson Railroad	789,300 00	.....	789,300 00	33.69	23,428
Nashua, Acton and Boston Railroad	500,000 00	500,000 00	1,000,000 00	20.12	49,702
Penigewasset 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	21,664,000 00	46,024,000 00	394.14	116,771
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	\$87,304,970 70	\$75,540,441 66	\$162,845,412 36	2,256.21	\$72,177

* 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, 1901.	Total cost to June 30, 1902.	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		\$461 04	\$1,563,607 79	\$1,564,068 83	\$2,526 45
Right of way and station grounds.....		42,835 98	7,913,012 25	7,955,848 23	12,851 08
Real estate.....					
Grading, bridge and culvert masonry.....		7,118 60	7,944,137 35	7,951,255 95	12,843 67
Bridges, trestles and culverts.....		7,480 69	3,697,349 22	3,704,829 81	5,984 42
Ties.....					
Rails.....					
Track fastenings.....		27,957 33	7,208,858 64	7,236,815 97	11,689 63
Frogs and switches.....					
Ballast.....					
Station buildings and fixtures.....					
Shops, roundhouses and turntables.....		19,888 86	3,689,684 27	3,709,523 13	5,991 99
Shop machinery & tools.....			1,040,329 62	1,040,329 62	1,680 42
Eliminating grade crossings.....		142,513 47	809,335 37	952,348 84	1,538 33
Boston pass. terminus.....			2,234,134 97	2,234,134 97	3,608 80
Portsmouth Electric Ry.....		18,052 54	392,407 59	410,450 13	663 02
Interest and discount.....			82,028 44	82,028 44	132 50
Central Mass. paid purchase.....		86,878 96	5,240,460 53	5,327,339 49	8,605 25
Total construction		\$353,137 47	41,815,486 04	42,168,983 51	\$68,115 56
Equipment:					
Locomotives.....			\$1,620,840 06	\$1,620,840 06	\$2,618 14
Passenger cars.....					
Sleeping, parlor and dining cars.....					
Baggage, express and postal cars.....			1,713,928 51	1,713,928 51	2,768 51
Combination cars.....					
Freight cars.....			1,793,890 03	1,793,890 03	2,897 66
Other cars of all classes.....			23,566 31	23,566 31	38 12
Electric street railway equipment.....		9,285 81	50,837 17	60,122 98	97 12
Total equipment		\$9,285 81	\$5,203,062 08	\$5,212,347 89	\$8,419 50
Total construction		353,137 47	41,815,846 04	42,168,983 51	68,115 56
Grand total cost construction, equipment, etc		\$362,423 28	47,018,908 12	47,381,331 40	\$76,535 07

INCOME ACCOUNT.

Gross earnings from operation	\$31,840,694 00	
Less operating expenses	22,437,983 39	
Income from operation		\$9,402,710 61
Dividends on stocks owned	\$200,939 40	
Interest on bonds owned	618 00	
Miscellaneous income—less expenses	388,343 75	
Income from other sources		589,901 15
Total income		\$9,992,611 76
Deductions from income:		
Interest on funded debt accrued	\$1,330,884 55	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	12,320 14	
Interest on real estate mortgages	23,792 00	
Rents paid for lease of road	5,058,089 78	
Taxes	1,629,513 96	
Other deductions, sinking fund payments:		
Account Boston and Maine Railroad bonds	51,285 00	
Account Eastern Railroad bonds	100,000 00	
Total deductions from income		8,205,885 43
Net income		\$1,786,726 33
Dividends, 7 per cent, common stock	\$1,575,371 00	
Dividends, 6 per cent, preferred stock	188,388 00	
Total		1,764,359 00
Surplus from operations of year ending June 30, 1902		\$22,367 33
Surplus on June 30, 1901		1,565,165 45
		\$1,587,532 78
Deductions for year, amount carried to contingent fund		22,367 33
Surplus on June 30, 1902		\$1,565,165 45

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Dedu- ctions, accounts of repay- ments, etc.	Actual earnings
Passenger revenue	\$11,678,508 53		
Less repayments—tickets redeemed		\$21,611 26	
Excess fares refunded		99,313 81	
Total deductions		\$120,925 07	
Total passenger revenue			\$11,557,783 46
Mail, \$449,981.93; express, \$887,034.30 extra baggage, \$114,690.61; storage, \$31,212 04			1,482,918 88
Total passenger earnings			\$13,040,502 34
Freight revenue	\$18,305,130 51		
Less repayments—overcharge to shippers		\$186,494 20	
Total freight revenue			\$18,124,636 31
Stock yards, \$3,550.36; elevators, \$162,718.42; miscellaneous, \$312,815.47			479,084 65
Total freight earnings			\$18,603,720 96
Total passenger and freight earnings			\$31,644,223 30
Other earnings from operation: Switching charges—balance, \$128,367.62; telegraph companies, \$5,940.29; rents from tracks, yards and terminals, \$41,072.45; Steamer Mt. Washington, \$18,350.54; Lady of the Lake, \$2,739.80			196,470 70
Total gross earnings from operation			\$31,840,694

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	1,293,559 95	11,282
York Harbor & Beach Railroad	253,550	1	250,050 00	250,050 00	5,071
Portland & Ogdensburg Railroad	395,240	2	7,904 80	146,238 80	3,952.4
St. Johnsbury & Lake Champlain R. R.	40,450	1	4,303 56	4,303 56	809
Newburyport Railroad	137,000	1	4,110 00	4,110 00	1,370
Danvers Railroad	47,100	1	2,345 00	2,345 00	471
St. John Bridge & R'y Extension Co.	12,000	10	1,200 00	684 00	240
Concord & Claremont, N. H., Railroad	3,200	1	640 00	640 00	32
Montreal & Atlantic Railway Company	37,300	1	3,000 00	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	\$10,024,740		\$200,939 40	\$9,675,481 06	
OTHER STOCKS.					
Portland Union Railway Station Co.	\$25,000			\$25,000 00	250
Portland, Mt. Desert & Machias Steamboat Company	15,000			15,000 00	200
Portsmouth Bridge Company	40,000			4,000 00	400
Wells River Bridge Company	100			90 00	1
Total	\$80,100			\$44,090 00	
Grand total	\$10,104,840		\$200,139 40	\$9,719,571 06	

BONDS OWNED.

Newburyport Railroad	\$300,000 00			\$298,464 95
Danvers Railroad	125,000 00			125,000 00
St. Johnsbury & Lake Champlain R. R.	432,000 00			432,000 00
Total	\$857,000 00			\$855,464 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	\$862,450 00		\$618 00	\$861,083 45

	Shares.	Owned by	Rate.	Amount.
*Suncook Valley Railroad	630 ³ / ₈	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 and Passumpsic River Railroad	3	582 00
Vermont Valley Railroad	9,734	Connecticut River Railroad	6	29,202 00
				\$40,874 60

† 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.				\$15,506 73
Terminals:				
	Sterling Junction	N. Y., N. H. & H. R. R.	\$371 76	
	Lowell	N. Y., N. H. & H. R. R.	3,600 00	
	Woodsville	Mon. & Wells Riv. Rd.	240 00	
	Wells River	Mon. & Wells Riv. Rd.	360 00	
	Northampton	N. Y., N. H. & H. R. R.	800 00	
	Fitchburg	N. Y., N. H. & H. R. R.	3,190 08	
	Shelburn Falls	N. Y., N. H. & H. R. R.	2,500 00	
	White River Jct.	Central Vermont R'y	58 34	
	St. Johnsbury	St. J. & L. C. Rds. Co.	1,200 00	
	Newport, Vt.	Canadian Pacific R'y	400 00	
	Sherbrooke	Quebec Central R'y.	300 00	
	Baldwinville	Boston & Albany R'd	821 23	
	Athol	Boston & Albany R'd	1,400 00	
	North Adams	Boston & Albany R'd	700 00	
	Petersburg Jct.	Rutland Railroad	360 00	
	Eagle Bridge	Delaware & Hud. R'd	400 00	
	Johnsonville	Green. & Jon'ville R'y	300 00	
	Troy	Murray Line	160 00	
	Rotterdam Jct.	N. Y. C. & H. R. R. Co.	8,464 31	
Total				25,565 72
Grand total rents rec'd.				\$41,072 45

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents of tenements, lands, etc.	\$380,239 17	\$48,676 43	\$331,562 74
Bridge tolls	10,503 05	1,430 00	9,073 05
Interest received	32,915 40		32,915 40
Sundry items	14,792 56		14,792 56
Total	\$438,450 18	\$50,106 43	\$388,343 75

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$2,294,519 57
Renewals of rails	35,829 99
Renewals of ties	629,220 45
Repairs and renewals of bridges and culverts	276,850 86
Repairs and renewals of fences, road crossings, signs and cattle guards	149,624 82
Repairs and renewals of buildings and fixtures	551,689 11
Repairs and renewals of docks and wharves	13,066 56
Repairs and renewals of telegraph	16,588 23
Stationery and printing	5,711 78
Other expenses	12,836 26
Repairs electric line	1,422 03
Total	\$3,987,959 66

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Maintenance of equipment:	
Superintendence.....	\$115,606 22
Repairs and renewals of locomotives.....	1,194,381 02
Repairs and renewals of passenger cars.....	781,815 19
Repairs and renewals of freight cars.....	1,036,970 71
Repairs and renewals of work cars.....	29,100 98
Repairs and renewals of marine equipment.....	2,939 84
Repairs and renewals of shop machinery and tools.....	80,415 94
Stationery and printing.....	6,955 01
Other expenses.....	148,299 57
Total	\$3,346,484 48
Conducting transportation:	
Superintendence.....	\$294,103 70
Engine and roundhouse men.....	2,125,486 15
Fuel for locomotives.....	3,573,935 83
Water supply for locomotives.....	145,787 74
Oil, tallow and waste for locomotives.....	61,206 68
Other supplies for locomotives.....	22,083 09
Train service.....	1,659,346 49
Train supplies and expenses.....	359,036 62
Switchmen, flagmen and watchmen.....	1,708,974 12
Telegraph expenses.....	292,581 25
Station service.....	2,284,587 49
Station supplies.....	275,354 71
Car mileage—balance.....	639,509 70
Hire of equipment—balance.....	* 15,221 32
Loss and damage.....	144,910 82
Injuries to persons.....	273,073 15
Clearing wrecks.....	38,214 96
Operating marine equipment.....	16,150 16
Advertising.....	63,878 90
Outside agencies.....	91,843 69
Stock yards and elevators.....	60,841 04
Rents for tracks, yards and terminals.....	27,935 20
Rents of buildings and other property.....	26,610 22
Stationery and printing.....	160,875 71
Other expenses.....	22,605 83
Electric motive power.....	15,238 37
Total	\$14,368,949 20
General expenses:	
Salaries of general officers.....	\$123,256 64
Salaries of clerks and attendants.....	221,442 44
General office expenses and supplies.....	30,758 29
Insurance.....	171,208 93
Law expenses.....	146,833 23
Stationery and printing (general offices).....	18,188 21
Other expenses.....	23,502 31
Total	\$735,190 05
Recapitulation of expenses:	
Maintenance of way and structure.....	\$3,987,359 66
Maintenance of equipment.....	3,346,484 48
Conducting transportation.....	14,368,949 20
General expenses.....	735,190 05
Grand total.....	\$22,437,983 39

Percentage of expenses to earnings—entire line, 70.47.

* Credit.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Fitchburg Railroad.....		\$865,412 50	\$931,155 00	\$1,796,567 50
Boston and Lowell Railroad.....			767,027 00	767,027 00
Concord and Montreal Railroad.		503,734 00	271,152 28	774,886 28
Connecticut River Railroad		263,000 00	103,750 00	366,750 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
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	\$1,632,146 50	\$3,414,983 28	\$5,058,089 78

* 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 Con- cord Junction.....	N. Y., N. H. & H. R'd...	3,082 20	
	Between Troy and Albany, N. Y.....	Delaware & Hud. Co...	3,702 18	
	Winchendon, Mass...	Ware River Railroad...	700 00	
	Worcester, Mass...	N. Y., N. H. & H. R'd...	4,000 00	
	Troy, N. Y.....	Delaware & Hud. Co...	2,635 38	
Total				\$15,869 76
Terminals	Albany, N. Y.....	N. Y. Cen. & Hud. R'd.	1,300 00	
	Albany, N. Y.....	Delaware & Hud. Co...	1,200 00	
	Springfield, Mass...	Boston & Albany R'd.	7,200 00	
	Worcester, Mass. ...	Boston & Albany R'd.	3,445 44	
Total				12,065 44
Grand total rents				\$27,935 20

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$			\$		
	41,815,846 04	Cost of road.....		42,168,983 51	\$353,137 47	
	5,203,062 08	Cost of equipment.....		5,212,347 89	9,285 81	
	9,718,071 06	Stock owned.....		9,719,571 06	1,500 00	
	961,083 45	Bonds owned.....		861,083 45		\$100,000 00
		Other permanent investments:				
369,260 24		Steamer Mt. Washington.....	\$69,260 24			
52,261 43	121,521 67	Rickford, Vt., elevator.....	52,261 43	121,521 67		
	1,321,825 50	Lands owned.....		1,306,776 39		15,049 11
	7,293,414 68	Cash and current assets.....		7,592,636 18	299,221 50	
2,669,746 16		Other assets:				
		Materials and supplies.....	2,694,770 05			
		Sinking fund:				
8,213 61		Eastern R. R.....	6,441 74			
1,045,306 42		B. & M. R. R.....	1,139,427 61			
354,817 10		Sundries.....	856,248 05			
	4,078,083 29			4,696,887 45	618,804 16	
	\$ 70,512,907 77	Grand total.....		71,679,807 60	1,166,899 83	
		LIABILITIES.				
	26,516,870 70	Capital stock.....		26,787,870 70	\$270,900 00	
	1,829,800 40	Premium on B. & M. R. R. common stock sold.....				
	28,794,914 96	Funded debt.....		9,091,218 90	261,418 50	
	5,451,651 72	Current liabilities.....		29,597,441 66	802,520 70	
	594,800 00	Real estate mortgages.....		5,093,193 99		\$358,457 73
	295,494 97	Accrued interest on funded debt not yet payable.....				
	436,965 63	Accrued rentals not yet due.....		298,337 17	2,842 20	
	552,059 33	Taxes.....		437,826 88	861 25	
	2,100,537 41	Sundry lease ac'ts.....		579,448 25	27,388 92	
	941,784 71	Suspense account.....		2,095,939 44		4,598 00
	1,132,782 46	Sinking funds.....		901,914 52		39,850 19
1,045,306 42		For redemption of B. & M. Railroad bonds.....	1,139,427 61			
87,476 04		For redemption of Eastern R. R. bonds.....	174,855 70			
	150,000 00	Injury fund.....		150,000 00		
	150,000 00	Contingent fund.....		172,367 33	22,367 33	
	1,565,165 45	Profit and loss.....		1,565,165 45		
	\$ 70,512,907 77	Grand total.....		\$ 71,679,807 60	1,166,899 83	

IMPORTANT CHANGES DURING THE YEAR.

Portsmouth Electric Railway extended 1.87 miles and put in operation during the year.

Asbury Grove Branch, 1.06 miles, abandoned and track taken up.

2,709 shares common stock sold in July, 1901, account purchased of Central Massachusetts Railroad included in 17,352 shares issued as per last year's report.

\$1,000,000.00 bonds, dated Nov. 1, 1901, due Nov. 1, 1921, bearing interest at 3% per annum issued on account of expenditures made for improvements on leased roads, to be settled for at the termination of the leases.

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	\$73,256
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 Railroad, Portland, Mt. Desert and Machias Steamboat Company, also Wolfboro, Portsmouth, Great Falls and Conway and Portland and Rochester Railroad stocks which have since been exchanged for Boston and Maine stock.

† Equipment Mortgaged.—Equipment formerly owned by Central Massachusetts Railroad, viz.: 10 locomotives, 20 passenger cars, 300 freight cars.

† Income Mortgaged.—All.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	30	9,390	\$193,966 66	\$20 66
Other officers	56	17,685	110,142 63	6 25
General office clerks	875	272,683	591,101 86	2 17
Station agents	736	242,835	442,198 91	1 82
Other station men	3,510	1,112,975	1,955,650 43	1 76
Enginemen	1,129	353,775	1,197,164 87	3 33
Firemen	1,129	359,212	695,900 42	1 94
Conductors	999	333,401	945,722 44	2 84
Other trainmen	2,576	825,306	1,620,629 78	1 96
Machinists	624	193,886	468,933 25	2 42
Carpenters	1,016	298,274	610,883 25	2 05
Other shopmen	1,213	368,559	727,462 17	1 97
Section foremen	702	229,126	472,426 04	2 06
Other trackmen	3,765	1,139,242	1,660,200 76	1 46
Switchmen, flagmen and watchmen	1,675	574,424	863,609 21	1 50
Telegraph operators and dispatchers	361	116,651	197,496 91	1 69
Employees—account floating equipment	33	3,810	4,468 47	1 17
All other employees and laborers	2,457	751,240	1,208,667 69	1 61
Total (including "general officers")	22,886	7,201,794	13,966,525 75	\$1 94
Less "general officers"	29	9,390	193,966 66	20 66
Total (excluding "general officers")	22,857	7,192,404	13,772,559 09	\$1 91
Distribution of above:				
General administration	704	219,223	\$698,567 57	\$3 19
Maintenance of way and structures	5,601	1,691,280	2,785,720 51	1 65
Maintenance of equipment	2,999	906,408	1,801,420 36	1 99
Conducting transportation	13,552	4,384,883	8,680,817 31	1 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.....	37,830,047			
Number of passengers carried one mile.....	655,300,386			
Number of passengers carried one mile per mile of road.....	289,252			
Average distance carried, miles.....	17.32			
Total passenger revenue.....		11,557,583	46	
Average amount received from each passenger.....			30	551
Average receipts per passenger per mile.....			01	76¢
Total passenger earnings.....		13,040,502	34	
Passenger earnings per mile of road.....		5,756	13	
Passenger earnings per train mile.....			1	19 583
Freight traffic:				
Number of tons carried of freight earning revenue....	18,183,321			
Number of tons carried one mile.....	1,620,362,196			
Number of tons carried one mile per mile of road.....	715,234			
Average distance haul of one ton, miles.....	89.11			
Total freight revenue.....		18,124,636	31	
Average amount received for each ton of freight.....			99	677
Average receipts per ton per mile.....			01	119
Total freight earnings.....		18,603,720	96	
Freight earnings per mile of road.....		8,211	75	
Freight earnings per train mile.....			2	31 247
Total traffic:				
Gross earnings from operation.....		31,840,694	00	
Gross earnings from operation per mile of road.....		14,054	60	
Gross earnings from operation per train mile.....			1	69 704
Operating expenses.....		22,437,983	39	
Operating expenses per mile of road.....		9,904	21	
Operating expenses per train mile.....			1	19 589
Income from operation.....		9,402,710	61	
Income from operation per mile of road.....		4,150	39	
Car mileage, etc.:				
Mileage of passenger cars.....	46,396,919			
Average number of passenger cars per train mile.....	4.25			
Average number of passengers per train mile.....	60.			
Mileage of loaded freight cars—north or east.....		136,955,778		
Mileage of loaded freight cars—south or west.....				
Mileage of empty freight cars—north or east.....		39,480,303		
Mileage of empty freight cars—south or west.....				
Average number of freight cars per train mile.....	21.93			
Average number of loaded cars per train mile.....	17.02			
Average number of empty cars per train mile.....	4.91			
Average number of tons of freight per train mile.....	201.41			
Average number of tons of freight per loaded car mile.....	11.00			
Average mileage operated during year.....	2,265.50			
Train mileage:				
Mileage of revenue passenger trains.....	10,717,579			
Mileage of locomotives employed in "helping" passenger trains, 3,785.				
Mileage of revenue mixed trains.....	187,359			
Mileage of revenue freight trains.....	7,857,575			
Mileage of locomotives employed in "helping" mixed and freight trains, 370,519.				
Total revenue train mileage.....	18,762,534			
Mileage of nonrevenue trains.....	8,985,881			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, whole tons—6,210,832; freight received from connecting roads and other carriers, whole tons—11,972,489; total freight tonnage, whole tons—18,183,321.

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	*9	350	378	Westinghouse..	56 Trojan. 43 Tower. 21 Gould.	
Freight	*20	357	356	Westinghouse..	192 Tower. 77 Trojan. 5 Gould.	
Switching	30	219	180	Westinghouse..	120 Tower. 38 Trojan.	
Total locomotives in service.	1	956	915	.....	552	
Total locomotives owned		956	915	.....	552	
Cars owned and leased:						
In passenger service—						
First-class cars	*1	934	934	Westinghouse..	141 Gould. 47 National. 27 Janney. 711 Miller.	
Second-class cars		8	8	Westinghouse..	4 National. 4 Miller. 49 Gould.	
Combination cars	4	239	239	Westinghouse..	45 National. 145 Miller. 2 National.	
Parlor cars		9	9	Westinghouse..	5 Janney. 2 Miller. 60 Gould. 23 Trojan.	
Baggage, express and postal cars	59	288	288	Westinghouse..	40 National. 8 Janney. 147 Miller. 16 Gould.	
Other cars in passenger service	*49	57	57	Westinghouse..	20 National. 21 Miller.	
Electric baggage cars	*1					
Electric passenger cars	4	22	11	Cuistensen.		
Total	16	1,557	1,546	.....	1,527	
In freight service—						
Box cars	*237	7,322	5,750	Westinghouse..	7,322	
Flat cars	*159	3,287	2,302	Westinghouse..	3,287	
Stock cars	*31	142	123	Westinghouse..	142	
Coal cars	183	5,818	9,937	Westinghouse..	4,189	
Refrigerator cars	2	132	132	Westinghouse..	** 132	
Other cars in freight service		228	166	Westinghouse..	166	Gould.
Total	*211	16,329	11,460	.....	15,238	
In company's service—						
Officers' and pay cars		7	7	Westinghouse..	7 National. 1 Miller.	
Air brake instruction cars		2	2	Westinghouse..	1 Gould. 4 Trojan.	
Derrick cars	5	59	34	Westinghouse..	49 Gould. 4 Diamond. 2 Trojan.	
Caboose cars	5	354	160	Westinghouse..	346 Gould. 2 National. 272 Gould. 4 Miller.	
Other road cars (inc. 1 electric)		297	175	Westinghouse..	13 Trojan. 1 Janney. 1 National.	
Snow plows (inc. 1 electric)	4	94	63	Westinghouse..	1 Trojan. 15 Gould.	
Total	14	813	441	.....	723	
Total cars owned and in service		19,299	13,447	.....	17,488	

* Decrease. † 6,883 Gould, 436 Trojan, 1 Burns, 1 National, 1 Little Giant. ‡ 3,044 Gould, 1 Standard, 237 Trojan, 3 Burns, 1 National, 1 Janney. § 2 Trojan, 140 Gould. || 313 Trojan, 3,876 Gould; ** 4 Trojan, 128 Gould.

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	169.48	1,637.13	9.29	2,265.50	1.87	3.19	2,253.02
Miles of second track....	138.59	29.21	336.09	9.07	512.96	.....	.....	503.89
Miles of third track.....	2.26	.....	6.05	.....	8.31	.....	.....	8.31
Miles of fourth track.....	.....	.....	2.02	.....	2.02	.....	.....	2.02
Miles of yard track and sidings	263.03	70.44	862.42	.....	1,195.89	.....	199.03	996.86
Total mileage operated..	853.48	269.13	2,843.71	18.36	3,984.68	1.87	202.22	3,764.10

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Massachusetts.....	176.78	89.77	521.82	4.21	792.58	.....	.41	797.96
New Hampshire.....	124.28	75.32	831.70	.....	1,031.30	1.87	.....	1,031.30
Maine	148.54	4.39	4.50	.....	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	169.48	1,637.13	9.29	2,265.50	1.87	3.19	2,263.02

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	89.77	266.55	.....	.41	266.14
New Hampshire.....	124.28	75.32	199.60	1.87	.....	199.60
Maine	148.54	4.39	152.93	.....	2.78	150.15
Total mileage owned..	449.60	169.48	619.08	1.87	3.19	615.89

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	67.99	.36	.90	69.25	15.85	53.40
Total mileage operated (all tracks).....	236.35	4.75	5.40	246.50	18.63	227.87

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

NEW TIES LAID DURING YEAR, IN MAINE.

Cedar, 48,780, cost 38 cents each; chestnut, 24,017, cost 46 cents; oak, 5,105, cost 37 cents; hemlock, 3,268, cost 26 cents; pine, 2, cost, 50 cents; switch (60 ft.) 4,541, cost 98 cents each. Average cost, 85,713 ties, 43 cents each.

NEW RAILS LAID DURING YEAR.

Steel, new, 616 tons; weight, 75 to 85 lbs; cost, \$28.40 per ton. Steel, second hand, 148,954 tons; weight, 67 to 75 lbs.; cost, \$19.97 per ton. Total tons, 764,954; average cost, \$26.76 per ton.

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Passenger Locomotives: Coal, bituminous, 259,661 tons; coke, 111,294 tons; total, 370,955 tons. Miles run, 11,182,420; average pounds consumed per mile, 66.35.

Freight Locomotives: Coal, bituminous, 407,076 tons; miles run, 8,660,765; average pounds consumed per mile, 94.01.

Switching Locomotives: Anthracite, 477 tons; bituminous, 161,752 tons; coke, 44,667 tons; total tons, 296,896. Miles run, 7,094,172; average pounds consumed per mile, 58.33 pounds.

Construction Locomotives: Bituminous, 29,037 tons; miles run, 811,118; average pounds consumed per mile, 71.60.

Total: anthracite, 477 tons; bituminous, 857,526 tons; coke, 155,961; total tons consumed, 1,033,964. Total miles run, 27,748,415; average pounds consumed, 73.08.

Cost at distributing point: Anthracite, \$4.94; bituminous, \$3.61; coke, \$3.41 per ton.

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS—STATE OF MAINE.

One trackman killed, being struck by a train. One passenger killed by falling from a train. Total, 2 killed.

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.				
Bridges:					Overhead Highway Crossings:		
Stone . . .	16	429.7	10.0	68.0	Bridges	25	14.8
Iron . . .	49	3,654.4	10.7	593.3	Conduits	1	15.
Wooden . .	9	463.10	13.0	124.0	Trestles	19	14.8
Total . . .	74	4,547.9			Total	45	
Trestles . .	10	5,307.	22.11	1,402.4			

Road owned—gauge of track, 4 feet, 8½ inches—619.08 miles.
Road leased—gauge of track, 4 feet, 8½ inches—1,646.42 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owner and operating company, Western Union Telegraph Company, 145.63 miles of line, 1,069.97 miles of wire.

Report of the Bridgton and Saco River Railroad Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report. Bridgton and Saco River Railroad Company.

Date of organization. July, 1881.

Organized under the general laws of the State of Maine.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

Wm. F. Perry, Bridgton, Me., Jos. A. Bennett, Bridgton, Me., Samuel S. Fuller, Bridgton, Me., Horace A. Hall, Bridgton, Me., Almon Young, Hiram, Me. Term expires November, 1902.

Stockholders at date of last election, \$1.

Last meeting of stockholders for election of directors, November 20, 1901.

General and operating office, Bridgton, Me.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, William F. Perry, Bridgton, Me., Secretary, General Manager, General Freight Agent and General Passenger Agent, Joseph A. Bennett, Bridgton, Me., Treasurer, Perley P. Burnham, Bridgton, Me., Attorney or General Counsel, Augustus H. Walker, Bridgton, Me.

PROPERTY OPERATED.

Bridgton and Saco River Railroad, from Harrison to Bridgton Junction, 21.25 miles.

CAPITAL STOCK.

Common: Number of shares, 2,200; par value of shares, \$50; total par value authorized, \$110,000; total amount issued and outstanding, \$102,250; dividends declared during year: rate 4%; amount, \$4,090.

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. 1 & Sept. 1	\$666	\$666
2d mort..	1884.	1904.	30,000	26,500	1,100	26,500	6	Mar. 1 & Sept. 1	66	66
Consol..	1898.	1928.	135,000	122,500	122,500	122,500	4	June 1 & Dec. 1	4,900	4,900
2dConsol	1901.	1928.	35,000	17,000	17,000	17,000	4	June 1 & Dec. 1	340	340
Total..	.....	.....	\$280,000	\$246,000	\$151,700	\$246,000			\$5,972	\$5,972

RECAPITULATION OF FUNDED DEBT.

Amount issued, \$246,000; amount outstanding, \$151,000; interest accrued and paid during year, \$5,972.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$4,119 02	Loans and bills payable.....	\$2,000 00
Other cash assets	1,177 36	Audited vouchers and accounts.....	592 32
		Wages and salaries	1,522 50
		Net traffic balances due to other companies.....	788 16
		Total—current liabilities.....	\$4,902 98
Total—cash and current assets	\$5,296 38	Balance—cash assets	393 40
		Total	\$5,296 38

Materials and supplies on hand, \$1,618.09.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Milos.	Amount.
Capital stock	\$102,250 00	.....	.....	21.25	\$4,811 76
Bonds	151,700 00	.....	.....	.....	7,138 82
Total	\$253,950 00	.....	.....	.....	\$11,950 58

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total construction: Total cost to June 30, 1901, \$217,074.50; to June 30, 1902, \$217,074.50; cost per mile, \$10,215.50.

Total equipment: Total cost to June 30, 1901, \$40,052.82; to June 30, 1902, \$14,901.08; cost per mile, \$2,113.

Total cost of construction and equipment: June 30, 1901, \$257,127.32; to June 30, 1902, \$261,975.58; cost per mile, \$12,328.50.

INCOME ACCOUNT.

Gross earnings from operation.....	\$40,441 45	
Less operating expenses.....	28,966 00	
Income from operation		\$11,475 45
Miscellaneous income—less expenses		339 89
Total income		\$11,815 34
Deductions from income:		
Interest on funded debt accrued	\$5,972 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	408 96	
Taxes	423 11	
Total deductions from income		6,804 07
Net income.....		\$5,011 27
Dividends, 4 per cent, common stock		4,090 00
Surplus from operations of year ending June 30, 1902.....		\$921 27
Surplus on June 30, 1901.....		8,393 72
		\$9,314 99
Deductions for year		*450 00
Surplus on June 30, 1902..		\$8,864 99

* Commission for sale and exchange of bonds.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, accounts of repayments, etc.	Actual earnings.
Total passenger revenue			\$13,970 74
Mail	\$1,366 76		
Express	3,939 23		
Extra baggage and storage	241 42		
			5,547 41
Total passenger earnings			\$13,518 15
Total freight revenue.....			20,923 30
Total passenger and freight earnings			\$40,441 45
Total gross earnings from operation....			\$40,441 45

MISCELLANEOUS INCOME.

Interest on bank deposit, \$85.80; Bridgton Telegraph Company, \$180.00; rent of errick, \$9.00; old material sold, \$65.09; total, \$339.89.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of road way.....	\$5,335 38
Renewals of rails.....	680 12
Renewals of ties.....	750 74
Repairs and renewals of bridges and culverts.....	680 49
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	25 00
Repairs and renewals of buildings and fixtures.....	345 29
Repairs and renewals of telephone.....	264 84
Total.....	\$7,981 86
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$2,047 29
Repairs and renewals of passenger cars.....	589 41
Repairs and renewals of freight cars.....	1,148 47
Repairs and renewals of shop machinery and tools.....	149 75
Total.....	\$3,934 92
Conducting transportation:	
Engine and roundhouse men.....	\$2,164 77
Fuel for locomotives.....	2,233 68
Water supply for locomotives.....	482 79
Oil, tallow, and waste for locomotives.....	244 73
Other supplies for locomotives.....	16 99
Train service.....	2,194 82
Train supplies and expenses.....	158 13
Switchmen, flagmen, and watchmen.....	959 30
Telegraph expenses.....	9 82
Station service.....	6,018 82
Station supplies.....	413 60
Loss and damage.....	29 16
Advertising.....	485 18
Stationery and printing.....	219 22
Total.....	\$15,631 01
General expenses:	
Salaries of general officers.....	\$1,057 50
General office expenses and supplies.....	197 01
Insurance.....	123 70
Law expenses.....	40 00
Total.....	\$1,418 21
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,981 86
Maintenance of equipment.....	3,934 92
Conducting transportation.....	15,631 01
General expenses.....	1,418 21
Grand total.....	\$28,966 00

Percentage of expenses to earnings, 71.62.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$217,074 50	Cost of road.....		\$217,074 50		
	40,052 82	Cost of equipment.....		44,901 08	\$4,848 26	
	5,857 94	Cash and current assets.....		5,296 38	.....	\$561 56
	1,332 46	Other assets: Materials and supplies.....		1,618 09	285 63	
	\$264,317 72	Grand total ..		\$268,890 05	\$4,572 33	
		LIABILITIES.				
	\$102,250 00	Capital stock		\$102,250 00		
	134,700 00	Funded debt.....		151,700 00	\$17,000 00	
	17,755 20	Current liabilities.....		4,902 98	.....	\$12,852 22
	804 12	Accrued interest on funded debt not yet payable.....		857 40	.....	46 72
	314 68	Permanent improvement account.....		314 68		
	8,393 72	Profit and loss....		8,864 99	471 27	
	\$264,317 72	Grand total ...		\$268,890 05	\$4,572 33	

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 6% mort. bonds...	Bridgton	Bridgton Junct..	16.)	\$7,138 23
Consol. 4% mort. bonds.....	Harrison.....	Bridgton Junct..	21.25)	
2d 4% mort. 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 to pay the outstanding 6% bonds.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	630	\$1,048 60	\$1 66
Station agents	5	1,879	2,334 75	1 24
Other station men.....	2	2,439	3,684 07	1 51
Firemen.....	2	575	1,302 27	2 24
Firemen.....	2	575	862 50	1 50
Conductors.....	2	482	720 32	1 49
Other trainmen.....	3	983	1,474 50	1 56

EMPLOYEES AND SALARIES—CONCLUDED.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
Machinists	1	294	\$944 63	\$3 21
Other shopmen	2	544	893 91	1 64
Section foremen	4	1,270	1,963 33	1 54
Other trackmen	8	2,404	3,049 39	1 26
Watchmen	2	730	959 30	1 31
All other employees and laborers		120	233 00	1 94
Total (including "general officers")	41	12,925	\$19,470 57	\$1 50
Less "general officers"	2	630	1,048 60	1 66
Total (excluding "general officers")	39	12,295	\$18,421 97	\$1 49
Distribution of above:				
General administration	2	630		
Maintenance of way and structures	12	3,674		
Maintenance of equipment	3	958		
Conducting transportation	24	7,663		

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	22,546			
Number of passengers carried one mile	303,087			
Number of passengers carried one mile per mile of road	14,263			
Average distance carried, miles	13.44			
Total passenger revenue		13,970	74	
Average amount received from each passenger				61.965
Average receipts per passenger per mile				04.609
Total passenger earnings		19,518	15	
Passenger earnings per mile of road		918	50	
Freight traffic:				
Number of tons carried of freight earning revenue	20,975			
Number of tons carried one mile	317,472			
Number of tons carried one mile per mile of road	14,940			
Average distance haul of one ton, miles	15.14			
Total freight revenue		20,923	30	
Average amount received for each ton of freight				99.753
Average receipts per ton per mile				06.905
Total freight earnings		20,923	30	
Freight earnings per mile of road		984	62 6	

TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE, AND RATES	
		Dollars.	Mills. Cents.
Total traffic:			
Gross earnings from operation		40,441	45
Gross earnings from operation per mile of road		1,903	12 7
Gross earnings from operation per train mile.....			98 599
Operating expenses		28,966	00
Operating expenses per mile of road		1,363	10 588
Operating expenses per train mile			70 621
Income from operation		11,815	34
Income from operation per mile of road.....			556 01
Train mileage:			
Mileage of revenue mixed trains	36,224		
Mileage of revenue freight trains	4,792		
Total revenue train mileage..	41,016		
Mileage of nonrevenue trains.....	1,500		

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:						
Passenger	1	4	4	Eames.		
Total locomotives in service.....		4	4	Eames.		
Cars—owned and leased:						
In passenger service—						
First-class cars		2	2	Eames	2	
Baggage, express and postal cars		2	2	Eames	1	
Total.....		4	4		3	
In freight service—						
Box cars		18				
Flat cars		22				
Tank cars		1				
Total		41				
Total cars in service		45				
Total cars owned		45	4	Eames.		

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK.)

Maine: Line represented by capital stock—main line, 21.25; branches and spurs, 1.50. Total mileage owned, 22.75. Rails—steel, 22.75.

RENEWALS OF RAILS AND TIES.

New rails laid during year: Steel, 15,277 tons; weight per yard, 35 pounds; average price per ton at distributing point, \$35.80.

New ties laid during year: Cedar, 825; price at distributing point, 19 cents; Oak, 3,712; price at distributing point, 16 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Mixed trains: Bituminous coal, 570 tons; average cost at distributing point, \$4.10 per ton.

BRIDGES, TRESTLES, ETC.

Bridges: Iron, 3; aggregate length, 97 feet; minimum length, 17 feet; maximum length, 50 feet; Wooden, 10; aggregate length, 244 feet; minimum length, 7 feet, 7 inches; maximum length, 61 feet. Total number, 13; total aggregate length, 341 feet.

Trestles, 3; aggregate length, 712 feet, 5 inches; minimum length, 112 feet, 5 inches; maximum length, 350 feet.

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, 16; miles of wire, 32; owner, Bridgton Telegraph Co.; operating company, Western Union.

**Report of the Canadian Pacific Railway Company for the
Year Ending June 30, 1902.**

[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.

Organized under laws of the State of Maine.

Operated by the Canadian Pacific Railway Company.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

Rt. Hon. Lord Strathcona and Mount Royal, Montreal; Sir Wm. C. Van Horne, K. C. M. G., Montreal; Sir Thomas G. Shaughnessy, Montreal; Mr. Richard B. Angus, Montreal; Mr. E. B. Osler, Toronto; Sir Sanford Fleming, K. C. M. G., Ottawa; Mr. Geo. R. Harris, Boston, Mass.; Mr. Wilmot D. Matthews, Toronto; Mr. Thomas Skinner, London, England; Gen'l Samuel Thomas, New York; Mr. John W. Mackay, New York; Mr. C. R. Hosmer, Montreal. Term expires October, 1902.

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.

Address of general and operating office, Canadian Pacific Railway Co., Montreal, P. Q.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

Chairman of Board, Sir Wm. C. Van Horne, K. C. M. G., Montreal; President, Sir Thos. G. Shaughnessy, Montreal; Second Vice President and General Manager, D. W. Nicoll, Montreal; Third Vice President, I. G. Ogden, Montreal; Secretary and Assistant to President, Chas. Drinkwater, Montreal; Treasurer, W. Sutherland Taylor, Montreal; Assistant to President, Wm. Whyte, Winnipeg; Chief Solicitor, A. R. Creelman, Montreal; Fourth Vice President, G. M. Bosworth, Montreal; General Auditor, H. L. Penny, Montreal; Chief Engineer, E. H. McHenry, Montreal; General Superintendent, Atlantic Division, James Osborne, St. John, N. B.; Manager of Transportation, Thomas Tait, Montreal; Manager of Telegraphs, James Kent, Montreal; Passenger Traffic Manager, Robert Kerr, Montreal; General Passenger Agent, C. E. E. Ussher, Montreal; General Baggage Agent, R. H. Morris, Montreal; Superintendent of Sleeping, Parlor and Dining Cars, J. A. Sheffield, Montreal; Superintendent of Car Service, Geo. S. Cantlie, Montreal; Land Commissioner, Fred T. Griffin, Winnipeg.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each class of roads named.	Miles of line for each road named.
	From—	To—		
International Railway of Maine.	Boundary	Mattawamkeag...	144.5	176.7
Houlton Branch R. R. of Maine ..	Boundary	Houlton	3.0	
Aroostook River R. R. of Maine ..	Boundary	Presque Isle	29.2	
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 Railway of Maine, Atlantic and Northwestern Railway 5% guarantee 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.

Issued for cash: common, total number of shares issued and outstanding, 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.
International Railway of Me., Atlantic and North Western Railway 1st mortgage lien on this road	1887	1987	\$2,890,000	\$2,890,000	\$2,890,000	5	Jan. and July ..	\$144,500 * 115,500 \$29,000	\$29,000
Aroostook River Railroad of Maine—New Brunswick R'y first mortgage bonds proportion			600,000	600,000	600,000	5	Feb. and Aug ..	30,000	30,000
Houlton Branch Railroad first mortgage bonds			24,000	24,000	24,000	6	Jan. and July ..	1,440	1,440
Grand total			\$3,514,000	\$3,514,000	\$3,514,000			\$60,440	\$60,440

* Less \$115,500, proportion of subsidy paid by Dominion Government.

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

International Railway of Maine, Series "N," issued September 5, 1897, for term of 10 years; number of payments, 20; equipment covered, 500 box cars.

STATEMENT OF AMOUNT.

Series "N," cash paid on delivery of equipment, \$43,000; deferred payments,—principal:—original amount, \$180,000; amount outstanding, \$112,463.87; deferred payments,—interest:—original amount, \$64,781.20; amount outstanding, \$22,165.79; accrued, and paid during year, \$7,814.12.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds, amount issued and outstanding, \$3,514,000.00; interest accrued and paid during year, \$60,440.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital Stock: Amount outstanding, \$2,273,000; apportionment to railroads, \$2,273,000; miles, 176.7; amount per mile of line, \$12,863.61.

Bonds: Amount outstanding, \$3,514,000; apportionment to railroads, \$3,514,000; miles, 176.7; amount per mile of line, \$19,886.81.

Total: Amount outstanding, \$5,787,000; apportionment to railroads, \$5,787,000; miles, 176.7; amount per mile of line, \$32,750.42.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

International Railway of Maine: Capital stock, \$1,445,000; funded debt, \$2,890,000; total, \$4,335,000; miles, 144.50; amount per mile of line, \$30,000.

Houlton Branch Railroad of Maine: Capital stock, \$28,000; funded debt, \$24,000; total, \$52,000; miles, 3; amount per mile of line, \$17,333.33.

Aroostook River Railroad of Maine: Capital stock, \$800,000; funded debt, \$600,000; total, \$1,400,000; miles, 29.2; amount per mile of line, \$47,945.

Grand Total: Capital stock, \$2,273,000; funded debt, \$3,514,000; total, \$5,787,000.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$6,532,058.82; cost to June 30, 1902, \$6,559,787.84; cost per mile, \$37,123.87.

Equipment: Cost to June 30, 1901, \$428,872.13; cost to June 30, 1902, \$445,536.13; cost per mile, \$2,521.43.

Total Cost Construction and Equipment, etc.: June 30, 1901, \$6,960,930.95; June 30, 1902, \$7,005,323.97; cost per mile, \$39,645.30.

INCOME ACCOUNT.

Gross earnings from operation	\$636,178 64	
Less operating expenses	615,847 51	
Income from operation.....		\$20,331 13
Deductions from income:		
Interest on funded debt accrued	\$60,440 00	
Rents paid for lease of road	1,680 00	
Taxes	1,893 47	
Other deductions—interest on rolling stock leases.	7,814 12	
Total deductions from income.....		71,827 59
Deficit		\$51,496 46
Deficit from operations of year ending June 30, 1902 (paid by Canadian Pacific Railway)....		\$51,496 46

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions account of repayments, etc.	Actual earnings
Passenger:			
Total passenger revenue			\$10,048,684 56
Mail			947,407 47
Express			641,262 50
Other items			530,764 89
Total passenger earnings			\$12,168,119 42
Freight:			
Total freight revenue.....			\$24,756,431 01
Total passenger and freight earnings.....			\$36,924,550 43
Total gross earnings from operation—entire line			\$36,924,550 43
Total gross earnings from operation—Maine			\$636,178 64

OPERATING EXPENSES—STATE OF MAINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$87,488 18
Renewals of rails	4,874 28
Renewals of ties	14,211 66
Repairs and renewals of bridges and culverts.....	16,337 84
Repairs and renewals of fences, road crossings, signs and cattle guards	1,392 24
Repairs and renewals of buildings and fixtures.....	8,359 74
Repairs and renewals of telegraph	2,143 86
Total	\$134,754 80
Maintenance of equipment:	
Repairs and renewals of locomotives	\$34,329 69
Repairs and renewals of passenger cars	24,009 67
Repairs and renewals of freight cars	31,378 08
Repairs and renewals of shop machinery and tools.....	1,630 93
Other expenses.....	1,080 34
Total	\$92,428 71
Conducting transportation:	
Superintendence	\$3,638 89
Engine and roundhouse men	46,068 21
Fuel for locomotives	100,070 93
Water supply for locomotives	9,886 54
Oil, tallow and waste for locomotives	2,236 06
Train service.....	53,046 97
Train supplies and expenses	13,483 21
Telegraph expenses	9,855 24
Station service	22,384 58
Station supplies.....	4,510 73
Car mileage—balance.....	13,825 03
Hire of equipment—balance	756 50
Loss and damage	1,434 95
Injuries to persons.....	1,985 39
Clearing wrecks.....	2,646 08
Advertising	9,274 30
Outside agencies.....	7,169 07
Rents for tracks, yards and terminals	23,800 00
Rents of buildings and other property	916 98
Other expenses	3,261 43
Total	\$330,851 09

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
General expenses:	
Salaries of general officers.....	\$18,631 74
Salaries of clerks and attendants.....	20,994 50
General office expenses and supplies.....	10,922 17
Insurance.....	1,163 50
Stationery and printing (general offices).....	2,914 48
Other expenses.....	3,186 52
Total.....	\$57,812 91
Operating expenses—State of Maine:	
Maintenance of way and structures.....	\$134,754 80
Maintenance of equipment.....	92,428 71
Conducting transportation.....	330,851 09
General expenses.....	57,812 91
Total.....	\$615,847 51

Percentage of expenses to earnings—Maine, 96.80.

RENTS PAID FOR LEASE OF ROAD.

Houlton Branch Railroad of Maine: Dividends on stocks guaranteed, \$1,680.

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 to Vanceboro	Maine Central R. R. . .	\$23,800 00	\$23,800 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$6,532,058 82	Cost of road.....		\$6,559,787 84	\$27,729 02	
	428,872 13	Cost of equipment.....		445,536 13	16,664 00	
	129,127 87	Rolling st'k leases.....		112,463 87		\$16,664 00
	\$7,090,058 82	Grand total		\$7,117,787 84	\$27,729 02	
		LIABILITIES.				
	\$2,273,000 00	Capital stock		\$2,273,000 00		
	3,514,000 00	Funded debt.....		3,514,000 00		
	129,127 87	Equipment trust obligations.....		112,463 87		\$16,664 00
	1,173,930 95	Amount included by Canadian Pacific Railway in cost of road, etc.....		1,218,323 97	\$44,393 02	
	\$7,090,058 82	Grand total....		\$7,117,787 84	\$27,729 02	

SECURITY FOR FUNDED DEBT.

International Railway of Maine: Atlantic and North Western Railway first mortgage lien on this road, from boundary to Mattawamkeag, 144.5 miles; amount of mortgage per mile of line, \$20,000.

Aroostook River Railroad of Maine: New Brunswick Railway first mortgage (proportion), from boundary to Presque Isle, 29.2 miles; amount of mortgage per mile of line, \$20,548.

Houlton Branch Railroad of Maine, from boundary to Houlton, 3 miles; amount of mortgage per mile of line, \$8,000.

All equipment, income and securities mortgaged.

EMPLOYEES AND SALARIES—STATE OF MAINE.

Class.	Number.	Total number of 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.....	14	5,020	9,820 54	1 96
Other station men.....	10	3,386	3,823 50	1 13
Enginemen	23	8,194	28,269 31	3 45
Firemen	23	8,445	16,550 63	1 96
Conductors	20	7,318	20,856 00	2 85
Other trainmen	44	15,523	28,096 68	1 81
Machinists	1	279	560 88	2 01
Carpenters	2	503	1,065 40	2 00
Other shopmen.....	41	9,353	14,804 02	1 58
Section foremen.....	38	8,103	14,341 45	1 77
Other trackmen.....	110	22,704	29,742 41	1 31
Telegraph operators and dispatchers.....	10	3,060	6,461 19	2 11
All other employees and laborers	45	11,241	20,436 45	1 82
Total (including "general officers")—Maine..	411	112,519	\$226,768 46	\$2 02
Less "general officers".....	10	3,130	17,000 00	5 43
Total (excluding "general officers")—Maine..	401	109,389	\$209,768 46	\$1 92
Distribution of above:				
General administration.....	33	10,358	\$33,816 12	\$3 27
Maintenance of way and structures	184	39,522	61,077 95	1 55
Maintenance of equipment.....	44	10,135	16,370 30	1 62
Conducting transportation	150	52,504	115,504 09	2 20

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.....	106,094			
Number of passengers carried one mile.....	7,325,539			
Number of passengers carried one mile per mile of road.....	31,464			
Average distance carried, miles.....	69.05			
Total passenger revenue.....		123,407	11	
Average amount received from each passenger.....			1	16 319
Average receipts per passenger per mile.....				01 685
Total passenger earnings.....		170,670	27	
Passenger earnings per mile of road.....			733	12
Passenger earnings per train mile.....				70 234
Freight traffic:				
Number of tons carried of freight earning revenue....	553,569			
Number of tons carried one mile.....	91,157,631			
Number of tons carried one mile per mile of road.....	391,570			
Average distance haul of one ton, miles.....	164.67			
Total freight revenue.....		461,971	90	
Average amount received for each ton of freight.....			83	453
Average receipts per ton per mile.....				507
Total freight earnings.....		461,971	90	
Freight earnings per mile of road.....			1,984	42
Freight earnings per train mile.....				97 416
Total traffic:				
Gross earnings from operation.....		636,178	84	
Gross earnings from operation per mile of road.....			2,732	73
Gross earnings from operation per train mile.....			1	01 922
Operating expenses.....		615,847	51	
Operating expenses per mile of road.....			2,645	40
Operating expenses per train mile.....				98 665
Income from operation.....		20,331	13	
Income from operation per mile of road.....			87	35
Car mileage, etc.:				
Mileage of passenger cars.....	1,145,935			
Average number of passenger cars per train mile.....	4.80			
Average number of passengers per train mile.....	30.68			
Mileage of loaded freight cars—north or west.....	2,293,162			
Mileage of loaded freight cars—south or east.....	4,624,007			
Mileage of empty freight cars—north or west.....	2,361,343			
Mileage of empty freight cars—south or east.....	303,902			
Average number of freight cars per train mile.....	20.21			
Average number of loaded cars per train mile.....	14.59			
Average number of empty cars per train mile.....	5.62			
Average number of tons of freight per train mile.....	192.22			
Average number of tons of freight per loaded car mile.....	13.18			
Average mileage operated during year.....	232.80			
Train mileage:				
Mileage of revenue passenger trains.....	149,957			
Mileage of locomotives employed in "helping" passen- ger trains, 1,301.				
Mileage of revenue mixed trains.....	88,773			
Mileage of revenue freight trains.....	385,451			
Mileage of locomotives employed in "helping" mixed and freight trains, 16,222.				
Total revenue train mileage.....	624,181			
Mileage of nonrevenue trains.....	11,950			

FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.

Freight originating on this road, 14,396 tons; received from connecting roads and other carriers, 539,173 tons; total, 553,569 tons.

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	10	Westinghouse..	10	Trojan.
Total locomotives owned and in service	10	10	10	Westinghouse..	10	Trojan.
Cars owned and leased: In freight service— Box cars.....	1,000	1,000	1,000	Westinghouse..	1,000	Trojan.
In company's service— Other road cars.....	6	6	6	.....	6	Trojan.
Total cars in service	1,006	1,006	1,000	.....	1,006	.....
Less cars leased	*10	279	279	Westinghouse..	279	Trojan.
Total cars owned.....	727	727	721	.....	727	.....

* Decrease.

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 contract, etc.	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.	2,561.1	1,277.5	743.9	2,772.2	141.1	92	7,587.8	26.4	.....	7,495.8
Miles of second track	.....	.....	.....	34.8	.....	.....	34.8	.....	.....	34.8
Miles of steamer routes	7,110.0	.....	.....	.....	.....	.....	7,110.0	.....	.....	.....
Miles of yard track and sidings	772.8	.....	.....	245.0	.....	.....	1,017.8	.....	23.7	994.1
Total mileage operated (all tracks)....	10,443.9	1,277.5	743.9	3,052.0	141.1	92	15,750.4	26.4	23.7	8,524.7

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Dominion of Canada.	2,561.1	1,277.5	743.9	2,595.5	141.1	36	7,355.1	26.4	.....	7,319.1
State of Maine.....	.....	.....	.....	176.7	.....	56	232.7	.....	.....	176.7
Steamer routes.....	7,110.0	.....	.....	.....	.....	.....	7,110.0	.....	.....	.....
Total mileage operated (single track).	9,671.1	1,277.5	743.9	2,772.2	141.1	92	14,697.8	26.4	.....	7,495.8

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.
Dominion of Canada	2,561.1	1,277.5	3,838.6	26.4	.....	3,838.6
Steamer routes	7,110.0	.....	7,110.0	.....	.....	.....
Total mileage owned (single track).....	9,671.1	1,277.5	10,948.6	26.4	.....	3,838.6

MILEAGE OF ROAD OPERATED (ALL TRACKS)—STATE OF MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under franchise rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	176.7	.....	56.1	232.8	.....	176.7
Miles of yard track and sidings	17.3	.....	.....	17.3	.....	.....
Total mileage operated (all tracks).....	194.0	.....	56.1	250.1	.....	.....

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.
State of Maine	176.7	.....	176.7	.....	.....	176.7

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

New rails laid during the year: Steel, 20 tons; weight per yard, 56 pounds; average price at distributing point, \$25 per ton.

New ties laid during year: Hemlock, 24,940, average price at distributing point, 20 cents; cedar, 19,344, average price at distributing point, 26 cents. Total number, 44,284; average price at distributing point, 22½ 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	4,685	.....	16	4,693	153,843	61.01
Freight	18,590	.....	64	18,622	440,412	84.57
Switching	630	.....	.....	630	21,711	58.04
Construction	545	.....	.....	545	12,419	87.77
Mixed	3,142	.....	16	3,150	105,874	59.50
Total	27,592	.....	96	27,640	734,259	75.29
Average cost at distributing point	\$3 62	.....	75 cts.			

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges: Iron, 18; aggregate length, 4,037 feet; minimum length, 35 feet; maximum length, 480 feet. Wooden, 13; aggregate length, 142 feet; minimum length, 6 feet; maximum length, 16 feet. Combination, 2; aggregate length, 770 feet; minimum length, 262 feet; maximum length, 508 feet. Total, 33; aggregate length, 4,949 feet.

Trestles, 36; aggregate length, 2,072 feet, minimum length, 10 feet; maximum length, 194 feet.

Overhead railway crossings: Bridges, 1; height of lowest above surface of rail, 22 feet.

Gauge of track, 4 feet, 8½ inches—176.7 miles.

TELEGRAPH.

Owned and operated by this company; miles of line, 203; miles of wire, 862.

Owner and operating company, Western Union Telegraph Company; miles of line, 29; miles of wire, 58.

Owner and operating company, Northern Telegraph Company; miles of line and wire, 12.

Report of the Franklin and Megantic Railway Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railway Company.

Date of organization. June 3, 1897.

Organized under laws of the State of Maine. Formed by bondholders of the 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.

NAMES AND ADDRESS OF BOARD OF DIRECTORS.

Josiah S. Maxcy, Phillip H. Winslow, George A. Farrington, Gardiner, Me. Term expires November 19, 1902.

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, December 23, 1901. General and operating office, Gardiner, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President and General Manager, Josiah S. Maxcy, Gardiner, Me.; Clerk and Attorney, Leslie C. Cornish, Augusta, Me.; Treasurer, George A. Farrington Gardiner, Me.; Auditor, General Passenger, Ticket and Freight Agent, Phillip H. Winslow, Gardiner, Me.; General Superintendent, George M. Vose, Kingfield, Me.

PROPERTY OPERATED.

Franklin and Megantic Railway, from Strong to Kingfield, 15 miles; Kingfield and Dead River Railway, from Kingfield to Bigelow, 16 miles. Total miles operated, 31.

PROPERTY LEASED.

Kingfield and Dead River Railway, from Kingfield to Bigelow, 16 miles. Operated by Franklin and Megantic Railway under agreement.

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 Railroad Co. bonds and interest to be converted.....	875	\$100	\$87,500	\$70,000 00		
				17,500 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 Franklin and Megantic Railroad Co. bonds and matured interest coupons to be converted.....	700	*\$70,000 00
.....	175	17,500 00
Total	875	\$87,500 00

* Issued in exchange for bonds.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First Mortgage Bonds: Issued April 1, 1901, due April 1, 1911; amount authorized \$50,000; amount issued, \$24,000; amount outstanding, \$24,000; cash realized on amount issued, \$21,600. Interest: Rate, 5%, payable April 1 and October 1; amount accrued and paid during year, \$1,200.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds: Amount issued and outstanding, \$24,000. Interest: Amount accrued and paid during year, \$1,200.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$789 95	Loans and bills payable.....	\$6,500 00
Due from agents	926 17	Audited vouchers and acc'ts.	595 67
Due from solvent companies and individuals	3,329 16	Wages and salaries	1,016 09
Other cash assets	3,177 37	Net traffic balances due to other companies.....	948 64
Total—cash and current assets	\$8,222 65		
Balance—current liabilities..	837 75		
Total	\$9,060 40	Total—current liabilities.	\$9,060 40

Materials and supplies on hand, \$853.95.

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	.....	16.70	\$5,239 00
Bonds	24,000 00	24,000 00	.....	16.70	1,437 00
Total	\$111,500 00	\$111,500 00	.....	16.70	\$6,676 00

RECAPITULATION—CONCLUDED.

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	16.70	\$6,676 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	32.70	\$6,039 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction: to June 30, 1901, \$90,893.57; to June 30, 1902, \$93,699.60; cost per mile, \$5,610.75.

Total cost of equipment: to June 30, 1901, \$5,110; to June 30, 1902, \$5,377.23; cost per mile, \$321.99.

Total cost of construction and equipment: to June 30, 1901, \$96,003.57; to June 30, 1902, \$99,076.83; cost per mile, \$5,932.74.

Note. Have no way of ascertaining cost of road, it being taken by bondholders of the Franklin and Megantic Railroad Company by process of foreclosure.

INCOME ACCOUNT.

Gross earnings from operation	\$35,845 31	
Less operating expenses.....	35,178 82	
Income from operation		\$666 49
Miscellaneous income—less expenses		76 00
Total income.....		\$742 49
Deductions from income:		
Interest on funded debt accrued	\$1,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	162 50	
Rents paid for lease of road	1,600 00	
Taxes	192 06	
Total deductions from income		3,154 56
Deficit		\$2,412 07
Deficit from operations of year ending June 30, 1902.....		\$2,412 07
Deficit on June 30, 1901.....		10,771 98
Deficit on June 30, 1902.....		\$13,184 05

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$9,397 28		
Less repayments—			
Tickets redeemed.....		\$6 67	
Total passenger revenue.....			\$9,390 61
Mail	\$1,425 66		
Express	1,498 73		
Extra baggage and storage	59 58		
Other items	5 55		
Total passenger earnings.....			2,984 52
Total passenger earnings.....			\$12,375 13
Freight:			
Freight revenue.....	\$23,567 90		
Less repayments—			
Overcharge to shippers.....		\$97 72	
Total freight revenue.....			23,470 18
Total passenger and freight earnings.....			\$35,845 31
Total gross earnings from operation.....			\$35,845 31

Miscellaneous income—rent of house, \$76.00.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	
Repairs of roadway.....	\$10,478 50
Renewals of ties.....	1,536 09
Repairs and renewals of bridges and culverts.....	849 68
Repairs and renewals of fences, road crossings, signs and cattle guards.....	35 65
Repairs and renewals of buildings and fixtures.....	48 69
Other expenses.....	77 04
Total.....	\$13,025 65
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,191 44
Repairs and renewals of passenger cars.....	538 86
Repairs and renewals of freight cars.....	1,661 61
Total.....	\$3,391 91
Conducting transportation:	
Engine and roundhousemen.....	\$2,967 59
Fuel for locomotives.....	4,853 47
Water supply for locomotives.....	425 40
Oil, tallow and waste for locomotives.....	134 10
Other supplies for locomotives.....	41 05
Train service.....	3,527 31
Train supplies and expenses.....	245 24
Switchmen, flagmen and watchmen.....	414 00
Station service.....	1,861 25
Station supplies.....	132 10
Car mileage—balance.....	334 35

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Conducting transportation—Concluded:	
Loss and damage	\$108 72
Advertising	125 84
Stationery and printing	64 72
Other expenses	478 30
Total	\$15,713 44
General expenses:	
Salaries of general officers	\$1,200 00
General office expenses and supplies	185 94
Insurance	177 20
Law expenses	25 00
Stationery and printing (general offices)	21 20
Other expenses	1,438 48
Total	\$3,047 82
Recapitulation of expenses:	
Maintenance of way and structures	\$13,025 65
Maintenance of equipment	3,391 91
Conducting transportation	15,713 44
General expenses	3,047 82
Grand total	\$35,178 82

Percentage of expenses to earnings—entire line, 98.14.

RENTS PAID FOR LEASE OF ROAD.

Kingfield and Dead River Railway: Interest on bonds guaranteed, \$1,600.00.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$90,893 57	Cost of road		\$93,699 60	\$2,806 03	
	5,110 00	Cost of equipment		5,377 23	267 23	
	6,858 32	Cash and current assets		8,222 65	1,364 33	
	638 95	Other assets:				
		Materials and supplies		853 95	215 00	
	10,771 98	Profit and loss		13,184 05	2,412 07	
	\$114,272 82	Grand total		\$121,337 48	\$7,064 66	
		LIABILITIES.				
	\$87,500 00	Capital stock		\$87,500 00		
	24,000 00	Funded debt		24,000 00		
	2,072 82	Current liabilities		9,060 40	\$6,987 58	
	700 00	Accrued interest on funded debt not yet payable		777 08	77 08	
	\$114,272 82	Grand total		\$121,337 48	\$7,064 66	

Cost of road and equipment represents amount of capital stock issued and improvements made by new company.

SECURITY FOR FUNDED DEBT.

First mortgage bonds, from Strong to Kingfield, 15 miles; amount of mortgage per mile of line, \$1,600. All equipment mortgaged; no income or securities mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	\$1,260 00	\$1 92
Station agents.....	4	1,223	1,705 75	1 39
Other station men.....	1	296	155 50	53
Enginemen.....	3	1,076	1,799 52	1 67
Firemen.....	3	896	1,168 07	1 30
Conductors.....	3	929	1,379 55	1 48
Other trainmen.....	3	1,523	2,147 76	1 40
Carpenters.....	2	588	879 09	1 50
Other shopmen.....	3	768	879 85	1 27
Section Foremen.....	5	1,459	2,025 87	1 39
Other trackmen.....	10	2,872	3,634 86	1 27
Switchmen, flagmen and watchmen.....	1	365	414 00	1 13
All other employees and laborers.....	9	1,939	2,788 41	1 44
Total (including "general officers").....	51	14,566	\$20,278 03	\$1 39
Less "general officers".....	2	626	1,200 00	1 92
Total (excluding "general officers").....	49	13,940	\$19,078 03	\$1 37
Distribution of above:				
General administration.....	2	626	\$1,200 00	\$1 92
Maintenance of way and structures.....	24	6,270	8,448 94	1 33
Maintenance of equipment.....	5	1,356	1,858 94	1 37
Conducting transportation.....	20	6,314	8,770 15	1 39

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mills. Cents.
Passenger traffic:			
Number of passengers carried earning revenue.....	13,802		
Number passengers carried one mile.....	221,653		
Number of passengers carried one mile per mile of road.....	7,150		
Average distance carried, miles.....	16.06		
Total passenger revenue.....		9,390 61	
Average amount received from each passenger.....			68 038
Average receipts per passenger per mile.....			04 237
Total passenger earnings.....		12,375 13	
Passenger earnings per mile of road.....			399 19 774
Passenger earnings per train mile.....			29 447

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....	27,577			
Number of tons carried one mile	580,493			
Number of tons carried one mile per mile of road.....	18,726			
Average distance haul of one ton, miles.	21.05			
Total freight revenue.		23,470	18	
Average amount received for each ton of freight			85	108
Average receipts per ton per mile			04	043
Total freight earnings		23,470	18	
Freight earnings per mile of road.		757	10	258
Freight earnings per train mile.....			1	02 195
Total traffic:				
Gross earnings from operation		35,845	31	
Gross earnings from operation per mile of road		1,156	30	032
Gross earnings from operation per train mile			70	073
Operating expenses		35,178	82	
Operating expenses per mile of road		1,134	80	065
Operating expenses per train mile			68	770
Income from operation.....		666	49	
Income from operation per mile of road.....		21	49	968
Car mileage, etc.:				
Average number of passenger cars per train	5			
Average number of tons of freight per train mile	25.28			
Average mileage operated during year	31.00			
Train mileage:				
Mileage of revenue passenger trains.....	28,188			
Mileage of revenue mixed trains	13,837			
Mileage of revenue freight trains	9,129			
Total revenue train mileage	51,154			
Mileage of nonrevenue trains.....	9,457			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 23,925 tons; from connecting roads and other carriers, 3,652 tons; total tons, 27,577.

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	Number added during year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	2		2	Eames Vacuum.....	2	Miller.
Total locomotives owned and in service	2					

DESCRIPTION OF EQUIPMENT—CONCLUDED.

Item.	Total number at end of year.	Number added during year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
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					
Flat cars	41					
Total	48					
Total cars owned and in service.....	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	.....	1.70	31

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	15	1.70	16.70	.....	1.70	15

NEW RAILS LAID DURING YEAR.

Steel, 25.45 tons; weight per yard, 57 pounds; average cost per ton at distributing point, \$25.00.

NEW TIES LAID DURING YEAR.

Cedar, 15,361; average price at distributing point, 10 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger: Bituminous coal, 540.53 tons; miles run, 28,188; average pounds consumed per mile, 38.35.

Freight: Bituminous coal, 440.37 tons; miles run, 22,966; average pounds consumed per mile, 38.35.

Construction: Bituminous coal, 181.34 tons; miles run, 9,457; average pounds consumed per mile, 38.35.

Total tons, bituminous coal, 1,162.24. Total miles run, 60,611. Average pounds consumed per mile, 38.35.

Average cost per ton at distributing point, \$4.12.

Average number employed during year: Trainmen, 14; switchman, flagman and watchman, 1; stationmen, 5; shopmen, 5; truckmen, 15; other employees, 9; total employed, 49.

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles, 6; aggregate length, 823 feet; minimum length, 36 feet; maximum length, 327 feet.

Overhead highway crossings: Trestles, 2; height of lowest above surface of rail, 17 feet.

Gauge of track, 2 feet—16.70 miles.

**Report of the Georges Valley Railroad Company for the Year
Ending June 30, 1902.**

HISTORY.

Name of common carrier making this report? Georges Valley Railroad Company.

Date of organization. August 10, 1889.

Organized under the general laws of the State of Maine.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

James Mitchell, West Newton, Mass.; W. T. Cobb, Rockland, Me.; W. W. Case, Rockland, Me.; S. M. Bird, Rockland, Me.; A. F. Crockett, Rockland, Me.; Royal Grinnell, Union, Me.; S. C. Thurston, South Union, Me. Term expires October 1, 1902.

Total number of stockholders at date of last election, 101.

Date of last meeting of stockholders for election of directors, October 1, 1901.

General and operating office, Union, Me.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, James Mitchell, Union, Me.; Secretary and Treasurer, W. S. Mitchell, Union, Me.

PROPERTY OPERATED.

Georges Valley Railroad Co., from Warren to Union, 8 miles; branch to lime kiln, .50 miles; total, 8.50 miles.

CAPITAL STOCK.

Common: Number of shares authorized, 1,000; par value of shares, \$100; total par value authorized, \$100,000; total amount issued and outstanding, \$100,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage bonds: Issued 1893; due 1913; amount authorized, issued and outstanding, \$50,000; cash realized on amount issued, \$49,808.97. Interest: rate, 6%, payable January and July; accrued and paid during year, \$3,000.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$50,000; interest accrued and paid during year, \$3,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
		Loans and bills payable.....	\$1,948 62
		Audited vouchers and ac- counts.....	276 68
Balance—current liabilities..	\$2,225 30	Total—current liabilities.	\$2,225 30

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$100,000; 8.50 miles; amount per mile of line, \$11,764.70.

Bonds: Amount outstanding, \$50,000.

Total: Amount outstanding, \$150,000; miles, 8.50; amount per mile of line, \$11,764.70.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$80,982; cost to June 30, 1902, \$80,982; cost per mile, \$9,527.29.

Equipment: Cost to June 30, 1901, \$4,172.36; cost to June 30, 1902, \$4,172.36.

Total construction and equipment, etc.: Cost to June 30, 1901, \$85,154.36; cost to June 30, 1902, \$85,154.36.

INCOME ACCOUNT.

Gross earnings from operation.....	\$12,540 17	
Less operating expenses.....	10,258 03	
Income from operation		\$2,282 14
Deductions from income:		
Interest on funded debt accrued	\$3,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	58 46	
Taxes	160 55	
Total deductions from income		3,219 01
Deficit		\$936 87
Deficit from operations of year ending June 30, 1902.....		\$936 87
Surplus on June 30, 1901.....		\$2,987 48

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, accounts of repayments, etc.	Actual earnings.
Total passenger revenue			\$1,685 50
Mail	\$378 92	\$57 18	321 74
Express			448 20
Other items.....			53 08
Total passenger earnings			\$2,508 52
Freight revenue	\$11,114 33		
Less repayments		\$1,082 68	
Total freight revenue			\$10,031 65
Total passenger and freight earnings			\$12,540 17
Total gross earnings from operation.....			\$12,540 17

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,687 08
Renewals of ties.....	1,167 58
Repairs and renewals of buildings and fixtures.....	24 32
Total.....	\$2,878 98
Maintenance of equipment:	
Repairs and renewals of locomotives....	\$1,007 77
Repairs and renewals of passenger cars.....	80 73
Total.....	\$1,088 50
Conducting transportation:	
Engine and roundhouse men.....	\$1,469 65
Fuel for locomotives.....	1,286 86
Other supplies for locomotives.....	83 17
Train service.....	830 00
Station service.....	960 00
Station supplies.....	92 28
Car mileage—balance.....	161 61
Total.....	\$4,883 57
General expenses:	
Salaries of general officers.....	\$1,200 00
General office expenses and supplies.....	108 73
Stationery and printing (general offices).....	92 50
Other expenses.....	5 75
Total.....	\$1,406 98
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,878 98
Maintenance of equipment.....	1,088 50
Conducting transportation.....	4,883 57
General expenses.....	1,406 98
Grand total.....	\$10,258 03

Percentage of expenses to earnings, 81.8.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$80,982 00	Cost of road.....		\$80,982 00		
	4,172 36	Cost of equipment.....		4,172 36		
	64,845 64	Other permanent investments.....		64,845 64		
	936 87	Profit and loss.....		936 87		
	\$150,936 87	Grand total.....		\$150,936 87		
		LIABILITIES.				
	\$100,000 00	Capital stock.....		\$100,000 00		
	50,000 00	Funded debt.....		50,000 00		
	936 87	Profit and loss.....		936 87		
	\$150,936 87	Grand total.....		\$150,936 87		

SECURITY FOR FUNDED DEBT.

First mortgage, 6%, 20 year bonds; from Warren to Union, 8.50 miles; amount of mortgage per mile of line, \$5,882.35.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1			
Station agents.....	3			
Enginemen.....	1			
Firemen.....	1			
Conductors.....	1			
Machinists.....	1			
Section foremen.....	1			
Other trackmen.....	3			
Total (including "general officers").....	12			
Less "general officers".....	1			
Total (excluding "general officers").....	11			

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number, passengers, tonnage, car mileage, hundred cars, etc.	COLUMNS FOR REVENUE, AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Total passenger revenue.....		1,685	50	
Total passenger earnings.....		1,685	50	
Freight traffic:				
Total freight revenue.....		11,114	33	
Total freight earnings.....		10,031	65	
Total traffic:				
Gross earnings from operation.....		12,540	17	
Operating expenses.....		10,258	03	
Income from operation.....		2,282	14	
Train mileage:				
Mileage of revenue mixed trains.....	10,016			

DESCRIPTION OF EQUIPMENT.

Locomotives owned and in service: Passenger, 1. Cars owned: Passenger-combination, 1; Freight—box, 2; flat, 3; total, 5. Total cars owned and in service, 6.

MILEAGE.

MILEAGE OF ROAD OWNED AND OPERATED (ALL TRACKS).

Main line, 8 miles; branches and spurs, .50 miles; total miles owned and operated, 8.50; steel rails, 8.50 miles.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Mixed trains: miles run, 100.16.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges: Iron, 1; aggregate length, 50 feet; wooden, 1; aggregate length, 144 feet. Total, 2; total aggregate length, 194 feet.

Gauge of track, 4 feet 3½ inches—8.50 miles.

Report of the Grand Trunk Railway Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report. Grand Trunk Railway Company of Canada.

Date of organization. 1852.

Grand Trunk organized under the laws of the Dominion of Canada. Atlantic and St. Lawrence R. R. chartered in Maine February 10, 1845, in New Hampshire June 30, 1847, and in Vermont October 27, 1848.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

Sir Charles Rivers Wilson, G. C. M. G., C. B., London, England; Joseph Price, London, England; George Allen, London, England; George Von Chauvin, London, England; Col. Frederick Firebrace, R. E., London, England; Alexander Hubbard, London, England; Sir Henry Mather Jackson, Bart., London, England; Lewis James Seargeant, Truebridge Wells, England; Rt. Hon. Lord Welby of Allington, G. C. B., London, England; Sir W. Lawrence Young, London, England; John Allan Clutton Brock, Weybridge, England.

Date of last meeting of stockholders for election of directors, 10th of April, 1902.

Address of general office, Dashwood House, 9 New Broad St., London, E. C.

Address of operating office, Montreal, Canada.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, Sir Charles Rivers Wilson, London, England; Vice-President, Joseph Price, London, England; Second Vice-President and General Manager, Chas. M. Hays, Montreal, Que.; Third Vice-President, Frank W. Morse, Montreal, Que.; Secretary, H. H. Norman, London, England; General Solicitor, John Bell, Belleville, Ont.; Manager, F. H. McGuigan, Montreal, Que.; Comptroller, William Wainwright, Montreal, Que.; General Auditor, H. W. Walker, Montreal, Que.; Chief Engineer, Joseph Hobson, Montreal, Que.; Superintendent Eastern Division, M. S. Blaiklock, Montreal, Que.; Superintendent Northern Division, W. R. Tilfin, Allandale, Ont.; Superintendent Middle Division, G. C. Jones, Toronto, Ont.; Freight Traffic Manager, John W. Loud, Montreal, Que.; General Freight Agent, John Pullen, Montreal, Que.; Passenger Traffic Manager, W. E. Davis, Montreal, Que.; General Passenger and Ticket Agent, G. T. Bell, Montreal, Que.; Assistant General Passenger and Ticket Agent, H. G. Elliott, Montreal, Que.; General Baggage Agent, J. E. Quick, Toronto, Ont.

PROPERTY OPERATED—STATE OF MAINE.

Name.	TERMINALS.		Miles of line for each class of roads named. Miles of line for each road 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 Railway and branches	Boundary line Vt.	Point Edward, Ont Windsor, Ont., & Point Levi, Que.	2,964.67	
Grand Trunk Railway and branches	Boundary line Vt.	Island Pond, Vt ..	15.64	
Champlain and St. Lawrence	Rouses Point, N.Y.	Canada Boundary Line	1.21	2,981.52
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, Jet., Mich.	59.37	
Cincinnati, Saginaw and Mackinaw	Durand, Mich ..	West Bay City, Mich	52.97	
Buffalo and Lake Huron.....	Goderich, Ont ...	Fort Erie, Ont ...	162.00	
United States and Canada....	Canadian	Boundary Massena Springs, New York.....	22.18	
Norway Branch.....	South Paris, Me.	Norway, Me	1.36	
Wharf Branch, Montreal .....	.....	.....	3.44	
Owen Sound Branch .....	.....	.....	12.42	468.73
Intercolonial Railway	Chaudiere June ..	Point Levi, Que ..		5.77
Total .....	.....	.....	.....	3,561.62

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	\$109,362,375 72		
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	5%*	832,200 00
2d preference	12,312,666 67	12,312,666 67		799,046 04
3d preference.....	34,884,535 43	34,884,535 43		
Total	\$202,727,639 60	\$198,606,573 91	.....	\$2,647,365 88

* Varying.

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.
Second equipment bonds		1919	\$1,815,266 67	6	....	\$108,916 00
Northern Railway third mortgage			75,920 00	6	....	4,555 20
Northern Railway first mortgage		1902	2,541,373 33	5	....	127,068 66
Montreal & Lake Champlain Jct.	Jan.	1902	†	5	....	10,560 67
Midland Railway sectional		1908	2,074,173 33	5	....	357,884 50
Midland Railway consolidated		1912	4,946,966 66	5	....
Grand Trunk, Geo. Bay & L. Erie		1905	864,806 67	5	....	43,240 34
Wellington Grey and Bruce			414,640 00	†	....	24,377 74
Debtenture 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		*	70,803,838 80	4	....	2,754,817 60
Northern Railway		*	1,693,551 33	4	....	67,742 04
Bonds matured:						
Mont. & L. Cham. Jct. R'y			5,840 00			
Great Western 5½			4,380 00			
Canadian government debentures			15,142,633 33			
Total mortgage bonds			\$134,418,204 46			\$5,200,903 45

* Perpetual. † Bonds retired January, 1902. ‡ Varying. § Six months.

Amount of authorized issue, amount outstanding and cash realized on amount issued, not in report.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued, \$134,418,204.46; interest accrued and paid during year, \$5,200,903.45.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$8,079,976 15	Audited vouchers and accounts	\$1,063,105 67
Due from solvent companies and individuals	2,175,600 36	Wages and salaries	1,015,047 67
Net traffic balances due from other companies and agents	691,965 28	Dividends not called for	84,639 89
Other cash assets (excluding "materials and supplies")*.	788,799 11	Matured interest coupons unpaid (including coupons due July 1)	2,341,323 29
		Miscellaneous	4,864,218 87
		Total—current liabilities.	\$9,368,335 39
Total—cash and current assets	\$11,736,340 90	Balance—cash assets	2,368,005 51
		Total	11,736,340 90

* Materials and supplies on hand, \$2,468,759.47.

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	\$198,606,573 91	\$198,606,573 91	.....	2,964.67	\$66,991 00
Bonds	134,418,204 46	134,418,204 46	.....	2,964.67	45,340 00
Total	\$333,024,778 37	\$333,024,778 37	.....	2,964.67	\$112,331 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.....	\$198,606,573 91	\$134,418,204 46	\$333,024,778 37	2,964.67	\$112,331
Atlantic and St. Lawrence Railroad	5,484,000 00	3,438,000 00	8,922,000 00	149.58	54,001
Norway Branch Railroad ..	8,750 00	.....	8,750 00	1.36	6,434
Lewiston and Auburn Railway	300,000 00	.....	300,000 00	5.41	55,453
United States and Canada Railroad	230,000 00	433,470 00	663,470 00	22.18	29,918
Champlain and St. Lawrence Railroad.....	50,000 00	.....	50,000 00	1.21	41,322
Chicago, Detroit & Canada G. T. Junction Railway...	1,095,000 00	1,786,141 46	2,881,141 46	59.37	48,529
Michigan Air Line Railway	300,000 00	1,508,666 67	1,808,666 67	105.60	17,128
Cincinnati, Saginaw and Mackinaw Railroad	1,500,000 00	.....	1,500,000 00	52.97	28,318
Buffalo and Lake Huron Railway	2,555,657 00	3,715,982 20	6,271,639 20	162.00	38,714
Island Pond Extension Railway .....	.....	438,000 00	438,000 00	15.64	28,005
Owen Sound Branch Railway .....	.....	100,000 00	100,000 00	12.42	8,051
Grand total.....	\$210,123,980 91	\$145,838,464 79	\$355,968,445 70	3,552.41	\$100,205

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost construction and equipment, etc.: to June 30, 1901, \$323,131,223.25; to June 30, 1902, \$324,912,588.21; cost per mile, \$109,594.86.

INCOME ACCOUNT.

Gross earnings from operation	\$24,075,430 53	
Less operating expenses	16,124,682 00	
Income from operation.....		\$7,950,748 53
Dividends on stocks owned.....	\$125,858 20	
Interest on bonds owned.....	537,787 86	
Miscellaneous income—less expenses	298,893 37	
Income from other sources .....	.. ..	962,539 43
Total income		\$8,913,287 96
Deductions from income:		
Interest on funded debt accrued	\$5,200,903 45	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	37,716 67	
Rents paid for lease of road	755,336 22	
Taxes	231,051 84	
Other deductions	62,374 01	
Total deductions from income.....		6,287,382 19
Net income		\$2,625,905 77
Dividends, preferred stock		2,647,365 88
Deficit from operations of year ending June 30, 1902		\$21,460 11
Surplus on June 30, 1901.....		34,158 02
Surplus on June 30, 1902.....		\$12,697 91

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total Receipts.	Dedu- ctions, account of repay- ments, etc.	Actual earnings.
Total passenger revenue			\$6,989,173 58
Mail			414,339 84
Express			711,738 05
Total passenger earnings			\$8,115,251 47
Total freight revenue.....			15,268,732 49
Total passenger and freight earnings.....			\$23,383,983 96
Total other earnings.....			691,446 57
Total gross earnings from operation—entire line			\$24,075,430 53

Total gross earnings from operation, Maine: $\frac{89.37}{3,561.62}$ miles. Mileage proportion
for Maine to total transportation earnings, \$23,383,983.96—\$586,762.95.

STOCKS OWNED.

Railway stocks: Michigan Air Line Railway: Total par value, \$300,000. Other stocks: International Bridge Co.: Income or dividends received, \$125,858.20.

BONDS OWNED.

Railway bonds: Toledo, Saginaw and Muskegon Railway: Income or interest received, \$15,924.38; Central Vermont Railway: Income or interest received, \$60,101.00; Grand Trunk Western Railway: Income or interest received, \$140,171.48; Grand Trunk Junction Railway: Income or interest received, \$147,460.00; Detroit, Grand Haven and Milwaukee Railway, eq.: Income or interest received, \$1,905.00; Detroit, Grand Haven and Milwaukee Railway, con.: Income or interest received, \$21,165.00; Michigan Air Line Railway: Income or interest received, \$26,061.00. Total income or interest received, \$412,787.86. Other bonds: St. Clair Tunnel Company, income or interest received, \$125,000.00. Grand total income or interest received, \$537,787.86.

MISCELLANEOUS INCOME.

General interest, etc, \$298,893.37.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$1,355,946 80
Renewals of rails	277,214 04
Renewals of ties	472,002 27
Repairs and renewals of bridges and culverts.....	804,156 77
Repairs and renewals of fences, road crossings, signs and cattle guards	120,788 35
Repairs and renewals of buildings and fixtures.....	441,105 86
Repairs and renewals of docks and wharves	16,947 95
Repairs and renewals of telegraph	3,352 40
Stationery and printing.....	1,692 60
Other expenses	15,463 71
Total	\$3,508,670 75
Maintenance of equipment:	
Superintendence.....	\$140,165 23
Repairs and renewals of locomotives	1,509,186 87
Repairs and renewals of passenger cars	493,178 62
Repairs and renewals of freight cars	1,263,583 61
Repairs and renewals of work cars	68,278 98
Repairs and renewals of marine equipment	903 51
Repairs and renewals of shop machinery and tools.....	149,954 80
Stationery and printing.....	7,224 34
Other expenses.....	126,979 92
Total	\$3,759,455 88
Conducting transportation:	
Superintendence.....	\$227,020 22
Engine and roundhouse men	1,306,930 28
Fuel for locomotives	2,384,845 76
Water supply for locomotives	87,163 04
Oil, tallow and waste for locomotives	66,835 60
Other supplies for locomotives.....	19,585 99
Train service.....	983,287 91
Train supplies and expenses	200,295 80
Switchmen, flagmen and watchmen	417,720 86
Telegraph expenses	275,310 33
Station service	1,068,576 34
Station supplies.....	131,248 98
Switching charges—balance.....	8,329 64
Car mileage—balance.....	217,999 96
Loss and damage	87,766 59

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Conducting transportation—Concluded.	
Injuries to persons.....	\$70,290 53
Clearing wrecks.....	18,045 16
Operating marine equipment.....	29,617 08
Advertising.....	75,472 89
Outside agencies.....	280,495 78
Commissions.....	75,279 69
Stock yards and elevators.....	3,724 89
Rents for tracks, yards and terminals.....	32,370 70
Rents of buildings and other property.....	85,092 28
Stationery and printing.....	93,963 04
Other expenses.....	34,938 47
Total.....	\$8,281,207 81
General expenses:	
Salaries of general officers.....	\$161,928 30
Salaries of clerks and attendants.....	135,369 30
General office expenses and supplies.....	45,055 01
Insurance.....	95,240 78
Law expenses.....	74,509 70
Stationery and printing (general offices).....	15,518 05
Other expenses.....	47,726 42
Total.....	\$575,347 56
Recapitulation of expenses:	
Maintenance of way and structures.....	\$3,508,670 75
Maintenance of equipment.....	3,759,455 88
Conducting transportation.....	8,281,207 81
General expenses.....	575,347 56
Total.....	\$16,124,682 00

Percentage of expenses to earnings—Maine, 73.65.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Atlantic and St. Lawrence Railroad.....	\$330,598 00		
Lewiston and Auburn Railway.....	18,000 00		
Chicago, Detroit and Canada Grand Trunk Junction Railway.....	22,846 56		
Buffalo and Lake Huron.....		\$340,666 66	
Cincinnati, Saginaw and Mackinaw Railroad.....		43,225 00	
Total rents.....		\$371,444 56	\$383,891 66	\$755,336 22

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Sundry rents, \$32,370.70.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$323,131,223 25	Cost of road... } Cost of equipm't } Bonds owned... } Cash and current } assets..... } Other assets: Materials and } supplies..... }	.....	\$324,912,588 21	\$1,781,364 96	
	7,642,981 88		.....	4,519,519 39	.....	\$2,523,462 49
	4,384,064 29		.....	11,736,340 90	7,352,276 61	
	3,124,979 60		.....	2,468,759 47	.....	656,220 13
	\$337,683,249 02	Grand total ..	.....	\$343,637,207 97	\$5,953,958 95	
		LIABILITIES.				
	\$198,600,782 58	Capital stock	\$198,606,573 91	\$5,791 33		
	131,854,731 59	Funded debt	134,418,204 46	2,563,472 87		
	6,269,802 61	Current liabilities	9,368,335 39	3,098,532 78		
	923,774 22	Accrued interest on funded debt not yet payable.	1,231,396 30	307,622 08		
	34,158 02	Profit and loss.....	12,697 91	.....	\$21,460 11	
	\$337,683,249 02	Grand total ..	.....	\$343,637,207 97	\$5,953,958 95	

EMPLOYEES AND SALARIES—STATE OF MAINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	187	\$4,048 20	\$21 65
Other officers	13	1,432	5,231 60	3 56
General office clerks	14	2,470	3,384 23	1 37
Station agents.....	22	8,030	14,200 80	1 78
Other station men	113	50,074	78,280 14	1 56
Enginemn	42	8,702	27,411 43	3 15
Firemen	23	8,434	16,446 86	1 95
Conductors	20	4,216	11,298 88	2 68
Other trainmen	50	8,432	16,864 00	2 00
Machinists	19	5,762	10,929 58	1 87
Carpenters	41	11,682	22,599 62	1 93
Other shopmen.....	27	7,621	15,727 74	2 06
Section foremen.....	20	6,627	11,167 32	1 69
Other trackmen.....	62	17,860	22,038 00	1 23
Switchmen, flagmen and watchmen.....	37	14,636	26,761 45	1 83
Telegraph operators and dispatchers.....	18	6,119	9,441 30	1 54
All other employees and laborers	86	30,424	55,702 49	1 83
Total (including "general officers")—Maine..	610	192,708	\$351,533 64	\$1 82
Less "general officers".....	3	187	4,048 20	21 65
Total (excluding "general officers")—Maine..	607	192,521	\$347,485 44	\$1 81
Distribution of above:				
General administration.....	17	2,657	\$7,432 43	\$2 80
Maintenance of way and structures	124	34,171	52,118 98	1 53
Maintenance of equipment.....	117	37,799	69,800 59	1 85
Conducting transportation	352	118,081	232,181 64	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.....	7,972,469			
Total passenger revenue		6,989,173	58	
Average amount received from each passenger			87	666
Total passenger earnings.....		8,115,251	47	
Passenger earnings per mile of road		2,278	53	
Passenger earnings per train mile.....			1 00	584
Freight traffic:				
Number of tons carried of freight earning revenue....	11,141,762			
Number of tons carried one mile	2,425,013,190			
Number of tons carried one mile per mile of road.....	680,874			
Average distance haul of one ton, miles	217.65			
Total freight revenue		15,268,732	49	
Average amount received for each ton of freight.....			1 37	040
Average receipts per ton per mile			06	629
Total freight earnings		15,268,732	49	
Freight earnings per mile of road		4,287	02	
Freight earnings per train mile.....			1 51	481
Total traffic:				
Gross earnings from operation		24,075,430	53	
Gross earnings from operation per mile of road		6,759	69	
Gross earnings from operation per train mile....			1 41	046
Operating expenses		16,124,682	00	
Operating expenses per mile of road.....		4,527	34	
Operating expenses per train mile			94	467
Income from operation.....		7,950,748	53	
Income from operation per mile of road		2,232	54	
Car mileage, etc.:				
Mileage of passenger cars	33,382,947			
Average number of passenger cars per train mile....	4.12			
Mileage of loaded freight cars—north or east.....	188,120,105			
Mileage of loaded freight cars—south or west.....				
Mileage of empty freight cars—north or east.....	68,895,084			
Mileage of empty freight cars—south or west.....				
Average number of freight cars per train mile	25.50			
Average number of loaded cars per train mile.....	18.66			
Average number of empty cars per train mile.....	6.84			
Average number of tons of freight per train mile....	240.58			
Average number of tons of freight per loaded car mile	12.89			
Average mileage operated during year.....	3,561.62			
Train mileage:				
Mileage of revenue passenger trains.....	6,989,521			
Mileage of revenue mixed trains	1,078,584			
Mileage of revenue freight trains	9,001,084			
Total revenue train mileage	17,069,189			
Mileage of nonrevenue trains.....	625,421			

DESCRIPTION OF EQUIPMENT.

Locomotives, owned: Passenger—number at end of year, 205; freight—number at end of year, 523; switching—number at end of year, 62; total locomotives owned, and in service, 790.

Cars owned: Passenger service—first class cars, number at end of year, 439; second class cars, number at end of year, 109; combination cars, number at end of year, 92; emigrant cars, number at end of year, 6; baggage, express and postal cars, number at end of year, 167; total in passenger service at end of year, 813. Freight service—box cars, number at end of year, 16,850; flat cars, number at end of year, 4,280; stock cars, number at end of year, 1,189; coal cars, number at end of year, 1,753; tank cars, number at end of year, 56; other cars, number at end of year, 332; total in freight service at end of year, 24,460. In company's service—officers and pay, gravel, derrick, caboose and other road cars, total number at end of year, 523. Total cars owned, and in service, 25,796.

All rolling stock is equipped with air brakes 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 contract, etc.	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.	2,981.52	.....	105.60	468.73	.....	5.77	3,561.62	.....	.....	3,561.62
Miles of second track	468	.....	.....	.....	.....	.....	468	.....	.....	468
Miles of yard track and sidings	977.35	.....	12.78	144.87	.....	.....	935	34	5	930
Total mileage operated (all tracks)	4,226.87	.....	118.38	613.60	.....	5.77	4,964.62	34	5	4,969.62

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Canada	2,964.67	.....	.....	177.86	.....	5.77	3,148.30	.....	.....	3,148.30
Maine	.....	.....	.....	89.37	.....	.....	89.37	.....	.....	89.37
New Hampshire	.....	.....	.....	52.06	.....	.....	52.06	.....	.....	52.06
Vermont	15.64	.....	.....	14.92	.....	.....	30.56	.....	.....	30.56
New York	1.21	.....	.....	22.18	.....	.....	23.39	.....	.....	23.39
Michigan	.....	.....	105.60	112.31	.....	.....	217.94	.....	.....	217.94
Total mileage operated (single track)	2,981.52	.....	105.60	468.73	.....	5.77	3,561.62	.....	.....	3,561.62

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	2,964.67	.....	2,964.67	.....	.....	2,364.67
Vermont	15.64	.....	15.64	.....	.....	15.64
New York	1.21	.....	1.21	.....	.....	1.21
Total mileage owned (single track)	2,981.52	.....	2,981.52	.....	.....	2,981.52

MILEAGE—STATE OF MAINE.

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....	82.60	.....	6.77	.....	89.37	.....	.....	89.37
Miles of yard track and sidings	49.18	.....	.....	.....	49.18	6.06	.....	49.18
Total mileage operated..	131.78	.....	6.77	.....	138.55	6.06	.....	138.55

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..	82.60	.....	82.60	.....	.....	82.60

NEW TIES LAID DURING YEAR, IN MAINE.

Oak, 15,828, average price at distributing point, 53½ cents; cedar, 24,800, average price at distributing point, 33½ cents; cedar culls, 858, average price at distributing point, 19 cents; pine, 12,566, average price at distributing point, 44 cents; total, 54,044; average price at distributing point, 42 cents. Twenty-three switch sets at \$56.00 each.

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	6,707.25	.....	65	6,739.75	220,979	61.00
Freight	15,551.75	.....	68	15,585.75	255,087	122.20
Switching	3,697.75	.....	44	3,719.75	166,428	44.70
Construction	960.75	.....	18	969.75	44,794	43.30
Total	26,917.50	.....	195	27,015.00	687,288	78.61
Average cost at distributing point.....	\$2 95	.....	\$1 35	\$2 95		

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS,
LOCOMOTIVES OR CARS—STATE OF MAINE.

Trainmen: Killed—coupling and uncoupling, 1; falling from trains, locomotives or cars, 1. Injured—collisions, 1; parting of trains, 4; falling from trains, locomotives or cars, 7; other causes, 2. Total, trainmen killed, 2, injured, 14.

Switchmen, flagmen, and watchmen: Killed—other causes, 1. Injured—jumping on or off trains, locomotives or cars, 3; other causes, 1. Total switchmen, flagmen, and watchmen killed 1, injured 4.

Stationmen: Injured—other causes, 3.

Shopmen: Injured—jumping on or off trains, locomotives or cars, 1.

Trackmen: Injured—struck by trains, locomotives or cars, 1.

Other employees: Injured—struck by trains, locomotives or cars, 2; overhead obstruction, 1. Total other employees injured 3.

Grand total: Killed—coupling and uncoupling, 1; falling from trains, locomotives or cars, 1; other causes, 1. Injured—collisions, 1; parting of trains, 4; falling from trains, locomotives or cars, 7; jumping on or off trains, locomotives or cars, 4; struck by trains, locomotives or cars, 3; overhead obstructions, 1; other causes, 6=3 killed, 26 injured.

Passengers: Injured—collisions, 3; jumping on or off trains, locomotives or cars, 1. Total passengers injured 4.

Trespassers: Killed—derailments, 1; struck by trains, locomotives or cars along track, 1; total killed, 2. Injured—falling from trains, locomotives or cars, 1; struck by trains, locomotives or cars along track, 1; total injured, 2.

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

Shopmen: Injured—handling tools, machinery, etc., 3; getting on or off locomotives or cars at rest, 1. Total injured, 4.

Trackmen: Injured—getting on or off locomotives or cars at rest, 1.

Other employees: Injured—handling traffic, 2; handling supplies, etc., 3; other causes, 10; total injured, 15.

Grand total: Injured—handling traffic, 2; handling supplies, etc., 3; handling tools, machinery, etc., 3; getting on or off locomotives or cars at rest, 2; other causes, 10=20 injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges: Stone, 1; aggregate, minimum and maximum length, 15 feet; iron, 35, aggregate length, 2,335 feet, minimum length, 14 feet, maximum length, 324. Total number, 36; total aggregate length 2,350 feet.

Trestles—2; aggregate length, 200 feet; minimum length, 60 feet; maximum length, 140 feet.

Overhead highway crossings: Trestles, 4; height of lowest above surface of rail, 15 feet, 10 inches.

Overhead railway crossings: Bridges, 3; height of lowest above surface of rail, 16 feet, 5 inches.

Gauge of track, 4 feet, 8½ inches—82.60 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING
THIS REPORT.

Owner and operating company, Great North Western Telegraph Company, miles of line, 80.37; miles of wire, 159.

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1902.

[Narrow Gauge—Two Feet.]

HISTORY.

Name of common carrier making this report. Kennebec Central Railroad Company.

Date of organization. October 3, 1889.

Organized under laws of the State of Maine.

NAMES AND ADDRESS OF BOARD OF DIRECTORS.

Weston Lewis, A. C. Stilphen, J. S. Maxcy, F. S. Thorne and J. C. Atkins, all of Gardiner, Maine. Term expires September 15, 1902.

Total number of stockholders at date of last election, 77.

Date of last meeting of stockholders for election of directors, September 16, 1901.

General and operating office, Gardiner, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President and General Manager, Weston Lewis; Treasurer, General Freight, Passenger and Ticket Agent, P. H. Winslow; Secretary, H. S. Webster; Attorney or General Counsel, A. C. Stilphen; Chief Engineer, Frederic Danforth; General Superintendent, F. A. Lawton. All of Gardiner, Maine.

PROPERTY OPERATED.

Kennebec Central Railroad, from Randolph to Togus, 5 miles.

CAPITAL STOCK.

Common: Number of shares authorized, 500; par value per shares, \$100; total par value authorized, \$50,000; amount issued and outstanding, \$40,000; rate of dividend, 6%; amount of dividend declared during year, \$2,400.

Payment on stock not issued: Amount issued and outstanding, \$1,250.

Total: number of shares authorized, 500; par value of shares, \$100; par value authorized, \$50,000; amount issued and outstanding, \$41,250.00; dividends declared, \$2,400.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Number of shares issued and outstanding, 400; cash realized, \$40,000.

Payment on stock not issued: Cash realized, \$1,250.

Total number of shares issued and outstanding, 400; total cash realized, \$41,250.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage bonds: issued Nov. 15, 1890, due Nov. 15, 1910; amount of authorized issue, \$40,000; amount outstanding, \$30,000; cash realized on amount issued, \$30,000; rate of interest, 5%, payable May and November; interest accrued and paid during year, \$1,500.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued, \$40,000; amount outstanding, \$30,000; interest accrued and paid during year, \$1,500.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash.	\$3,941 35	Audited vouchers and acc'ts.	\$651 89
Due from agents	106 25	Wages and salaries	428 32
Due from solvent companies and individuals	648 81	Total—current liabilities.	\$1,080 21
Total—cash and current assets	\$4,696 41	Balance—cash assets	3,616 20
		Total	\$4,696 41

Materials and supplies on hand, \$275.00.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$41,250; apportionment to railroads, \$41,250; miles, 5; amount per mile of line, \$8,250.

Bonds: Amount outstanding, \$30,000; apportionment to railroads, \$30,000; miles, 5; amount per mile of line, \$6,000.

Total: Amount outstanding, \$71,250; apportionment to railroads, \$71,250; miles, 5; amount per mile of line, \$14,250.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Kennebec Central Railroad: Capital stock, \$41,250; funded debt, \$30,000; total, \$71,250; miles, 5; amount per mile of line, \$14,250.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$61,517.32; cost to June 30, 1902, \$61,517.32; cost per mile, \$12,303.46.

Equipment: Cost to June 30, 1901, \$20,061.33; cost to June 30, 1902, \$20,061.33; cost per mile, \$4,012.26.

Total cost construction, equipment, etc.: Cost to June 30, 1901, \$81,578.65; cost to June 30, 1902, \$81,578.65; cost per mile, \$16,315.73.

INCOME ACCOUNT.

Gross earnings from operation.	\$15,576 32	
Less operating expenses.....	10,502 09	
Income from operation		\$5,074 23
Deductions from income:		
Interest on funded debt accrued	\$1,500 00	
Taxes	345 40	
Total deductions from income		1,845 40
Net income		\$3,228 83
Dividends, 6 per cent, common stock.....		2,400 00
Surplus from operations of year ending June 30, 1902		\$828 83
Surplus on June 30, 1901.....		13,243 62
Surplus on June 30, 1902....		\$14,072 35

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, accounts of repayments, etc.	Actual earnings.
Total passenger revenue			\$5,797 82
Mail			287 98
Express			371 17
Other items.....			43 00
Total passenger earnings			\$6,499 97
Total freight revenue			8,886 35
Total passenger and freight earnings			\$15,386 32
Other earnings from operation: Rents not otherwise provided for			190 00
Total gross earnings from operation....			\$15,576 32

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	
Repairs of roadway	\$1,903 24
Renewals of ties	104 32
Repairs and renewals of buildings and fixtures ..	184 64
Total	\$2,192 20
Maintenance of equipment:	
Repairs and renewals of locomotives	\$646 79
Repairs and renewals of passenger cars	240 50
Repairs and renewals of freight cars	93 14
Total	\$980 43
Conducting transportation:	
Superintendence.....	\$550 00
Engine and roundhousemen.....	1,608 28
Fuel for locomotives	1,087 61
Water supply for locomotives.....	128 60
Other supplies for locomotives.....	107 41
Train service	1,321 56
Train supplies and expenses	111 90
Switchmen, flagmen and watchmen.....	427 05
Station service	960 00
Station supplies.....	199 06
Loss and damage	11 35
Advertising	146 34
Stationery and printing.....	50 50
Total	\$6,709 66

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
General expenses:	
Salaries of general officers.....	\$500 00
Insurance.....	77 25
Other expenses.....	42 55
Total.....	\$619 80
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,192 20
Maintenance of equipment.....	980 43
Conducting transportation.....	6,709 66
General expenses.....	619 80
Grand total.....	\$10,502 09

Percentage of expenses to earnings—67.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$61,517 32	Cost of road.....		\$61,517 32		
	20,061 33	Cost of equipment.....		20,061 33		
	3,980 10	Cash and current assets.....		4,696 41	\$716 31	
	301 62	Other assets: Materials and supplies.....		275 00		\$26 62
	\$85,860 37	Grand total.....		\$86,550 06	\$689 69	
		LIABILITIES.				
	\$40,000 00	Capital stock.....		\$40,000 00		
	1,250 00	Capital stock payments.....		1,250 00		
	30,000 00	Funded debt.....		30,000 00		
	1,219 35	Current liabilities.....		1,080 21		\$139 14
	147 50	Accrued interest on funded debt not yet payable.....		147 50		
	13,243 52	Profit and loss.....		14,072 35	\$828 83	
	\$85,860 37	Grand total.....		\$86,550 06	\$689 69	

SECURITY FOR FUNDED DEBT.

First mortgage bonds, from Randolph to Togus, 5 miles; amount per mile of line, \$8,000.

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	\$500 00	\$1 60
Other officers.....	1	333	550 00	1 65
Station agents.....	2	628	960 00	1 53
Enginemen.....	2	484	968 00	2 00
Firemen.....	2	427	640 28	1 50
Conductors.....	1	323	650 00	2 00
Other trainmen.....	2	420	671 56	1 60
Section foremen.....	1	316	633 00	2 00
Other trackmen.....	2	775	968 25	1 25
Switchmen, flagmen and watchmen.....	1	365	427 05	1 17
Total (including "general officers").....	15	4,385	\$6,968 14	\$1 59
Less "general officers".....	1	312	500 00	1 60
Total (excluding "general officers").....	14	4,073	\$6,468 14	\$1 59
Distribution of above:				
General administration.....	2	645	\$1,050 00	\$1 63
Maintenance of way and structures.....	3	1,091	1,601 25	1 47
Maintenance of equipment.....	1	365	427 05	1 17
Conducting transportation.....	9	2,284	3,889 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.....	58,698			
Number passengers carried one mile.....	289,719			
Number of passengers carried one mile per mile of road.....	57,944			
Average distance carried, miles.....	4.92			
Total passenger revenue.....		5,797	82	
Average amount received from each passenger.....			09	877
Average receipts per passenger per mile.....			02	
Total passenger earnings.....		6,499	97	
Passenger earnings per mile of road.....		1,299	99	4
Passenger earnings per train mile.....			29	567
Freight traffic:				
Number of tons carried of freight earning revenue.....	6,274			
Number of tons carried one mile.....	31,370			
Number of tons carried one mile per mile of road.....	6,274			
Average distance haul of one ton, miles.....	5			
Total freight revenue.....		8,886	35	
Average amount received for each ton of freight.....			1	41 638
Average receipts per ton per mile.....			28	327
Total freight earnings.....		8,886	35	
Freight earnings per mile of road.....		1,777	27	
Freight earnings per train mile.....			9	02 167

TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Total traffic:				
Gross earnings from operation		15,576	32	
Gross earnings from operation per mile of road		3,115	26	4
Gross earnings from operation per train mile			70	843
Operating expenses		10,502	09	
Operating expenses per mile of road		2,100	41	8
Operating expenses per train mile			47	765
Income from operation.....		5,074	23	
Income from operation per mile of road.....		1,014	84	6
Car mileage, etc.:				
Average number of passenger cars per train	13			
Average number of tons of freight per train mile	31.84			
Average mileage operated during year	5			
Train mileage:				
Mileage of revenue passenger trains.....	21,002			
Mileage of revenue mixed trains	985			
Total revenue train mileage	21,987			
Mileage of nonrevenue trains.....	982			

FREIGHT TRAFFIC MOVEMENT.

Freight received from connecting roads and other carriers, 6,274 tons.

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	Eames.		
Total locomotives owned and in service		2	2	Eames.		
Cars owned and leased:						
In passenger service—						
First class cars		2	2	Eames.		
Combination cars		1	1	Eames.		
Excursion cars		2	2	Eames.		
Total		5	5	Eames.		
In freight service—						
Box cars.....		2				
Flat cars		6				
Total		8				
Total cars owned and in ser- vice		13	5	Eames.		

MILEAGE.

MILEAGE OF ROAD OWNED AND OPERATED.

Line represented by capital stock, main line, 5 miles; total mileage owned and operated, 5 miles. Steel rails, 5 miles.

NEW TIES LAID DURING YEAR.

Cedar, 652; average price at distributing point, 16 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger: Bituminous coal, 261.24 tons; miles run, 21,002; average pounds consumed per mile, 24.88.

Mixed; Bituminous coal, 12.23 tons; miles run, 985; average pounds consumed per mile, 24.88.

Switching: Bituminous coal, 12.19 tons; miles run, 982; average pounds consumed per mile, 24.88.

Total: Bituminous coal, 285.66; miles run, 22,969; average pounds consumed per mile, 24.88.

AVERAGE NUMBER EMPLOYED DURING YEAR.

Trainmen, 5; switchmen, flagmen and watchmen, 1; stationmen, 2; trackmen, 3; total, 11.

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles, 2; aggregate length, 45 and 42 feet respectively.

Gauge of track, 2 feet—5 miles.

Report of the Lime Rock Railroad Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report. Lime Rock Railroad Company.
Date of organization, 1864
Organized under the laws of the State of Maine, by special charter amended
1873, 1887 and 1889.

NAMES AND ADDRESS OF BOARD OF DIRECTORS.

Robert Winsor, Boston, Mass.; Alfred Winsor, Boston, Mass.; H. H. Skinner,
Springfield, Mass.; Fred E. Richards, Portland, Me.; H. L. Shepherd, Rockport,
Me.; A. F. Crockett, Rockland, Me.; W. T. Cobb, Rockland, Me. Term expires
last Tuesday in January, 1903.

Total number of stockholders at date of last election, 8.

Date of last meeting of stockholders for election of directors, last Tuesday in
January, 1902.

General and operating office, Rockland, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President, Fred E. Richards, Portland, Me.; Secretary, Stephen C. Perry, Port-
land, Me.; Treasurer, Joseph Remick, Boston, Mass.; Assistant Treasurer, H. A.
Buffum, Rockland, Me.; Attorney, or General Counsel, C. E. Littlefield, Rockland,
Me.; General Manager, Geo. P. White, Rockland, Me.

PROPERTY OPERATED.

To limestone quarries, 11.30 miles; trackage rights,—Knox and Lincoln Rail-
road, 1.27 miles; total miles, 12.57.

CAPITAL STOCK.

Common: Number of shares authorized, 4,500; par value of shares, \$100; par
value authorized, and amount outstanding, \$450,000; rate of dividends, 4%; divi-
dends declared during the year, \$18,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Total number of shares issued and outstanding, 4,500;
total cash realized, \$48,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Consolidated mortgage: Amount of authorized issue, \$425,000; amount issued
and outstanding, \$400,000; cash realized on amount issued, \$400,000. Interest: rate
4%; payable January and July; amount accrued and paid during year, \$16,000

* Refunding bonds.

RECAPITULATION OF FUNDED DEBT.

Consolidated mortgage bonds: Amount issued and outstanding, \$400,000; interest
accrued and paid during year, \$16,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Bills receivable.....	\$1,903 67	Audited vouchers and accounts	\$2,296 59
Due from solvent companies and individuals	\$17 92	Total—current liabilities.	\$2,296 59
Total—cash and current assets.....	\$2,721 59	Balance—cash assets.....	425 00
		Total.....	\$2,721 59

Materials and supplies on hand, \$3,267.60

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$450,000; miles, 11.30; amount per mile of line, \$39,823.

Bonds: Amount outstanding, \$400,000; miles, 11.30; amount per mile of line, \$35,398.

Total: Amount outstanding, \$850,000; miles, 11.30; amount per mile of line, \$75,221.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$386,059.32; cost to June 30, 1902, \$306,395.49; cost per mile, \$35,079.25.

Equipment: Cost to June 30, 1901, \$114,996.22; cost to June 30, 1902, \$112,136.22; cost per mile, \$9,923.55.

Total construction and equipment: Cost to June 30, 1901, \$501,055.54; cost to June 30, 1902, \$508,531.71; cost per mile, \$45,002.80.

There were no permanent improvement expenditures that were charged to operating expenses. The ties and rails that were laid were charged to the construction and not included in operating expenses.

* Credit—cars sold this year and not replaced, \$2,860.00.

INCOME ACCOUNT.

Gross earnings from operation.....	\$62,026 86	
Less operating expenses	25,631 24	
Income from operation		\$36,395 62
Miscellaneous income—less expenses.....		1,600 11
Total income.....		\$37,995 73
Deductions from income:		
Interest on funded debt accrued	\$16,000 00	
Taxes	2,724 07	
Total deductions from income.....		18,724 07
Net income.....		\$19,271 66
Dividends, 4 per cent common stock.....		18,000 00
Surplus from operations of year ending June 30, 1902.....		\$1,271 66
Surplus on June 30, 1901		26,904 00
		\$28,175 66
Additions for year		† 3,896 91
Deductions for year		† 1,727 88
Surplus on June 30, 1902		\$30,344 69

† New ties and rails laid last year and charged into track expenses by error, now audited to track expense and charged to construction, \$3,896.91.

† Taxes, first six months 1901, not charged off for year ending June 30, 1901, \$1,510.18; C. F. Ayer, loss, \$12.00; damage account, charged to profit and loss, \$200.00; Nashua Iron and Brass Foundry Company, \$5.70. Total, \$1,727.88.

EARNINGS FROM OPERATION.

Freight revenue, \$60,490.36; other earnings from operation, switching charges—balance, \$1,536.50. Total gross earnings from operation, \$62,026.86. Miscellaneous income.

MISCELLANEOUS INCOME.

Rents, \$1,600.11.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$2,147 16
Repairs and renewals of bridges, culverts and trestles.....	2,835 08
Repairs and renewals of fences, road crossings, signs and cattle guards	51 99
Repairs and renewals of buildings and fixtures	81 88
Total	\$5,124 11
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$508 52
Repairs and renewals of freight cars	4,246 81
Total	\$4,755 33
Conducting transportation:	
Engine and roundhouse men	\$3,892 38
Fuel for locomotives	1,693 52
Water supply for locomotives	143 25
Oil, tallow and waste for locomotives	149 21
Train supplies and expenses	5,606 41
Switchmen, flagmen and watchmen	1,507 25
Other expenses	39 75
Total	\$13,031 77
General expenses:	
Salaries of general officers.....	\$1,000 00
Insurance.....	1,123 74
Other expenses	596 29
Total	\$2,720 03
Recapitulation of expenses:	
Maintenance of way and structures.....	\$5,124 11
Maintenance of equipment	4,755 33
Conducting transportation	13,031 77
General expenses.....	2,720 03
Grand total.....	\$25,631 24

Percentage of expenses to earnings, 41.32.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$386,059 32	Cost of road.....		\$396,395 49	\$10,336 17	
	114,996 22	Cost of equipment		112,136 22		\$2,860 00
	35,625 00	Real estate.....		35,625 00		
	5,372 46	Cash and current assets.....		2,721 59		2,650 87
	4,238 14	Other assets:				
	62 02	Materials and supplies		3,267 60		970 54
	22,600 84	Sundries.....		2,694 33	2,632 31	
	5,950 00	Refunding ac'ts.				22,600 84
		Repairs to rolling stock				5,950 00
	\$574,904 00	Grand total ..		\$552,840 23		\$22,063 77

COMPERATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1901.		LIABILITIES.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$48,000 00	Capital stock		\$48,000 00		
	460,000 00	Funded debt		400,000 00		
		Current liabilities		2,296 59	\$2,296 59	
	100,000 00	Undivided profits		72,198 95		\$27,801 05
	26,304 00	Profit and loss		30,344 69	3,440 69	
	\$574,904 00	Grand total		\$552,840 23		\$22,063 77

SECURITY FOR FUNDED DEBT.

Consolidated mortgage: Entire line, 11.30 miles; amount of mortgage per mile of line, \$35,398.

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	361	\$1,000 00	\$2 77
Enginemen	2	604	1,963 00	3 25
Firemen	2	604	1,208 00	2 00
Conductors	2	604	1,751 60	2 90
Other trainmen	6	1,812	3,207 24	1 77
Machinists	1	301	526 75	1 75
Carpenters	1	296	518 00	1 75
Other shopmen	4	1,200	2,616 00	2 18
Section foremen	2	600	1,200 00	2 00
Other trackmen	4	1,160	1,740 00	1 50
Switchmen, flagmen and watchmen	3	965	1,182 18	1 22
All other employees and laborers	5	1,495	1,843 64	1 23
Total (including "general officers")	33	10,005	\$18,756 41	\$1 87
Less "general officers"	1	361	1,000 00	2 77
Total (excluding "general officers")	32	9,645	\$17,756 41	\$1 84
Distribution of above:				
General administration	1	361	\$1,000 00	\$2 77
Maintenance of way and structures	14	3,292	5,504 39	1 67
Maintenance of equipment	6	2,729	4,122 18	1 51
Conducting transportation	12	3,624	8,129 84	2 24

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE, AND RATES.	
		Dollars.	Mills. Cents.
Freight traffic:			
Number of tons carried of freight earning revenue....	141,875		
Total freight revenue		60,490	36
Average amount received for each ton of freight.....			42 628
Total freight earnings		60,490	36
Freight earnings per mile of road		5,353	13
Total traffic:			
Gross earnings from operation		62,026	86
Gross earnings from operation per mile of road.....		5,489	10
Operating expenses		25,631	24
Operating expenses per mile of road.....		2,268	25
Income from operation.....		36,395	62
Income from operation per mile of road		3,220	85

The freight that the Lime Rock Railroad hauls consists solely of lime rock and coal. Its stock is owned and it is controlled and managed by the Rockland-Rockport Lime Company, for whom it hauls lime rock from the quarries to the kilns, and coal from the kilns to the quarries. It never carries passengers.

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 113,209 tons; received from connecting roads and other carriers, 28,666 tons; total tons, 141,875.

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year. Number added during year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Name.	Number.	Name.
Locomotives—owned and leased:					
Freight	3				
Total locomotives owned and in service	3				
Cars—owned and leased:					
In freight service—					
Flat cars	11				
Dump cars	385				
Total	396				
In company's service—					
Other road cars.....	1				
Hand cars.....	2				
Snow plows.....	4				
Total	7				
Total cars owned and in service.....	403				

MILEAGE.

MILEAGE OF ROAD OPERATED.

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 ...	11.30	.....	1.27	12.57			

RENEWALS OF RAILS AND TIES.

New rails laid during the year: Steel, 34.50 tons; weight per yard, 56 pounds; cost per ton, \$23.00.

New ties laid during the year, 1,000; average price at distributing point, 26 cents each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Freight: Bituminous coal, 523.50 tons; cost at distributing point, \$3.45 per ton.

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles, 11; aggregate length, 15,142 feet, 8 inches; minimum length, 48 feet; maximum length, 3,396 feet.

Gauge of track, 4 feet, 8½ inches—11.30 miles.

Report of the Maine Central Railroad Company for the Year Ending June 30, 1902.

*HISTORY.

Name of common carrier making this report. Maine Central Railroad Company.

Date of organization. October 28, 1862.

† Organized under the laws of the State of Maine. Special act of February 20, 1901.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

William G. Davis, Portland, Me.; George F. Evans, Portland, Me.; William P. Frye, Lewiston, Me.; Samuel C. Lawrence, Medford, Mass.; Lewis Cass Ledyard, New York, N. Y.; Joseph H. Manley, Augusta, Me.; Henry R. Reed, Boston, Mass.; Joseph W. Symonds, Portland, Me.; Lucius Tuttle, Boston, Mass.; John Ware, Waterville, Me.; George P. Wescott, Portland, Me.; Henry M. Whitney, Boston, Mass.; Franklin A. Wilson, Bangor, Me. Term expires October 15, 1902.

Total number of stockholders at date of last election, 820.

Date of last meeting of stockholders for election of directors, October 16, 1901.
General and operating office, Portland, Me.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, Lucius Tuttle, Portland, Me.; Vice-President 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.; Acting Division Superintendent, M. F. Dunn, Bangor, Me.; Division Superintendent, George F. Black, Portland, Me.; General Freight Agent, W. K. Sanderson, Portland, Me.; General Passenger and Ticket Agent, Frederic, E. Boothby, Portland, Me.; General Baggage Agent, Horace H. Towle, Portland, Me.; Superintendent of Motive Power, P. M. Hammett, 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 hundred.	Miles of line for each class of roads named.
	From—	To—		
Maine Central Railroad	Portland	Bangor	136.60	
	Brunswick	Bath	8.90	
	Woolwich	Rockland	47.63	
	Rockland	Wharf	1.36	
	Cumberland Jct.	Skowhegan	91.20	
	Brunswick	Farmington	62.60	
	Crowley's Jct.	Lewiston	4.80	
	Brewer Junction.	Mt. Desert Ferry.	41.13	
	Gardiner Jct	Copsecook Mill.	1.15	
Leased Lines.				
Belfast & Moosehead Lake R. R.	Burnham Jct.	Belfast	33.13	394.77
Dexter & Newport Railroad	Newport	Dexter	14.23	
Dexter & Piscataquis Railroad	Dexter Jct.	Foxcroft	16.54	
European & North American Ry.	Bangor	Vanceboro 114.30		
Stillwater Branch	Orono	Stillwater . 3.01	120.34	
Enfield Branch	Enfield	Montague . 3.03		
Eastern Maine Railway.	Bangor Jct.	Bucksport	18.80	
Portland & Ogdensburg Railway	Portland	Lunenburg, Vt. 109.10	109.84	
	Portland Un. Sta.	Thompson's Pt.74		
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.
Frenchmen's Bay steam-boats	Common carrier.	Owned.	Maine.
Penobscot Bay steamboats.	Common carrier.	Owned.	Maine.

The Maine Central Railroad Company owns and operates on the Kennebec river, between Bath and Woolwich, a steam ferry for the transportation of passengers, freight, mail and express.

The Maine Central also operates a line of steamboats in Frenchmen's Bay, and in the summer season in Penobscot Bay. These boats run in connection with Maine Central trains for the accommodation of Maine Central patrons and transport passengers, freight, mail and express.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

Controlled by Boston and Maine Railroad through ownership of majority of capital stock. Control effected December 2d, 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	\$4,975,600	6%	\$298,530 00
Portland and Kennebec, scrip				600	6%	36 00
Maine Central, scrip				800		
Androscoggin & Kennebec stocks, bonds				11,000		
Total	120,000	\$100	\$12,000,000	\$4,988,000	.....	\$298,566 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					13,749	\$1,374,900 00
Maine Central stock, scrip					8	800 00
Issued for reorganization: common					36,007	
Portland and Kennebec, scrip					6	
Androscoggin and Kennebec stock, bonds					110	
Total					49,880	\$1,375,700 00

Dividend No. 58, October 1, 1901, 1½% on \$4,976,000.....	\$74,640 00
Dividend No. 59, January 1, 1902, 1½% on \$4,976,000.....	74,640 00
Dividend No. 60, April 1, 1902, 1½% on \$4,976,200	74,643 00
Dividend No. 61, July 1, 1902, 1½% on \$4,976,200	74,643 00

Total \$298,566 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 consols	Apr. 1, 1872	Apr. 1, 1912	\$9,000,000 00	\$3,924,000 00	\$3,924,000 00	\$3,767,119 00	7	April and Oct..	\$274,680 00	\$272,986 00
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	13,560 00
Maine Central consols	Apr. 1, 1872	Apr. 1, 1912		1,525,000 00	1,525,000 00	1,632,528 85	4½	April and Oct..	68,625 00	68,568 75
Maine Central consols	Apr. 1, 1872	Apr. 1, 1912		3,265,500 00	3,265,500 00	3,319,231 63	4½	April and Oct..	130,620 00	130,560 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	32,690 00
Maine Shore Line R. E. bonds	June 1, 1883	June 1, 1923	750,000 00	81,000 00	81,000 00	55,137 80	5	June and Dec..	4,560 00	5,076 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. and Aug..	52,000 00	51,340 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. and Aug..	18,450 00	18,500 00
Maine Central interest scrip	May 23, 1870	.....	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	.....	.....	\$595,860 00	\$593,784 75
Maine Central sinking fund ..	Feb. 1, 1885	Feb. 1, 1905	\$600,000 00	\$600,000 00	\$600,000 00	\$600,000 00	4	Feb. and Aug..	\$27,000 00	\$27,652 50
Maine Central impt. Class A...	July 1, 1886	July 1, 1916	200,000 00	200,000 00	200,000 00	204,000 00	4½	Jan. and July..	9,000 00	9,000 00
Maine Central impt. Class B...	July 1, 1887	July 1, 1917	250,000 00	250,000 00	250,000 00	255,600 00	4½	Jan. and July..	11,250 00	20,250 00
Total:			\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,059,000 00	.....	.....	\$47,250 00	\$47,902 50
Mortgage bonds			\$12,536,892 00	\$11,851,892 00	\$11,442,192 00	\$11,490,017 28	.....	.....	\$595,860 00	\$593,784 75
Miscellaneous obligations			1,050,000 00	1,050,000 00	1,050,000 00	1,059,000 00	.....	.....	47,250 00	47,902 50
Grand total			\$13,586,892 00	\$12,901,892 00	\$12,492,192 00	\$12,549,017 28	.....	.....	\$643,110 00	\$641,687 25

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 bonds of these issues owned by Maine Central Railroad Company.

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	\$595,860 00	\$593,784 75
Miscellaneous obligations.....	1,050,000 00	1,050,000 00	47,250 00	47,902 50
Total	\$12,901,892 00	\$12,492,192 00	\$643,110 00	\$641,687 25

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$297,673 29	Audited vouchers and ac- counts.....	\$373,082 43
Bills receivable ..	778,217 50	Wages and salaries	93,868 06
Due from agents	140,624 27	Dividends not called for	9,240 54
Due from solvent companies and individuals	147,907 30	Matured interest coupons unpaid (including coupons due July 1).....	37,036 65
Net traffic balances due from other companies.....	144,566 77	Rents due July 1	29,975 00
		Miscellaneous	74,643 00
		Total—current liabilities.	\$617,845 68
		Balance—cash assets	891,143 45
Total—cash and current assets	\$1,508,989 13	Total	\$1,508,989 13

Materials and supplies on hand, \$598,554.86.

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

RECAPITULATION—CONCLUDED.

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	114,500	762,600	33.13	23,018
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	1,933,000	55.33	25,176
Hereford Railway	800,000	800,000	1,600,000	52.85	30,274
Total	\$14,116,738	\$17,918,692	\$32,035,430	815.83	\$39,267

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$14,562,748.85; cost to June 30, 1902, \$14,562,748.85; cost per mile, \$36,889.20.

Equipment: Cost to June 30, 1901, \$2,617,687.93; cost to June 30, 1902, \$2,617,687.93; cost per mile, \$6,630.92.

Total cost construction and equipment, etc.: Cost to June 30, 1901, \$17,180,436.78; cost to June 30, 1902, \$17,180,436.78; cost per mile, \$43,520.12.

INCOME ACCOUNT.

Gross earnings from operation.....	\$6,278,018 75	
Less operating expenses.....	4,552,260 43	
Income from operation		\$1,725,758 32
Dividends on stocks owned	\$6,492 60	
Interest on bonds owned.....	35 00	
Miscellaneous income—less expenses.....	63,615 07	
Income from other sources.....		70,142 67
Total income		\$1,795,900 99
Deductions from income:		
Interest on funded debt accrued	\$643,110 00	
Rents paid for lease of road	545,875 76	
Taxes	216,878 18	
Other deductions—paid trustees sinking funds.....	29,440 00	
Total deductions from income		1,435,303 94
Net income		\$360,597 05
Dividends, 6 per cent, common stock.....		298,566 00
Surplus from operations of year ending June 30, 1902.....		\$62,031 05
Surplus on June 30, 1901.....		252,161 00
Additions for year	*\$30,376 82	
Deductions for year	†62,031 05	
Surplus on June 30, 1902		\$282,537 82

* Miscellaneous items.

† Surplus for year transferred to contingent fund.

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$2,178,879 56		
Less repayments—			
Tickets redeemed		\$3,667 29	
Excess fares refunded		6,860 04	
Other repayments		2,197 89	
Total deductions		\$12,725 22	
Total passenger revenue			\$2,166,154 34
Mail	\$187,645 45		
Express	100,346 10		
Extra baggage and storage	37,813 04		
Other items	13,103 36		338,907 95
Total passenger earnings			\$2,505,062 29
Freight:			
Freight revenue	\$3,751,453 20		
Less repayments—			
Overcharge to shippers.....		\$73,094 18	
Total freight revenue.....			3,678,359 02
Other items			10,882 77
Total freight earnings			\$3,689,241 79
Total passenger and freight earnings			\$6,194,304 08
Other earnings from operation:			
Rents from tracks, yards and terminals..	\$27,800 00		
Other sources,			
Baggage storage	3,068 70		
Freight storage.....	8,770 62		
Steamboat earnings.....	44,075 35		
Total other earnings.....			83,714 67
Total gross earnings from operation—entire line			\$6,278,018 75

The gross transportation earnings subject to tax by the State of Maine are \$6,194,304.08.

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Boston and Maine Railroad	\$4,700 00	7	\$329 00	\$4,700 00
Portland and Ogdensburg Railway	198,180 00	2	3,963 60	79,272 00
Bridgton and Saco River Railroad	5,000 00	4	200 00	5,000 00
Total	\$207,880 00	..	\$4,492 60	\$88,972 00
Other Stocks.				
St. John Bridge and Railway Extension Co.....	\$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	..	\$6,492 60	\$133,972 00

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

* Interest is not accrued or included in income on the bonds of the Knox and Lincoln Railway, Maine Shore Line Railroad and Upper Coos Railroad, owned by the Maine Central Railroad Company.

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: Mattawankeag to ... Lewiston to	Vanceboro	Canadian Pacific Ry.	\$23,800 00	\$27,800 00
	Rumford Junc...	Portland & Rumford Falls Railway.....	4,000 00	

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents and wharfage.....	\$42,354 67	.....	\$42,354 67
Interest and discount.....	20,804 37	.....	20,804 37
Miscellaneous.....	456 03	.....	456 03
Total	\$63,615 07	.....	\$63,615 07

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$553,303 92
Renewals of rails.....	123,890 98
Renewals of ties.....	92,994 44
Repairs and renewals of bridges and culverts.....	187,066 15
Repairs and renewals of fences, road crossings, signs and cattle guards.....	21,817 06
Repairs and renewals of buildings and fixtures.....	81,308 68
Repairs and renewals of docks and wharves.....	2,420 68
Repairs and renewals of telegraph.....	19 77
Stationery and printing.....	871 72
Other expenses—superintendence and general expenses.....	17,498 29
Total	\$1,081,191 69
Maintenance of equipment:	
Superintendence.....	\$21,663 85
Repairs and renewals of locomotives.....	254,928 51
Repairs and renewals of passenger cars.....	128,104 00
Repairs and renewals of freight cars.....	593,311 99
Repairs and renewals of work cars.....	16,850 36
Repairs and renewals of marine equipment.....	83,856 87
Repairs and renewals of shop machinery and tools.....	23,142 01
Stationery and printing.....	1,963 97
Other expenses.....	1,091 94
Total	\$1,124,913 50
Conducting transportation:	
Superintendence.....	\$62,570 38
Engine and roundhouse men.....	335,360 95
Fuel for locomotives.....	615,770 64
Water supply for locomotives.....	22,977 21
Oil, tallow and waste for locomotives.....	7,930 67
Other supplies for locomotives.....	4,410 55
Train service.....	240,395 19
Train supplies and expenses.....	57,049 89
Switchmen, flagmen and watchmen.....	163,887 07
Telegraph expenses.....	63,724 40
Station service.....	256,471 32
Station supplies.....	48,019 35
Car mueage—balance.....	121,618 30
Loss and damage.....	26,046 92
Injuries to persons.....	31,156 94
Clearing wrecks.....	5,687 40
Operating marine equipment.....	44,833 72
Advertising.....	20,088 81

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Conducting transportation—Concluded.	
Outside agencies.....	\$2,340 97
Commissions.....	7,819 98
Rents for tracks, yards and terminals.....	7,500 00
Rents of buildings and other property.....	8,971 04
Stationery and printing.....	24,919 27
Other expenses.....	1,899 98
Total.....	\$2,181,450 45
General expenses:	
Salaries of general officers.....	\$34,066 68
Salaries of clerks and attendants.....	23,433 95
General office expenses and supplies.....	31,432 40
Insurance.....	49,047 27
Law expenses.....	17,337 30
Stationery and printing (general offices).....	3,550 50
Other expenses.....	5,836 68
Total.....	\$164,704 73
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,081,191 69
Maintenance of equipment.....	1,124,913 50
Conducting transportation.....	2,181,450 45
General expenses.....	164,704 73
Total.....	\$4,552,260 43

Percentage of expenses to earnings—entire line, 72.5.

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 Railway.....	.....	.....	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
Total rents.....	\$210,825 00	\$146,950 76	\$179,100 00	\$545,875 76

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Terminals: Union Station, Portland, Me.; owned by Portland Union Railway Station Company; \$7,500.

MAINE CENTRAL RAILROAD.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$14,562,748 85	Cost of road.....		\$14,562,748 85		
	2,617,687 93	Cost of equipment.....		2,617,687 93		
	133,972 00	Stocks owned.....		133,972 00		
	154,500 00	Bonds owned.....		154,500 00		
	1,111,204 56	Cash and current assets.....		1,508,989 13	\$397,784 57	
	521,210 59	Other assets:				
	626,306 03	Materials and supplies.....		598,854 86	77,644 27	
		Sinking fund.....		683,701 81	57,395 78	
	\$19,727,629 96	Grand total.....		\$20,260,454 58	\$532,824 62	
		LIABILITIES.				
	\$4,988,000 00	Capital stock.....		\$4,988,000 00		
	12,492,192 00	Funded debt.....		12,492,192 00		
	835,057 37	Current liabilities		617,845 68		\$217,211 69
	165,621 66	Accrued interest on funded debt not yet payable.....		165,621 66		
	84,395 91	Accrued rent not yet payable.....		84,395 91		
	110,629 91	Accrued taxes not yet payable.....		125,853 57	\$15,223 66	
		Equipment contracts.....		382,527 72	382,527 72	
		Improvement account.....		202,481 28	202,481 28	
	68,332 33	Injury fund.....		68,332 33		
	104,933 75	Sundry lease accounts.....		104,933 75		
	626,306 03	Sinking funds for redemption of bonds.....		683,701 81	57,395 78	
	252,161 00	Contingent fund.....		62,031 05	62,031 05	
		Profit and loss.....		282,537 82	30,376 82	
	\$19,727,629 96	Grand total.....		\$20,260,454 58	\$532,824 62	

IMPORTANT CHANGES DURING THE YEAR—STATE OF MAINE.

Stock scrip to the value of \$300.00 has been exchanged for three shares of stock of the par value of \$100 each.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.		
	From—	To—	Miles.			
*Maine Central Railroad consolidated bonds	Portland	Bangor	304.1	\$29,543		
Maine Central col. trust bonds	Brunswick	Bath				
	Maine Shore Line Railroad bonds	Cumberland Je.			Skowhegan	
	†Penobscot Shore Line 1st mortgage	Brunswick			Leeds Junction	
		†Knox and Lincoln Railway 2d mortgage			Crowley's	Lewiston
					Leeds Junction ..	Farmington
Maine Central col. trust bonds	Brewer Junction ..	Mt. Desert Ferry	41.13	18,235		
†Penobscot Shore Line 1st mortgage	Bath	Rockland	48.39	26,865		
†Knox and 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	\$52,666 78	\$13 12
Other officers	42	14,717	56,419 27	3 33
General office clerks	136	45,916	85,816 00	1 87
Station agents	195	68,323	109,123 56	1 60
Other station men.....	427	133,167	193,706 28	1 45
Enginemen.....	166	54,728	177,754 45	3 25
Firemen	161	54,405	108,490 35	1 99
Conductors	123	40,597	117,190 60	2 89
Other trainmen.....	351	103,508	200,747 44	1 94
Machinists	93	29,828	57,814 40	1 94
Carpenters	184	57,362	105,232 22	1 83
Other shopmen	116	35,719	64,237 32	1 80
Section foremen	165	54,243	96,084 40	1 77
Other trackmen.....	897	240,897	345,309 54	1 43
Switchmen, flagmen and watchmen.....	201	64,476	85,062 13	1 32
Telegraph operators and dispatchers	78	25,307	42,361 78	1 67
Employees—account floating equipment	64	14,971	27,572 91	1 84
All other employees and laborers	518	167,196	257,725 68	1 54
Total (including "general officers")	3,928	1,209,375	\$2,183,315 11	\$1 81
Less "general officers".....	11	4,015	52,666 78	13 12
Total (excluding "general officers")	3,917	1,205,360	\$2,130,648 33	\$1 77
Distribution of above:				
General administration.....	134	46,169	\$119,923 79	\$2 60
Maintenance of way and structures	1,374	386,762	626,323 43	1 62
Maintenance of equipment.....	425	136,969	252,539 66	1 84
Conducting transportation	1,995	639,475	1,184,528 23	1 85

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	2,883,678			
Number passengers carried one mile	104,882,565			
Number of passengers carried one mile per mile of road	128,559			
Average distance carried, miles	36.37			
Total passenger revenue		2,166,154	34	
Average amount received from each passenger			75	118
Average receipts per passenger per mile			02	065
Total passenger earnings		2,505,062	29	
Passenger earnings per mile of road		3,070	56	898
Passenger earnings per train mile			126	239
Freight traffic:				
Number of tons carried of freight earning revenue	4,049,412			
Number of tons carried one mile	330,460,107			
Number of tons carried one mile per mile of road	405,060			
Average distance haul of one ton, miles	81.61			
Total freight revenue		3,678,359	02	
Average amount received for each ton of freight			90	837
Average receipts per ton per mile			01	113
Total freight earnings		3,689,241	79	
Freight earnings per mile of road		4,522	07	174
Freight earnings per train mile			252	512
Total traffic:				
Gross earnings from operation		6,278,018	75	
Gross earnings from operation per mile of road		7,695	25	361
Gross earnings from operation per train mile			189	875
Operating expenses		4,552,260	43	
Operating expenses per mile of road		5,579	91	301
Operating expenses per train mile			137	681
Income from operation		1,725,758	32	
Income from operation per mile of road		2,115	34	060
Car mileage, etc.:				
Mileage of passenger cars	9,043,486			
Average number of passenger cars per train mile	4.56			
Average number of passengers per train	53.00			
Mileage of loaded freight cars—north or east	12,503,764			
Mileage of loaded freight cars—south or west	14,015,093			
Mileage of empty freight cars—north or east	4,898,808			
Mileage of empty freight cars—south or west	3,063,820			
Average number of freight cars per train mile	23.60			
Average number of loaded cars per train mile	18.15			
Average number of empty cars per train mile	5.45			
Average number of tons of freight per train mile	226.19			
Average number of tons of freight per loaded car mile	12.46			
Average mileage operated during year	815.83			
Average mileage operated during year—State of Maine	649.67			
Train mileage:				
Mileage of revenue passenger trains	1,845,378			
Mileage of locomotives employed in "helping" passenger trains, 12,846.				
Percentage of "helping" to revenue passenger train mileage, 06.696 per cent.				
Mileage of revenue mixed trains	139,003			
Mileage of revenue freight trains	1,322,013			
Mileage of locomotives employed in "helping" freight trains, 77,707.				
Percentage of "helping" to revenue freight train mileage, 05.878 per cent.				
Total revenue train mileage	3,306,394			
Mileage of nonrevenue trains	183,303			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 1,739,340 tons; received from connecting roads and other carriers, 2,310,072 tons; total, 4,049,412 tons.

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	62	62	Westinghouse..	†62	
Freight	5	75	75	Westinghouse..	†75	
Switching	*3	30	30	Westinghouse..	†30	
Total locomotives owned and in service		167	167		167	
Cars—owned and leased:						
In passenger service—						
First-class cars	3	144	144	Westinghouse..	\$144	
Second-class cars		9	9	Westinghouse..	†9	
Combination cars		19	19	Westinghouse..	**19	
Baggage, express and postal cars	1	67	67		††67	
Observation cars		2	2	Westinghouse..	2	Miller.
Total	4	241	241		241	
In freight service—						
Box cars	139	1,314	1,070	Westinghouse..	††1314	
Flat cars	*23	1,990	1,818	Westinghouse..	**†1999	
Stock cars	1	55	54	Westinghouse..	††55	
Coal cars	50	449	449	Westinghouse..	§§449	
Refrigerator cars	15	28	28	Westinghouse..	28	Gould,
Total	180	3,845	3,419		3,845	
In company's service:						
Officers' and pay cars		1	1	Westinghouse..	1	National.
Gravel cars		58				
Derrick cars	2	20	12	Westinghouse..	||||19	
Caboose cars	3	69	69	Westinghouse..	***69	
Other road cars	6	320	197	Westinghouse..	†††268	
Total	11	468	279		357	
Total cars owned and in service	195	4,554	3,939		4,443	
Cars contributed to fast freight line service	*1	47	24	Westinghouse..	§§§47	

* Decrease. † Combination, Gould-Miller. †† 17 Combination, Gould-Miller, 47 Trojan, 11 Tower. ††† 3 Tower, 4 Combination, Gould-Miller, 23 Trojan. § National, 27 Miller-Bouhoup, 108 Miller. §§ 4 National, 5 Miller. ** 2 Trojan, 1 Gould, 3 Miller-Bouhoup, 8 National, 5 Miller. ††† 12 National, 9 Miller-Bouhoup, 46 Miller, †† 323 Trojan, 6 Standard, 1 Washburn, 984 Gould. *† 95 New National, 850 Trojan. † 25 Standard, 9 Tower, 1,020 Gould. ††† 41 Trojan, 14 Gould. § 7 Trojan, 50 Norton, 392 Gould. ||| 9 Trojan, 10 Gould. *** 14 Trojan, 55 Gould. ††† 1 Standard, 66 Gould, 201 Trojan. §§§ 26 Trojan, 21 Gould.

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...	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	149.11	.....	113.86	.....	262.97	.....	34.81	228.16
Total mileage operated (all tracks).....	575.53	1.15	542.92	.....	1,119.60	.....	36.07	1,083.53

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

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	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	149.11	.....	76.45	225.56	29.05	196.51
Total mileage operated (all tracks).....	575.53	1.15	339.35	916.03	30.31	885.72

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

New rails laid during the year: Steel, 7,700 $\frac{1899}{2248}$ tons; weight per yard, 75 pounds; average price per ton at distributing point, \$29.28.

New ties laid during the year: Cedar, 305,047; average price at distributing point, 28.82 cents; hack, 1,916; average price at distributing point, 23.29 cents; hemlock, 7,232; average price at distributing point, 22.87 cents; total, 314,189; average price at distributing point, 28.66 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	60,854. ⁸⁹¹	.....	.....	149 $\frac{1}{2}$	60,929. ¹⁴¹	1,879,734	64.83
Freight	88,653. ⁸⁰⁶	.....	.....	171 $\frac{1}{2}$	88,739. ²³⁷	1,662,004	106.79
Switching	46,715. ²⁸⁰	.....	.....	70 $\frac{1}{2}$	46,750. ⁸⁹⁴	1,184,016	78.97
Construction	7,947. ²⁸⁸	.....	.....	20 $\frac{1}{2}$	7,957. ⁷⁶⁸	277,916	57.26
Total	204,170. ⁸³⁰	.....	.....	411 $\frac{1}{2}$	204,376. ¹³⁰	5,003,670	81.69
Average cost at distributing point	\$3.13	.....	.....	\$3.58	.....	.....	.....

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS—STATE OF MAINE.

Trainmen: Killed—jumping on or off trains, locomotives or cars, 1; struck by trains, locomotives or cars, 1. Injured—coupling or uncoupling, 9; derailments, 3; parting of trains, 4; falling from trains, locomotives or cars, 14; jumping on or off trains, locomotives or cars, 7; struck by trains, locomotives or cars, 5; other causes, 23. Total trainmen killed, 2; injured, 65.

Switchmen, flagmen and watchmen: Injured—coupling or uncoupling, 1; falling from trains, locomotives or cars, 1. Total switchmen, flagmen and watchmen injured, 2.

Stationmen: Injured—falling from trains, locomotives or cars, 1.

Shopmen: Injured—struck by trains, locomotives or cars, 1.

Trackmen: Injured—derailments, 1; falling from trains, locomotives or cars, 3; jumping on or off trains, locomotives or cars, 1; total trackmen injured 5.

Other employees: Injured—derailments, 1; falling from trains, locomotives or cars, 1; total other employees injured, 2.

Grand total: Killed—jumping on or off trains, locomotives or cars, 1; struck by trains, locomotives or cars, 1. Injured—coupling or uncoupling, 10; derailments, 5; parting of trains, 4; falling from trains, locomotives or cars, 20; jumping on or off trains, locomotives or cars, 8; struck by trains, locomotives or cars, 6; other causes, 23=2 killed, 76 injured.

Passengers: Injured—parting of trains, 4; jumping on or off trains, locomotives or cars, 5; other causes, 8; total passengers injured, 17.

Trespassers: Killed—struck by trains, locomotives or cars at stations, 2; struck by trains, locomotives or cars at points along track other than highway crossings and stations, 5. Injured—falling from trains, locomotives or cars, 1; struck by trains, locomotives or cars at highway crossings, 4; struck by trains, locomotives or cars at points along track other than highway crossings and stations, 7; other causes, 1; total trespassers killed, 7; injured, 13.

ACCIDENTS—CONCLUDED.

Not Trespassers: Killed—struck by trains, locomotives or cars at highway crossings, 1. Injured—jumping on or off trains, locomotives or cars, 1; struck by trains, locomotives or cars at highway crossings, 4; struck by trains, locomotives or cars at station, 2; other causes, 9. Total not trespassers killed, 1; injured, 16.

Grand total: Killed—Struck by trains, locomotives or cars at highway crossings, 1; struck by trains, locomotives or cars at stations, 2; struck by trains, locomotives or cars at points along track other than highways and stations, 5. Injured—falling from trains, locomotives or cars, 1; jumping on or off trains, locomotives or cars, 1; struck by trains, locomotives or cars at highway crossings, 8; struck by trains, locomotives or cars at stations, 2; struck by trains, locomotives or cars at points along track other than highway crossings and stations, 7; other causes, 10=8 killed, 29 injured.

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

Stationmen: Injured—handling traffic, 3; handling tools, machinery, etc., 1; total stationmen injured, 4.

Shopmen: Injured—handling tools, machinery, etc., 9; handling supplies, etc., 2; total shopmen injured, 11.

Trackmen: Injured—handling tools, machinery, etc., 3; handling supplies, etc., 3; other causes, 1; total trackmen injured, 7.

Other employees: Injured—handling traffic, 1; handling tools, machinery, etc., 3; handling supplies, etc., 1; other causes, 6; total other employees injured, 11.

Grand total: Injured—handling traffic, 4; handling tools, machinery, etc., 16; handling supplies, etc., 6; other causes, 7=33 injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest 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 ...	164	22,002.0		21.11		1,024.9		Trestles	18		
Wooden.	20	2,635.3		28.00		563.6		Total	37		
Total .	185	24,662.8									
Trestles:								Overhead Railway Crossings:			
Wood ...	33	9,165.3		21.00		1,331.9		Bridges .	*1		15.9½
Steel	2	1,003.0		485.00		518.0					

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 lines.	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.
74.17	4,342.87	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, 1902.

[Narrow Gauge—Two Feet.]

HISTORY.

Name of common carrier making this report. Monson Railroad Company.

Date of organization. October 9, 1882.

Organized under laws of the State of Maine, chapter 51 of the Revised Statutes of Maine.

NAMES AND ADDRESS OF BOARD OF DIRECTORS.

H. A. Whiting, Wilton, N. H.; I. S. Whiting, Charlestown, Mass.; Geo. O. Whiting, Lexington, Mass.; J. F. Sprague, Monson, Me.; A. W. Chapin, Monson, Me.; W. L. Estabrooke, Monson, Me.; H. E. Morrill, Monson, Me. Term expires June 30, 1903.

Total number of stockholders at date of last election, 17.

Date of last meeting of stockholders for election of directors, June 18, 1902.

General office, Monson, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President, H. A. Whiting, Monson, Maine; First Vice-President, Treasurer and General Manager, I. S. Whiting, 472 Rutherford Ave., Charlestown, Mass.; Secretary and General Counsel, J. F. Sprague, Monson, Me.; Chief Engineer, H. E. Morrill, Monson, Me.; General Superintendent, Traffic Manager, General Freight Agent, General Passenger Agent, General Ticket Agent, General Baggage Agent, W. L. Estabrook, Monson, Me.

PROPERTY OPERATED.

Monson Railroad Company from Monson Junction to Monson, 6.16 miles. Monson Railroad Company, spurs from Monson to slate quarries, 2½ miles. Total operated, 8.16 miles.

CAPITAL STOCK.

Common: number of shares authorized, 700; par value of shares, \$100; total par value authorized, \$70,000; total amount issued and outstanding, \$70,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: total number of shares issued and outstanding, 700; *cash realized, nothing.

* Previous reports until 1901 have shown as total cash realized the sum of \$70,000 in which statement the present accountant has followed the statement of his predecessor, the fact being as was stated, he prefers to so retain it. The stock was issued as a bonus with the bonds.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Mortgage bonds: Issued April 1, 1884, due April 1, 1904; Amount authorized, issued and outstanding, \$70,000; cash realized on amount issued, \$70,000; interest, rate, 6%; payable April 1 and October 1; amount accrued during year, \$4,200.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$70,000; interest accrued during year, \$4,200.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
		Loans and bills payable.	\$13,566 45
		Net traffic balances due to other companies	321 05
		Matured interest coupons unpaid (including coupons due July 1)	74,491 91
Balance—current liabilities..	\$88,379 41	Total—current liabilities.	\$88,379 41

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital Stock: Amount issued, \$70,000; apportionment to railroads, \$70,000; miles, 8.16; amount per mile of line, \$8,578.

Bonds: Amount issued, \$70,000; apportionment to railroads, \$70,000; miles, 8.16; amount per mile of line, \$8,578.

Total: Amount issued, \$140,000; apportionment to railroads, \$140,000; miles, 8.16; amount per mile of line, \$17,156.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$60,886.63; cost to June 30, 1902, \$61,199.72; cost per mile, \$7,499.97.

Equipment: Cost to June 30, 1901, \$17,261.95; cost to June 30, 1902, \$17,261.95; cost per mile, \$2,115.43.

Total cost construction and equipment to June 30, 1901, \$78,148.63; to June 30, 1902, \$78,461.67; cost per mile, \$9,615.40.

INCOME ACCOUNT.

Gross earnings from operation	\$6,475 87	
Less operating expenses.....	7,610 71	
Deficit		\$1,134 84
Miscellaneous income—less expenses		29 53
Deficit		\$1,105 31
Deductions from income:		
Interest on funded debt accrued	\$4,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	180 61	
Taxes	66 05	
Total deductions from income		4,446 66
Deficit		\$5,551 97
Deficit from operations of year ending June 30, 1902		\$5,551 97
Deficit on June 30, 1901.....		144,678 81
		\$150,230 78
Deductions for year		313 04
Deficit on June 30, 1902.....		\$149,917 74

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, accounts of repayments, etc.	Actual earnings.
Total passenger revenue			\$1,359 94
Mail	\$192 60		
Express	216 18		
Extra baggage and storage	168 54		
Total passenger earnings			577 32
Total passenger earnings			\$1,937 26
Total freight earnings			4,538 61
Total passenger and freight earnings			\$6,475 87
Total gross earnings from operation.....			\$6,475 87

MISCELLANEOUS INCOME.

Coal sold, \$0.75; wood sold, \$8.28; hay sold, \$4.50; iron sold, \$10.00; rent, \$6.00; total, \$29.43.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,221 03
Renewals of ties.....	600 00
Repairs and renewals of bridges and culverts.....	289 37
Repairs and renewals of fences, road crossings, signs and cattle guards.....	224 88
Repairs and renewals of buildings and fixtures.....	41 17
Total.....	\$3,376 45
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$551 89
Repairs and renewals of passenger cars.....	27 91
Repairs and renewals of freight cars.....	96 55
Repairs and renewals of shop machinery and tools.....	32 10
Total.....	\$728 45
Conducting transportation:	
Superintendence.....	\$900 00
Engine and roundhouse men.....	1,344 74
Fuel for locomotives.....	469 52
Oil, tallow and waste for locomotives.....	47 03
Train supplies and expenses.....	11 87
Station service.....	150 00
Loss and damage.....	50 39
Advertising.....	21 00
Total.....	\$2,994 55
General expenses:	
Salaries of general officers.....	\$300 00
General office expenses and supplies.....	49 11
Insurance.....	100 00
Stationery and printing (general offices).....	54 75
Other expenses.....	7 40
Total.....	\$511 26
Recapitulation of expenses:	
Maintenance of way and structures.....	\$3,376 45
Maintenance of equipment.....	728 45
Conducting transportation.....	2,994 55
General expenses.....	511 26
Grand total.....	\$7,610 71

Percentage of expenses to earnings, 117.5.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$60,886 68	Cost of road		\$61,199 72	\$313 04	
	17,261 95	Cost of equipment		17,261 95		
	30 73	Cash and current assets				\$30 73
	144,678 81	Profit and loss		149,917 74	5,238 93	
	\$222,858 17	Grand total		\$228,379 41	\$5,521 24	
		LIABILITIES.				
	\$70,000 00	Capital stock		\$70,000 00		
	70,000 00	Funded debt		70,000 00		
	82,858 17	Current liabilities		88,379 41	\$5,521 24	
	\$222,858 17	Grand total		\$228,379 41	\$5,521 24	

SECURITY FOR FUNDED DEBT.

Mortgage: from Monson Junction to Monson, 8.16 miles; amount of mortgage per mile of line, \$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	313	\$300 00	\$0 95
Other officers	2	626		
Station agents	1	313	150 00	47
Enginemen	1	401½	769 99	1 89
Firemen	1	382	574 75	1 25
Conductors	1	313	900 00	2 87
Section foremen	1	288	451 50	1 53
Other trackmen	2	626	782 50	1 25
All other employees and laborers	2	812	1,098 05	1 35
Total (including "general officers")	12	4,074½	\$5,026 79	\$1 45
Less "general officers"	3	939	300 00	
Total (excluding "general officers")	9	3,135½	\$4,726 79	\$1 50
Distribution of above:				
General administration	3	939	\$300 00	\$0 95
Maintenance of way and structures	5	1,726	2,332 05	1 35
Conducting transportation	4	1,409½	2,394 74	1 26

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	4,411			
Number of passengers carried one mile	27,171			
Number of passengers carried one mile per mile of road	3,329			
Average distance carried, miles	6.16			
Total passenger revenue		1,359	94	
Average amount received from each passenger			30	831
Average receipts per passenger per mile			05	005
Total passenger earnings		1,937	26	
Passenger earnings per mile of road		287	40	
Passenger earnings per train mile			11	658
Freight traffic:				
Number of tons carried of freight earning revenue....	9,404			
Number of tons carried one mile	57,920			
Number of tons carried one mile per mile of road	7,099			
Average distance haul of one ton, miles	6.16			
Total freight revenue		4,538	61	
Average amount received for each ton of freight.....			48	156
Average receipts per ton per mile			07	869
Total freight earnings.....		4,538	61	
Freight earnings per mile of road		856	20	220
Freight earnings per train mile.....			27	314
Total traffic:				
Gross earnings from operation		6,475	87	
Gross earnings from operation per mile of road		793	61	151
Gross earnings from operation per train mile.....			38	970
Operating expenses		7,610	71	
Operating expenses per mile of road			932	504
Operating expenses per train mile			45	803
Income from operation		6,475	87	
Income from operation per mile of road.....		793	61	151
Car mileage, etc.:				
Mileage of passenger cars	13,480			
Average number of passenger cars per train mile	1			
Average number of passengers per train mile	2			
Mileage of loaded freight cars—north or east	3,786			
Mileage of loaded freight cars—south or west	8,508			
Mileage of empty freight cars—north or east	4,522			
Mileage of empty freight cars—south or west	562			
Average number of freight cars per train mile.....	2 ¹ / ₂			
Average number of loaded cars per train mile	1.56			
Average number of empty cars per train mile	0.66			
Average number of tons of freight per train mile	3.48			
Average number of tons of freight per loaded car mile	0.50			
Average mileage operated during year	8.16			
Train mileage:				
Mileage of revenue mixed trains	13,480			
Mileage of revenue freight trains	3,136			
Total revenue train mileage.....	16,616			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 6,945 tons; received from connecting roads and other carriers, 2,459 tons; total, 9,404 tons.

DESCRIPTION OF EQUIPMENT.

Locomotives owned: Passenger, freight and switching, 2.
 Cars owned: In passenger service—combination, 1; in freight service—box cars, 8; flat cars, 8; others, 2. Total cars in freight service, 18. Total cars owned and in service, 19.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	6.16	2.00	.....	8.16	.....	8.16
Miles.....	1.00	.....	.....	1.00	.....	1.00
Total mileage operated (all tracks).....	7.16	.....	.....	9.16	.....	9.16

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.....	6.16	2.00	8.16	.....	.....	8.16

NEW TIES LAID DURING YEAR.

Cedar, 4,700; average price at distributing point, 15 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction locomotives—coal, anthracite, 8 tons; wood, soft, 169 cords; total fuel consumed, 92½ tons; miles run, 16,616; average pounds consumed per mile, 11.13. Average cost at distributing point, coal, \$8.00; wood, \$2.40.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges: Wooden, 2; aggregate length, 40 feet; minimum length, 18 feet; maximum length, 22 feet.

Gauge of track, 2 feet—8.16 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owner and operating company, Northern Telegraph Company; miles of line, 6.16; miles of wire, 12.32.

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report. Phillips and Rangeley Railroad Company.

Date of organization. April 17, 1889.

Organized under special statute from the Legislature of the State of Maine, Private and Special Laws of 1889, chapter 545.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

Calvin Putnam, Danvers, Mass.; 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. Term expires third Wednesday of April in each year or when their successors are elected.

Total number of stockholders at date of last election, 34.

Date of last meeting of stockholders for election of directors, April 19, 1901.

General and operating office, Phillips, Me.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, Calvin Putnam, Danvers, Mass.; First Vice-President and General Manager, Fletcher Pope, Phillips, Me.; Clerk, Treasurer, General Freight Agent, General Passenger Agent and General Ticket Agent, H. H. Field, Phillips, Me.; Auditor, D. F. Field, Phillips, Me.; General Superintendent, A. L. Robertson, Rangeley, Me.

PROPERTY OPERATED.

Phillips and Rangeley Railroad; from Phillips to Rangeley; 28.60 miles.

CAPITAL STOCK.

Common: Number of shares authorized, 1,000; par value of shares, \$100; total par value authorized, \$100,000; total amount issued and outstanding, \$99,400.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First Mortgage: Issued August 1, 1890; due August 1, 1910; amount authorized, issued and outstanding, \$150,000; cash realized on amount issued, \$141,000; interest, rate 5%, payable February 1 and August 1; amount accrued and paid during year, \$7,500.

Second Mortgage: Issued September 1, 1892; due September 1, 1912; amount authorized, \$75,000; amount issued and outstanding, \$50,000; cash realized on amount issued, \$37,155; interest, rate 5% payable March 1 and September 1; amount accrued and paid during year, \$2,500.

Total Amount authorized, \$225,000; amount issued and outstanding, \$200,000; cash realized on amount issued, \$178,155; interest accrued and paid during year, \$10,000.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds: Amount issued and outstanding, \$200,000; interest accrued and paid during year, \$10,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash.....	\$1,803 07	Loans and bills payable.....	\$84,287 41
Bills receivable	245 00	Audited vouchers and ac- counts.....	5,289 47
Due from agents.....	159 41	Wages and salaries	1,592 62
Net traffic balances due from other companies.....	2,181 15		
Kennebago Railroad	975 99		
Total—cash and current assets	\$5,314 62		
Balance—current liabilities..	85,854 88		
Total	\$91,169 50	Total—current liabilities.	\$91,169 50

Materials and supplies on hand, \$100.83.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital Stock: Amount outstanding, \$99,400; apportionment to railroads, \$99,400; miles, 28.60; amount per mile of line, \$3,475.52.

Bonds: Amount outstanding, \$200,000; apportionment to railroads, \$200,000; miles, 28.60; amount per mile of line, \$6,993.01.

Total: Amount outstanding, \$299,400; apportionment to railroads, \$299,400; miles, 28.60; amount per mile of line, \$10,468.53.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Phillips and Rangeley Railroad; capital stock, \$99,400; funded debt, \$200,000; total, \$299,400; miles, 28.60; amount per mile of line, \$10,468.53.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$238,934.48; cost to June 30, 1902, \$238,934.48; cost per mile, \$8,354.35.

Equipment: Cost to June 30, 1901, \$57,588.28; cost to June 30, 1902, \$57,588.28; cost per mile, \$2,013.58.

Grand total cost Construction, Equipment, etc.: Cost to June 30, 1901, \$296,522.76; cost to June 30, 1902, \$296,522.76; cost per mile, \$10,367.93.

INCOME ACCOUNT.

Gross earnings from operation	\$25,637 60	
Less operating expenses	27,708 26	
Deficit.....		\$2,070 66
Deductions from income:		
Interest on funded debt accrued	\$10,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	2,984 66	
Taxes	199 08	
Total deductions from income.....		13,183 74
Deficit.....		\$15,254 40
Deficit from operations of year ending June 30, 1902.....		\$15,254 40
Deficit on June 30, 1901.....		81,935 29
Deficit on June 30, 1902.....		\$97,189 69

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings
Total passenger revenue			\$10,870 64
Mail	\$1,309 16		
Express	2,217 46		
Extra baggage and storage	397 12		
Other items.....			3,923 74
Total passenger earnings			\$14,794 38
Total freight revenue.....			\$9,981 13
Other items.....			181 90
Total freight earnings			\$10,163 03
Total passenger and freight earnings			\$24,957 41
Other earnings from operation:			
Car mileage—balance.....			680 19
Total gross earnings from operation			\$25,637 60

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	
Repairs of roadway.....	\$9,885 59
Renewals of rails	23 75
Renewals of ties	27 01
Repairs and renewals of bridges and culverts	867 72
Repairs and renewals of fences, road crossings, signs and cattle guards	19 86
Repairs and renewals of buildings and fixtures	74 73
Other expenses	100 33
Total	\$10,998 99
Maintenance of equipment:	
Repairs and renewals of locomotives	\$997 52
Repairs and renewals of passenger cars	475 65
Repairs and renewals of freight cars	786 99
Repairs and renewals of work cars	33 00
Repairs and renewals of shop machinery and tools	6 68
Other expenses	49 76
Total	\$2,349 60
Conducting transportation:	
Superintendence.....	\$274 50
Engine and roundhousemen.....	4,077 44
Fuel for locomotives	5,262 48
Oil, tallow and waste for locomotives.....	23 54
Train service	2,084 05
Station service	1,559 34
Station supplies.....	2 75
Car mileage—balance	42 44
Advertising	206 55
Stationery and printing	57 07
Other expenses	30 87
Total	\$13,621 03

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
General expenses:	
Salaries of general officers.....	\$600 00
Insurance.....	110 81
Stationery and printing (general offices).....	16 88
Other expenses.....	10 95
Total.....	\$738 64
Recapitulation of expenses:	
Maintenance of way and structures.....	\$10,998 99
Maintenance of equipment.....	2,349 60
Conducting transportation.....	13,621 03
General expenses.....	738 64
Grand total.....	\$27,708 26

Percentage of expenses to earnings—108.07.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$238,934 48	Cost of road.....		\$238,934 48		
	57,588 28	Cost of equipment.....		57,588 28		
	6,522 17	Cash and current assets.....		5,314 62		\$1,207 55
	1,714 97	Other assets: Materials and supplies.....		100 83		1,614 08
	81,935 29	Profit and loss.....		97,189 69	\$15,254 40	
	\$386,695 13	Grand total ..		\$399,127 90	\$12,432 77	
		LIABILITIES.				
	\$99,400 00	Capital stock.....		\$99,400 00		
	260,000 00	Funded debt.....		200,000 00		
	69,257 82	Current liabilities.....		91,169 50	\$21,911 68	
	3,958 32	Accrued interest on funded debt not yet payable.....		3,958 32		
	14,078 99	Accrued interest on floating debt not yet paid.....		4,600 08		\$9,478 91
	\$386,695 13	Grand total ...		\$399,127 90	\$12,432 77	

SECURITY FOR FUNDED DEBT.

First mortgage, from Phillips to Rangeley, 28.60 miles; amount of mortgage per mile of line, \$5,244.76.

Second mortgage, from Phillips to Rangeley, 28.60 miles; amount of mortgage per mile of line, \$1,748.25.

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.....	4	200	\$600 00	\$3 00
Station agents.....	4	1,594	1,947 15	1 22
Enginemen.....	4	1,000	1,979 15	1 98
Firemen.....	5	981	1,225 71	1 25
Conductors.....	3	687	1,228 96	1 84
Other trainmen.....	4	687	848 19	1 23
Machinists.....	1	164	341 21	2 08
Carpenters.....	4	208	282 77	1 36
Other shopmen.....	4	304	416 26	1 37
Section foremen.....	5	1,773	2,690 75	1 47
Other trackmen.....	20	3,421	4,101 16	1 20
Switchmen, flagmen and watchmen.....	5	790	887 25	1 10
All other employees and laborers.....	22	2,694	3,504 52	1 30
Total (including "general officers").....	81	14,483	\$19,943 08	\$1 38
Less "general officers".....	4	200	600 00	3 00
Total (excluding "general officers").....	77	14,283	\$19,343 08	\$1 35
Distribution of above:				
General administration.....	4	200	\$600 00	\$3 00
Maintenance of way and structures.....	47	7,888	10,206 43	1 29
Maintenance of equipment.....	5	676	1,040 24	1 54
Conducting transportation.....	25	5,719	8,096 41	1 42
	81	14,483	\$19,943 08	\$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.....	11,011			
Number of passengers carried one mile.....	298,788			
Number of passengers carried one mile per mile of road.....	10,447			
Average distance carried, miles.....	27.13			
Total passenger revenue.....		10,870	64	
Average amount received from each passenger.....			98	
Average receipts per passenger per mile.....			03	725
Total passenger earnings.....		14,794	38	
Passenger earnings per mile of road.....			517	29
Passenger earnings per train mile.....			36	091
Freight traffic:				
Number of tons carried of freight earning revenue.....	6,963 ⁷⁰⁷⁶			
Number of tons carried one mile.....	180,696 ⁹⁴⁷⁶			
Number of tons carried one mile per mile of road.....	6,318 ⁰⁷⁶			
Average distance haul of one ton, miles.....	25.87			
Total freight revenue.....		9,981	13	
Average amount received for each ton of freight.....			1 42	920
Average receipts per ton per mile.....			05	523
Total freight earnings.....		10,163	03	
Freight earnings per mile of road.....			355	35
Freight earnings per train mile.....			55	378

TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE, AND RATES		
		Dollars.	Cents.	Mills.
Total traffic:				
Gross earnings from operation		25,637	60	
Gross earnings from operation per mile of road.....		896	42	
Gross earnings from operation per train mile.....			62	543
Operating expenses.....		27,708	26	
Operating expenses per mile of road.....		968	82	
Operating expenses per train mile.....			67	594
Deficit from operation.....		2,070	66	
Deficit from operation per mile of road		72	39	8
Car mileage, etc.:				
Mileage of passenger cars....	76,169			
Average number of passenger cars per train mile.....	1.86			
Average number of passengers per train mile	7.29			
Mileage of loaded freight cars—north or east	21,167			
Mileage of loaded freight cars—south or west.....	12,016			
Mileage of empty freight cars—north or east	5,097			
Mileage of empty freight cars—south or west	13,571			
Average number of freight cars per train mile.....	2.82			
Average number of loaded cars per train mile.....	1.81			
Average number of empty cars per train mile	1.02			
Average number of tons of freight per train mile	9.85			
Average number of tons of freight per loaded car mile	5.45			
Average mileage operated during year	28.60			
Train mileage:				
Mileage of revenue passenger trains.....		22,640		
Mileage of revenue mixed trains		18,352		
Total revenue train mileage		40,992		
Mileage of nonrevenue trains.....		40,256		

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 3,164 tons; received from connecting roads and other carriers, 3,819 tons; total, 6,983 tons.

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	Number added during year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	4	4	4	Eames Vacuum.		
Freight.....						
Switching						
Total locomotives owned and in service	4	4	4	Eames Vacuum.		

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—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				

MILEAGE OF ROAD OPERATED.

Represented by capital stock, main line, single track, 28.60 miles. Steel rails, 28.60 miles.

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

Maine: represented by capital stock, main line, 28.60. Steel rails, 28.60 miles.

NEW TIES LAID DURING YEAR.

Cedar, 5,000; average price at distributing point, 10 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Bituminous coal, 974 tons; miles run, 81,248; average pounds consumed per mile, 23.97; average price at distributing point, \$5.40 per ton.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges: Wooden, 22; aggregate length, 794 feet, 3 inches; minimum length, 4 feet, 3 inches; maximum length, 200 feet.

Trestles, 3; aggregate length, 136 feet; minimum length, 30 feet; maximum length, 60 feet.

Gauge of track, 2 feet—28.60 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owner and operating company, Western Union Telegraph Company; miles of line and wire, 28.60.

**Report of the Portland and Rumford Falls Railway Company
for the Year Ending June 30, 1902.**

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway Company.

Date of organization. November 8, 1890.

Organized under the general railroad laws of Maine; certificate of organization approved by the Railroad Commissioners December 4, 1890. Given special and enlarged power to extend under special act of the Legislature of Maine, chapter 40, approved February 10, 1891. Charter amended, special act of the Legislature of Maine, chapter 80, approved February 25, 1895.

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.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

Hugh J. Chisholm, Portland, Me.; Waldo Pettingill, Rumford Falls, Me.; George D. Bisbee, Rumford Falls, Me.; Fred E. Richards, Portland, Me.; Galen C. Moses, Bath, Me.; George C. Wing, Auburn, Me.; Charles D. Brown, Boston, Mass.; A. N. Burbank, New York, N. Y.; R. C. Bradford, Portland, Me. Term expires September 9, 1902.

Total number of stockholders at date of last election, 51.

Date of last meeting of stockholders for election of directors, September 10, 1901.

Address of general office, Portland, Me.

Address of operating office, Rumford Falls, Me.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, Hugh J. Chisholm, Portland, Me.; Vice-President, Waldo Pettingill, Rumford Falls, Me.; Clerk, Treasurer and Traffic Manager, 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.

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 Railway	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.

Common: Number of shares authorized, 20,000; par value of shares, \$100; par value authorized, and amount issued and outstanding, \$2,000,000; dividends declared during year, rate 6%, on \$1,500,000; amount, \$90,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Number of shares issued during year, 5,000; cash realized on amount issued during year, \$625,000; number of shares issued and outstanding, 14,000; cash realized, \$1,525,000.

Issued for construction: Number of shares issued and outstanding, 6,000.

Total: Number of shares issued during year, 5,000; cash realized on amount issued during year, \$625,000; number of shares issued and outstanding, 20,000; cash realized, \$1,525,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Construction, first mortgage: Issued November 2, 1896, due November 1, 1926; amount authorized and issued, \$1,000,000; amount outstanding, \$992,000; interest, rate 4%, payable May 1 and November 1; amount accrued and paid during year, \$39,680.

Debenture: Issued August 2, 1897, due August 1, 1927; amount authorized, issued and outstanding, \$350,000; interest, rate 4%, payable February 1 and August 1; amount accrued and paid during year, \$14,000.

Grand total: Amount authorized and issued, \$1,350,000; amount outstanding, \$1,342,000; interest accrued and paid during year, \$53,680.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds: Amount issued, \$1,000,000; amount outstanding, \$992,000; interest; amount accrued and paid during year, \$39,680.

Miscellaneous Obligations: Amount issued and outstanding, \$350,000; interest; amount accrued and paid during year, \$14,000.

Total: Amount issued, \$1,350,000; amount outstanding, \$1,342,000; interest, amount accrued and paid during year, \$53,680.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$220,867 20	Audited vouchers and accounts (inc. June pay roll)	\$25,723 46
Notes receivable	213,000 00	Net traffic balances due to other companies	37,347 61
Due from agents	4,649 66	Miscellaneous	6,568 26
Due from solvent companies and individuals	11,843 41	Total—current liabilities	\$69,639 33
Total—cash and current assets	\$450,360 27	Balance—cash assets	380,720 94
		Total	\$450,360 27

Materials and supplies on hand, \$39,046.57.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital Stock: Amount outstanding, \$2,000,000; apportionment to railroads, \$2,000,000; amount per mile of line, miles, 63.85, amount, \$31,323.

Bonds: Amount outstanding, \$1,342,000; apportionment to railroads, \$1,342,000; amount per mile of line, miles, 63.85, amount, \$21,018.

Total: Amount outstanding, \$3,342,000; apportionment to railroads, \$3,342,000; amount per mile of line, miles, 63.85, amount, \$52,341.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Portland and Rumford Falls Railway: Capital stock, \$2,000,000; funded debt, \$1,342,000; total, \$3,342,000; amount per mile of line, miles, 63.85, amount, \$52,341.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$2,061,417.28; expended for rails during the year, \$31,359.13; cost to June 30, 1902, \$2,092,776.41; cost per mile, \$32,776.45.

Equipment: Cost to June 30, 1901, \$174,830.36; expended for freight cars, \$105,806.00; cost to June 30, 1902, \$280,626.36; cost per mile, \$4,395.25.

Total construction, equipment, etc.: Cost to June 30, 1901, \$2,236,247.64; cost to June 30, 1902, \$2,373,412.77; cost per mile, \$37,171.70.

INCOME ACCOUNT.

Gross earnings from operation.....	\$528,820 76	
Less operating expenses.....	310,172 57	
Income from operation		\$218,648 19
Dividends on stocks owned	\$4,431 00	
Interest on bonds owned.....	2,820 00	
Miscellaneous income—less expenses.....	20,613 90	
Income from other sources....		\$27,864 90
Total income.....		\$246,513 09
Deductions from income:		
Interest on funded debt accrued	\$53,680 00	
Taxes	15,309 67	
*Permanent improvements, \$47,068.02.		
Other deductions—sinking funds.....	11,666 66	
Total deductions from income		80,656 33
Net income		\$165,856 76
Dividends, 6 per cent, common stock.....		90,000 00
Surplus from operations of year ending June 30, 1902.....		\$75,856 76
Surplus on June 30, 1901.....		236,956 77
Additions for year.	\$136,009 15	
Deductions for year	†14,800 25	121,208 50
Surplus on June 30, 1902		\$434,022 43

* This amount is included in total operating expenses.

† Premiums on bonds sold.....	\$2,280 00
Premiums on stock sold	125,000 00
Miscellaneous receipts.....	8,729 15
	\$136,009 15

‡ Premiums on bonds purchased	\$5,000 00
Miscellaneous payments.....	9,800 25
	\$14,800 25

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$113,805 79
Mail			6,724 48
Express			6,858 40
Extra baggage and storage			1,118 77
Other items.....			200 00
Total passenger earnings			\$128,707 44
Total freight revenue.....			397,061 51
Total passenger and freight earnings			\$625,768 95
Other earnings from operation:			
Hire of equipment—balance			\$766 73
Rents from tracks, yards and terminals..			1,200 00
Other sources.....			1,085 08
Total other earnings.....			\$3,051 81
Total gross earnings from operation.....			\$628,820 76

STOCKS OWNED.

Railway Stocks: Rumford Falls and Rangeley Lakes Railroad Company: Common, par value, \$89,500; valuation, \$49,350; preferred, par value, \$90,000; valuation, \$90,000. Total railway stock owned, par value, \$179,500; valuation, \$139,350.

Other Stocks: Rumford Falls Publishing Company, par value, \$300; valuation, \$300; income or dividend received, \$9.00. International Paper Company, preferred, par value, \$243,700; valuation, \$182,339; income or dividend received, \$4,422. Oxford Paper Company, par value, \$200,000; valuation, \$200,000. Total other stocks owned, par value, \$444,000; valuation, \$382,639; income or dividends received, \$4,431.

Grand total: Par value, \$623,500; valuation, \$521,989; income or dividend received, \$4,431.

BONDS OWNED.

International Paper Company; debenture, par value, \$47,000; valuation, \$47,000; income or interest received, \$2,820; International Paper Company; first mortgage, par value, \$65,000; valuation, \$65,000. Total, par value, \$112,000; valuation, \$112,000; income or interest received, \$2,820.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Tracks, yards and terminals at Rumford Falls, Me., used by Rumford Falls and Rangeley Lakes Railroad Company. Rent received, \$1,200.

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Interest on notes and accounts	\$17,323 45	\$738 29	\$16,590 16
Rent of buildings and other property	427 76	35 66	392 10
Other sources.....	3,631 64		3,631 64
Total	\$21,387 85	\$773 95	\$20,613 90

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$72,162 78
Renewals of rails	18,842 52
Renewals of ties	13,119 58
Repairs and renewals of bridges and culverts.....	3,771 37
Repairs and renewals of fences, road crossings, signs and cattle guards	1,390 70
Repairs and renewals of buildings and fixtures.....	7,893 41
Repairs and renewals of telegraph	2,064 59
Stationery and printing.....	178 09
Other expenses	194 69
Total	\$119,617 73
Maintenance of equipment:	
Superintendence.....	\$1,406 25
Repairs and renewals of locomotives	14,429 32
Repairs and renewals of passenger cars	8,247 43
Repairs and renewals of freight cars	10,142 63
Repairs and renewals of work cars	1,564 63
Repairs and renewals of shop machinery and tools.....	2,130 71
Stationery and printing.....	66 76
Other expenses.....	1,379 67
Total	\$39,366 85
Conducting transportation:	
Superintendence	\$3,110 19
Engine and roundhouse men	17,931 65
Fuel for locomotives	40,166 33
Water supply for locomotives.....	1,583 59
Oil, tallow and waste for locomotives	1,816 34
Other supplies for locomotives.....	285 34
Train service.....	12,885 99
Train supplies and expenses	2,193 68
Switchmen, flagmen and watchmen	6,814 77
Telegraph expenses	3,609 02
Station service	14,202 16
Station supplies.....	2,652 62
Car mileage—balance.....	9,475 58
Loss and damage	749 95
Injuries to persons.....	2,755 19
Clearing wrecks.....	291 19
Advertising	2,659 68
Outside agencies.....	100 00
Rents for tracks, yards and terminals	4,000 00
Rents of buildings and other property	1,185 00
Stationery and printing.....	2,323 58
Other expenses	69 55
Total	\$130,891 40
General expenses:	
Salaries of general officers.....	\$6,000 00
Salaries of clerks and attendants	7,651 39
General office expenses and supplies	2,019 57
Insurance.....	1,697 91
Law expenses.....	786 00
Stationery and printing (general offices).....	1,783 20
Other expenses.....	358 52
Total	\$20,296 59
Recapitulation of expenses:	
Maintenance of way and structures	\$119,961 73
Maintenance of equipment	39,366 85
Conducting transportation.....	130,891 40
General expenses.....	20,296 59
Total	\$310,172 57

Percentage of expenses to earnings, 59.

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 Rail- road Company.....	Between Rumford Junct. and Lew- iston, 4.20 miles.	Maine Central Rail- road Company.....	.....	\$4,000 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$2,061,417 28	Cost of road.....		\$2,092,776 41	\$31,359 13	
	174,830 36	Cost of equipment.....		280,636 36	105,806 00	
	279,202 00	Stocks owned.....		521,989 00	242,787 00	
	77,000 00	Bonds owned.....		112,000 00	35,000 00	
	4,475 00	Other permanent investments.....		337,500 00	333,025 00	
	23,762 32	Lands and build- ings owned.....		23,797 82	35 50	
	510,788 09	Cash and current assets.....		450,360 27		\$60,427 82
	43,638 04	Other assets: Materials and supplies.....		39,048 57		4,589 47
	20,589 37	Sinking funds.....		33,227 33	12,637 96	
	\$3,195,702 46	Grand total.....		\$3,891,335 76	\$695,633 30	
		LIABILITIES.				
	\$1,500,000 00	Capital stock.....		\$2,000,000 00	\$500,000 00	
	1,342,000 00	Funded debt.....		1,342,000 00		
	68,762 39	Current liabilities.....		69,639 33	876 94	
	12,446 67	Accrued interest on funded debt not yet payable.....		12,446 67		
	5,444 00	Appropriations for new equip- ment.....				\$5,444 00
	9,503 26	Appropriations for new bridges.....				9,503 26
	20,589 37	Sinking funds for redemption of bonds.....		33,227 33	12,637 96	
	236,956 77	Profit and loss.....		434,022 43	197,065 66	
	\$3,195,702 46	Grand total.....		\$3,891,335 76	\$695,633 30	

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 bonds dated Nov. 2, 1896.	Rumford Junct... Canton	Rumford Falls... Livermore	63.85	\$15,662

Equipment mortgaged: all owned. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	314	\$1,000 00	\$ 6 37
Other officers	4	628	5,000 00	4 71
General office clerks	16	1,256	5,916 67	1 80
Station agents	22	4,883	8,793 59	1 40
Other station men.....	22	6,630	9,278 65	1 23
Enginemen.....	15	5,662	6,962 55	2 63
Firemen	14	4,358	11,445 33	1 62
Conductors	12	3,877	6,271 11	2 40
Other trainmen.....	10	2,895	6,945 09	1 61
Machinists	25	7,973	12,801 16	2 18
Carpenters	8	1,282	2,789 85	1 98
Other shopmen	12	1,126	2,224 23	1 86
Section foremen	7	4,185	7,795 22	1 77
Other trackmen.....	14	4,410	7,797 93	1 34
Switchmen, flagmen and watchmen.....	48	12,978	17,475 90	1 47
Telegraph operators and dispatchers	9	2,958	4,347 98	2 34
All other employees and laborers	2	628	1,470 00	1 55
Total (including "general officers")	75	18,609	28,839 91	
Total (including "general officers")	296	84,652	\$147,155 17	\$1 74
Less "general officers".....	3	942	6,000 00	6 37
Total (excluding "general officers")	293	83,710	\$141,155 17	\$1 69
Distribution of above:				
General administration.....	19	5,825	\$14,793 59	\$2 54
Maintenance of way and structures	122	33,160	52,343 77	1 58
Maintenance of equipment.....	36	8,837	16,578 30	1 88
Conducting transportation	119	36,830	63,439 51	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	177,746			
Number of passengers carried one mile	4,550,727			
Number of passengers carried one mile per mile of road	66,873.28			
Average distance carried, miles	25.60			
Total passenger revenue		113,805	79	
Average amount received from each passenger			64	027
Average receipts per passenger per mile			02	501
Total passenger earnings		128,707	44	
Passenger earnings per mile of road		1,891	37	
Passenger earnings per train mile		1	15	476
Freight traffic:				
Number of tons carried of freight earning revenue	562,827			
Number of tons carried one mile	19,338,077			
Number of tons carried one mile per mile of road	284,174.53			
Average distance haul of one ton, miles	34.36			
Total freight revenue		397,061	51	
Average amount received for each ton of freight			70	548
Average receipts per ton per mile			02	053
Total freight earnings		397,061	51	
Freight earnings per mile of road		5,834	85	
Freight earnings per train mile		3	98	316
Total traffic:				
Gross earnings from operation		528,820	76	
Gross earnings from operation per mile of road		7,771	06	
Gross earnings from operation per train mile		2	50	456
Operating expenses		310,172	57	
Operating expenses per mile of road		4,558	01	
Operating expenses per train mile		1	46	902
Income from operation		218,648	19	
Income from operation per mile of road		3,213	05	
Car mileage, etc.:				
Mileage of passenger cars	220,726			
Average number of passenger cars per train mile	1.98			
Average number of passengers per train mile	41			
Mileage of loaded freight cars—north or east	796,301			
Mileage of loaded freight cars—south or west	525,114			
Mileage of empty freight cars—north or east	137,091			
Mileage of empty freight cars—south or west	411,405			
Average number of freight cars per train mile	18.76			
Average number of loaded cars per train mile	13.26			
Average number of empty cars per train mile	5.50			
Average number of tons of freight per train mile	193.99			
Average number of tons of freight per loaded car mile	14.63			
Average mileage operated during year	68.05			
Train mileage:				
Mileage of revenue passenger trains	111,458			
Mileage of revenue freight trains	99,685			
Total revenue train mileage	211,143			
Mileage of nonrevenue trains	32,161			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 298,841 tons; received from connecting roads and other carriers, 263,986 tons; total, 562,827 tons.

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..	4	†	
Freight.....		6	6	Westinghouse..	6	†	
Switching.....		1	1	.....	1	Janney.
Total locomotives owned and in service.....		11	10	.....	11	
Cars—owned and leased:							
In passenger service—							
First-class cars.....		6	6	Westinghouse..	6	Miller.	
Combination cars.....	*1	2	2	Westinghouse..	2	Miller.	
Baggage, express and postal cars.....	1	2	2	Westinghouse..	2	Miller.	
Total.....		10	10	Westinghouse..	10	Miller.	
In freight service—							
Box cars.....		75	75	Westinghouse..	75	Janney.	
Flat cars.....	103	138	100	Westinghouse..	38	Janney.	
Stock cars.....	1	1	1	Westinghouse..	100	Tower.	
Coal cars.....	25	50	50	Westinghouse..	1	Janney.	
Total.....		129	264	226	Westinghouse..	25	American
Total.....		264	226	Westinghouse..	25	Tower.	
In company's service:							
Gravel cars.....	*15	5					
Derrick cars.....		1	1	Westinghouse..	1	Tower.	
Caboose cars.....		4	4	Westinghouse..	4	Janney.	
Other road cars.....	1	18	1	Westinghouse..	2	Janney.	
Snow plows.....		4	1	Westinghouse..			
Total.....		32	7		7		
Total cars owned and in service.....		306					

* Decrease. † Combination, Miller and Gould. ‡ Combination, Tower front, Miller on tender.

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....	53.58	10.27	.....	4.20	68.05	.....	.....	63.85
Miles of yard track and sidings.....	19.26	6.93	.....	.....	26.19	5.09	1.77	24.42
Total mileage operated (all tracks).....	72.84	17.20	.....	4.20	94.24	5.09	1.77	88.27

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.
Maine..	53.58	10.27	63.85	.....	.....	63.85

RENEWALS OF RAILS AND TIES.

New rails laid during year: Steel—212.50 tons; weight per yard, 70 pounds; average price per ton at distributing point, \$32.18; steel—1,777.36 tons, weight per yard, 80 pounds; average price per ton at distributing point, \$30.72; total, steel, 1,989.86 tons.

New ties laid during year: Mixed lot, cedar, oak, hack and hemlock, 21,288; average price at distributing point, 37.45 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	2,550.79	.....	10.00	2,555.79	114,016	44.83
Freight	5,079.95	.....	25.00	5,092.45	103,883	98.04
Switching	1,944.61	.....	10.00	1,949.61	64,639	60.32
Construction	754.85	.....	8.50	759.10	28,384	53.49
Total	10,330.20	.....	53.50	10,356.95	310,922	66.62
Average cost at distributing point	\$4.47	.....	\$2.14			

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Trainmen: Injured—coupling and uncoupling, 2; other causes, 1; total trainmen injured, 3.

Switchmen, flagmen and watchmen: Injured—jumping on or off trains, locomotives or cars, 1; struck by trains, locomotives or cars, 1; total switchmen, flagmen and watchmen injured, 2.

Other employees: Injured—derailments, 1.

Grand total: Injured—coupling or uncoupling, 2; derailments, 1; jumping on or off trains, locomotives or cars, 1; struck by trains, locomotives or cars, 1; other causes, 1=6 injured.

Passengers: Killed—jumping on or off trains, locomotives or cars, 1.

Trespassers: Killed—falling from trains, locomotives or cars, 1. Injured—struck by trains, locomotives or cars at highway crossings, 2; struck by trains, locomotives or cars at other points along track, 1; total trespassers killed, 1; injured, 3.

Grand total—Killed—falling from trains, locomotives or cars, 1; jumping on or off trains, locomotives or cars, 1; injured—struck by trains, locomotives or cars at highway crossings, 2; struck by trains, locomotives or cars at other points along track, 1=2 killed, 3 injured.

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

Other employees than station men, shopmen and trackmen: Injured—handling traffic, 2.

Average number employed during year: Trainmen, 61, switchmen, flagmen and watchmen, 9; station men, 37; shopmen, 27; trackmen, 62; telegraph employees, 2; other employees, 98; total, 296.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges: Stone, rail covers, 9; aggregate length, 84 feet; minimum length, 6 feet; maximum length, 12 feet. Stone and concrete, 5; aggregate length, 140 feet; minimum length, 6 feet; maximum length, 72 feet. Iron and steel, 19; aggregate length, 1,609 feet, 2 inches; minimum length, 13 feet; maximum length, 609 feet, 2 inches. Wooden, 2; aggregate length, 81 feet; minimum length, 10 feet; maximum length, 71 feet. Total, 35; aggregate length, 1,914 feet, 2 inches.

Trestles, 1; aggregate, minimum and maximum length, 540 feet.

Overhead highway crossings: Trestles, 1; height of lowest above surface of rail, 21 feet.

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, 1902.

HISTORY.

Name of common carrier making this report. Rumford Falls and Rangeley Lakes Railroad Company.

Date of organization. September 11, 1894.

Organized under the general laws of the State of Maine.

NAMES AND ADDRESS OF BOARD OF DIRECTORS.

Hugh J. Chisholm, Portland, Me.; Waldo Pettengill, Rumford Falls, Me.; Galen C. Moses, Bath, Me.; William W. Brown, Portland, Me.; Herbert J. Brown, Portland, Me.; E. B. Denison, Portland, Me.; Fred E. Richards, Portland, Me.; George D. Bisbee, Rumford Falls, Me.; R. C. Bradford, Portland, Me.; Walter E. Plummer, Lisbon Falls, Me. Term expires September 9, 1902.

Total number of stockholders at date of last election, 16.

Date of last meeting of stockholders for election of directors, September 10, 1901.

Address of general office, Portland, Me.

Address of operating office, Rumford Falls, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President, Hugh J. Chisholm, Portland, Me.; Clerk, Treasurer and Traffic Manager, 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.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Rumford Falls and Rangeley Lakes Railroad.....	Rumford Falls ...	Bemis	27.00	31.81
Houghton Branch	Houghton	Township E	4.31	
Portland and Rumford Falls Railway	Passenger station Rumford Falls..	R. F. & R. L. bridge over Androscoggin 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.

Common: Number of shares authorized, 1,500; par value of shares, \$100; par value authorized, \$150,000; amount issued and outstanding, \$150,000.

Preferred: Number of shares authorized, 1,500; par value of shares, \$100; par value authorized, \$150,000; amount issued and outstanding, \$150,000.

Optional, whether common or preferred: Number of shares authorized 2,000; par value of shares \$100; par value authorized, \$200,000.

Total: Number of shares authorized, 5,000; par value, \$100; par value authorized, \$500,000; amount issued and outstanding, \$300,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Number of shares issued and outstanding, \$1,500; cash realized, \$150,000.

Issued for cash, preferred: Number of shares issued during year, 1,500; cash realized on amount issued during year, \$150,000; number of shares issued and outstanding, 1,500; cash realized, \$150,000.

Total: Number of shares issued during year, 1,500; cash realized on amount issued during year, \$150,000; number of shares issued and outstanding, 3,000; cash realized, \$300,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Forty years gold, cons.; issued October 1, 1897, due October 1, 1937; amount of authorized issue, issued and outstanding, \$400,000; interest, rate 5%, payable April 1 and October 1; amount accrued and paid during year, \$20,000.

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Equipment Trust Notes, "A": Issued October 1, 1896, for term of 5 years; number of payments, 33; equipment covered, *30 flat cars.

Equipment Trust Notes, "B": Issued September 25, 1897, for term of 3 years; number of payments, 7; equipment covered, †1 locomotive.

Equipment Trust Notes "C": Issued February 21, 1891, for term of 5 years; number of payments, 17; equipment covered, *20 flat cars.

STATEMENT OF AMOUNT.

"A": Cash paid on delivery of equipment, \$915.00; deferred payments—principal, original amount, \$9,079.20; amount outstanding, \$3,177.72.

"B": Cash paid on delivery of equipment, \$901.00; deferred payments—principal, original amount, \$8,903.64; amount outstanding, \$2,225.91.

"C": Cash paid on delivery of equipment, \$1,224.00; deferred payments—principal, original amount, \$5,811.40; amount outstanding, \$3,777.41.

Total: Cash paid on delivery of equipment, \$3,040.00; deferred payments—principal, original amount, \$23,794.24; amount outstanding, \$9,181.04.

* Pullman Palace Car Company.

† Burnham, Williams & Co.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds: Amount issued and outstanding, \$400,000; interest, amount accrued and paid during year, \$20,000.

Equipment Trust Obligations: Amount issued, \$23,794.24; amount outstanding, \$9,181.04.

Total: Amount issued, \$423,794.24; amount outstanding, \$409,181.04; interest, amount accrued and paid during year, \$20,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$42,312 61	Audited vouchers and accounts (including June pay rolls)	\$14,938 27
Notes receivable.....	5,000 00	Miscellaneous.....	2,297 18
Due from agents	409 04	Total—current liabilities.	\$17,235 45
Due from solvent companies and individuals	1,068 21	Balance—cash assets	36,763 07
Net traffic balances due from other companies.....	5,208 66	Total	\$53,998 52
Total—cash and current assets	\$53,998 52		

Materials and supplies on hand, \$503.66.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock outstanding, \$300,000.00; to railroads, \$300,000.00; miles, 31.31; amount per mile, \$4,791. Bonds outstanding, \$400,000.00; to railroads, \$400,000.00; miles, 31.31; amount per mile, \$12,775. Equipment trust obligations outstanding, \$9,181.04; to railroads, \$9,181.04; miles, 31.31; amount per mile, \$293.00. Total outstanding, \$709,181.04; to railroads, \$709,181.04; miles, 31.31; amount per mile, \$17,859.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Rumford Falls and Rangeley Lakes Railroad Company: Capital stock, \$300,000; funded debt, \$409,181.04; total, \$709,181.04; miles, 31.31; amount per mile of line, \$17,859.00.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Construction: Expenditures during the year, charged to construction or equipment, \$114,789.83; total cost June 30, 1901, \$512,214.00; total cost to June 30, 1902, \$627,003.83; cost per mile, \$20,025.67.

Equipment: Total cost to June 30, 1901, \$96,748.73; to June 30, 1902, \$96,748.73; cost per mile, \$3,090.03.

Total cost construction and equipment to June 30, 1901, \$608,962.73; to June 30, 1902, \$723,752.56; cost per mile, \$23,115.70.

INCOME ACCOUNT.

Gross earnings from operation	\$101,202 48	
Less operating expenses.....	73,295 17	
Income from operation		\$27,907 31
Miscellaneous income—less expenses		186 61
Total income.....		\$28,093 92
Deductions from income:		
Interest on funded debt accrued	\$20,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	437 54	
Taxes	1,427 15	
Total deductions from income		21,864 69
Net income		\$6,229 23
Surplus from operations of year ending June 30, 1902		\$6,229 23
Surplus on June 30, 1901.....		41,122 58
Additions for year, miscellaneous receipts	\$3,535 79	
Deductions for year, miscellaneous payments	2,513 35	1,022 44
Surplus on June 30, 1902....		\$48,374 25

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$17,636 98
Mail			1,199 27
Express			1,250 68
Total passenger earnings			\$20,086 93
Total freight earnings			80,252 89
Total passenger and freight earnings			\$100,339 82
Other earnings from operation: Hire equip- ment, balance, \$94.77; other sources, \$767.89			862 66
Total gross earnings from operation.....			\$101,202 48

MISCELLANEOUS INCOME.

Rents, \$60.00; interest on notes, \$126.61—\$186.61.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	
Repairs of roadway.....	\$20,976 20
Renewals of rails	50 13
Renewals of ties	5,056 86
Repairs and renewals of bridges and culverts	2,808 25
Repairs and renewals of fences, road crossings, signs and cattle guards	236 57
Repairs and renewals of buildings and fixtures ..	963 74
Repairs and renewals of telegraph	260 04
Stationery and printing.	34 36
Total	\$30,386 15
Maintenance of equipment:	
Repairs and renewals of locomotives	\$5,576 23
Repairs and renewals of passenger cars	409 13
Repairs and renewals of freight cars	6,289 94
Repairs and renewals of work cars	484 82
Repairs and renewals of shop machinery and tools ..	13 54
Stationery and printing.....	49 65
Other expenses	513 85
Total	\$13,337 16
Conducting transportation:	
Engine and roundhousemen.....	\$4,231 96
Fuel for locomotives	11,795 44
Water supply for locomotives.....	481 20
Oil, tallow and waste for locomotives.....	453 48
Other supplies for locomotives ..	28 88
Train service	3,341 93
Train supplies and expenses	271 71
Telegraph expenses	189 48
Station service ..	1,970 64

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Conducting transportation—Concluded.	
Station supplies.....	\$260 87
Car mileage—balance	542 43
Loss and damage	294 34
Injuries to persons	130 85
Clearing wrecks	231 88
Rents for tracks, yards and terminals.....	1,200 00
Stationery and printing	157 98
Other expenses	1 50
Total	\$25,584 57
General expenses:	
Salaries of general officers.....	\$1,600 00
Salaries of clerks and attendants	1,697 93
General office expenses and supplies.....	133 50
Insurance	242 27
Law expenses.....	25 82
Stationery and printing (general offices).....	162 95
Other expenses	124 82
Total	\$3,987 29
Recapitulation of expenses:	
Maintenance of way and structures.....	\$30,386 15
Maintenance of equipment	13,337 16
Conducting transportation	25,584 57
General expenses	3,987 29
Grand total.....	\$73,295 17

Percentage of expenses to earnings, 72.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Leased of Portland and Rumford Falls Railway at Rumford Falls, \$1,200.00.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$512,214 00	Cost of road.....		\$627,003 83	\$114,789 83	
	96,748 73	Cost of equipment		96,748 73		
		Lands owned.....		1,536 00	1,536 00	
	15,121 98	Cash and current assets.....		53,998 52	38,876 54	
		Other assets:				
		Materials and supplies		503 66	503 66	
	\$624,084 71	Grand total ..		\$779,790 74	\$155,706 03	
		LIABILITIES.				
	\$150,000 00	Capital stock		\$300,000 00	\$150,000 00	
	409,181 04	Funded debt		409,181 04		
	14,306 09	Current liabilities		17,235 45	2,929 36	
	5,000 00	Accrued interest on funded debt not yet payable.....		5,000 00		
	4,475 00	Capital account				\$4,475 00
	41,122 58	Profit and loss.....		48,374 25	7,251 67	
	\$624,084 71	Grand total ..		\$779,796 74	\$155,706 03	

IMPORTANT CHANGES DURING THE YEAR.

Of the \$350,000 increase in capital stock authorized by the stockholders June, 1901, \$150,000 of preferred cumulative 7% stock has been issued the past year.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
5% gold 40 year cons. bonds, \$400,000.....	Rumford Falls...	Bemis	27.00	* \$12,775
	Houghton	Township E.....	4.31	
Equipment trust notes.....	.....	.....		†

* Equipment mortgaged: all owned. Income and securities not mortgaged.
 † One locomotive, 50 flat cars mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	626	\$1,600 00	\$2 56
† Other officers	3	939	1,697 93	1 81
General office clerks.....	5	1,654	1,777 75	1 07
Station agents	13	156	168 94	1 08
Other station men.....	3	1,006	2,360 07	2 35
Enginemen.....	3	919	1,415 42	1 54
Firemen.....	3	869	1,732 65	1 99
Conductors.....	5	1,477	2,240 47	1 52
Other trainmen	1	141	390 98	2 77
Machinists	3	257	508 52	1 98
Carpenters	5	2,211	4,180 54	1 89
Other shopmen	7	2,409	3,712 93	1 54
Section foremen.....	23	6,462	8,120 63	1 26
Other trackmen	2	611	848 75	1 39
Switchmen, flagmen and watchmen	27	4,979	7,859 59	1 58
All other employees and laborers.....				
Total (including "general officers")	94	24,716	\$38,615 17	\$1 56
Less "general officers".....	2	626	1,600 00	2 56
Total (excluding "general officers").....	92	24,090	\$37,015 17	\$1 54
Distribution of above:				
General administration.....	5	1,565	\$3,297 93	\$2 11
Maintenance of way and structures	55	13,603	19,358 13	1 42
Maintenance of equipment.....	10	2,791	5,327 29	1 91
Conducting transportation	24	6,757	10,631 82	1 57

† 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, for miles, car mileage, number cars, etc.	COLUMNS FOR REVENUE, AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	18,060			
Number of passengers carried one mile	382,854			
Number of passengers carried one mile per mile of road	13,471			
Average distance carried, miles	21.20			
Total passenger revenue		17,636	98	
Average amount received from each passenger			97	658
Average receipts per passenger per mile			04	607
Total passenger earnings		20,086	93	
Passenger earnings per mile of road		706	79	
Passenger earnings per train mile			72	616
Freight traffic:				
Number of tons carried of freight earning revenue	109,342			
Number of tons carried one mile	2,371,157			
Number of tons carried one mile per mile of road	72,445			
Average distance haul of one ton, miles	21.69			
Total freight revenue		80,252	89	
Average amount received for each ton of freight			73	396
Average receipts per ton per mile			03	385
Total freight earnings		80,252	89	
Freight earnings per mile of road		2,451	97	
Freight earnings per train mile			2	50 188
Total traffic:				
Gross earnings from operation		101,202	48	
Gross earnings from operation per mile of road		3,092	04	
Gross earnings from operation per train mile		1	76	940
Operating expenses		73,295	17	
Operating expenses per mile of road		2,239	39	
Operating expenses per train mile		1	28	147
Income from operation		27,907	31	
Income from operation per mile of road		852	65	
Car mileage, etc.:				
Mileage of passenger cars	48,508			
Average number of passenger cars per train mile	1.75			
Average number of passengers per train mile	14			
Average number of tons of freight per train mile	73.92			
Average mileage operated during year	32.73			
Train mileage:				
Mileage of revenue passenger trains	25,119			
Mileage of revenue mixed trains	2,543			
Mileage of revenue freight trains	29,534			
Total revenue train mileage	57,196			
Mileage of nonrevenue trains	11,715			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road	109,193 tons.
From connecting roads and carriers	149
Total	109,342

DESCRIPTION OF EQUIPMENT.

Locomotives: Freight—owned, 3; leased, 1; total, 4. Passenger cars: First-class, 1; combination, 1; total, 2. Freight cars: Box, 2; flat, 49; logging trucks, 106; total, 157. Gravel cars, 4; derrick, 1; caboose, 2; others, 3; total, 10. Total cars in the service, 169; leased, 50; total owned, 119.

The engines are equipped with Westinghouse train brake; 2 with Janney and 2 with Tower coupler.

Passenger cars are equipped with Miller coupler; caboose cars with Janney coupler.

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 ...	27.00	4.31	1.42	32.73	.....	... ..	31.31
Miles of yard track and sidings	4.92	.67	.....	5.59	.14	... ..	5.59
Total mileage operated (all tracks)	31.92	4.98	1.42	38.32	.14	... ..	36.90

NEW TIES LAID DURING YEAR.

Cedar, oak, hackmatack and hemlock, 14,011; average price, 37.56 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	700.92	.....	4.25	708.05	25,452	55.25
Freight	1,157.35	.....	6.00	1,160.35	35,027	66.25
Switching	281.55	.....	3.00	283.05	8,108	69.82
Construction	413.18	.....	2.00	414.18	10,768	76.93
Total	2,553.00	.....	15.25	2,560.63	79,355	64.54
Average cost at distributing point	\$6.02	.....	\$2.36			

ACCIDENTS TO PERSONS.

Trainmen: Coupling or uncoupling, injured, 1. Trackmen: Derailment of hand car, injured, 3. Total, 4 injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.
		Ft. In.	Ft. In.	Ft. In.
Bridges:				
Iron and steel	3	500.6	50	350.6
Wooden	16	331.9	8	67.0
Total	19	832.5		
Trestles.....	10	561.0	28	100.0

Gauge of track, 4 feet, 8½ inches—32.73 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Twenty-seven miles of line, fifty-four miles of wire operated by the company making this report.

**Report of the Sandy River Railroad Company for the Year
Ending June 30, 1902.**

[Narrow Gauge—Two Feet.]

HISTORY.

Name of common carrier making this report. Sandy River Railroad Company.
Date of organization. April 8, 1879.
Organized under laws of the State of Maine, chapter 120, sections one and two,
Public Laws of 1876.

NAMES AND ADDRESS OF BOARD OF DIRECTORS.

Weston Lewis, Josiah S. Maxcy, P. H. Winslow, [all of Gardiner, Me. Term
expires November 19, 1902.

Total number of stockholders at date of last election, 3.
Date of last meeting of stockholders for election of directors, November 20, 1901.
Address of general and operating office, Gardiner, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President, Weston Lewis, Gardiner, Me.; First Vice-President, and General
Manager, Josiah S. Maxcy, Gardiner, Me.; Clerk, Treasurer, General Passenger
and Ticket Agent, George A. Farrington, Gardiner, Me.; Attorney, or General
Counsel, F. E. Timberlake, Phillips, Me.; Auditor, P. H. Winslow, Gardiner, Me.;
General Superintendent and General Freight Agent, Fred N. Beal, Phillips, Me.

PROPERTY OPERATED.

Sandy River Railroad from Farmington to Phillips, 18 miles.

CAPITAL STOCK.

Common: Number of shares authorized, 1,000; per value of shares, \$100; par value
authorized, and amount outstanding, \$100,000; dividends declared during the year:
rate, 5%; amount, \$5,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: number of shares issued and outstanding, 691; cash
realized, \$69,100.

Issued for stock dividend (March 4, 1893), number of shares issued and out-
standing, 309.

Total: Number of shares issued and outstanding, 1,000; cash realized, \$69,100.

FUNDED DEBT.

First mortgage bonds: Issued 1885, due 1915; amount of authorized issue, issued
and outstanding, \$100,000; cash realized on amount issued, \$100,000. Interest: Rate
5%, payable March and September; amount accrued and paid during year,
\$5,000.

Consolidated mortgage bonds: Issued 1896, due 1921; amount of authorized issue,
issued and outstanding, \$200,000; cash realized on amount issued, \$200,000. Interest:
rate, 5%; payable January and July; amount accrued and paid during year,
\$10,000.

Total mortgage bonds: Amount of authorized issue, issued and outstanding,
\$300,000; cash realized on amount issued, \$300,000. Interest accrued and paid during
year, \$15,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$5,813 52	Loans and bills payable	\$12,000 00
Due from agents	1,268 99	Audited vouchers and ac- counts	5,668 49
Due from solvent companies and individuals	1,927 67	Wages and salaries	913 25
Net traffic balances due from other companies.	4,078 93	Dividends not called for	2,500 00
Other cash assets (excluding "material and supplies")* ..	1,447 59	Matured interest coupons unpaid (including coupons due July 1)	5,000 00
Total—cash and current assets	\$14,536 70		
Balance—current liabilities..	11,547 04		
Total	\$26,083 74	Total—current liabilities.	\$26,083 74

* Materials and supplies on hand, \$1,406.00.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock outstanding, \$100,000; apportionment to railroads, \$100,000; miles of road, 18; amount per mile, \$5,556.00. Bonds outstanding, \$300,000; apportionment to railroads, \$300,000; miles of road, 18; amount per mile, \$16,667. Total stocks and bonds, \$400,000. Total amount per mile, \$22,223.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Sandy River Railroad: capital stock, \$100,000; funded debt, \$300,000; total, \$400,000; miles of line, 18; amount per mile of line, \$22,222.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Total cost to June 30, 1901, \$222,229.72; charged for water stations during the year, \$107.42; total construction June 30, 1902, \$222,337.14; cost per mile, \$12,352.06.

Equipment: Total cost to June 30, 1901, \$52,735.28; expended during the year for freight cars, \$2,119.99; total cost of equipment June 30, 1902, \$54,855.27; cost per mile, \$3,047.52.

Grand total cost of construction and equipment June 30, 1901, \$274,965; to June 30, 1902, 277,192.41; cost per mile, \$15,399.58.

INCOME ACCOUNT.

Gross earnings from operation	\$53,484 68	
Less operating expenses	29,062 54	
Income from operation		\$24,422 14
Interest on bonds owned		2,500 00
Total income		\$26,922 14
Deductions from income:		
Interest on funded debt accrued	\$15,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	632 65	
Taxes	937 07	
Total deductions from income		16,569 72
Net income		\$10,352 42
Dividends, 5 per cent. common stock		5,000 00
Surplus from operations of year ending June 30, 1902.		\$5,352 42
Deficit on June 30, 1901.....		94,003 52
Deficit on June 30, 1902.....		\$88,651 10

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$16,733 65		
Less repayments—			
Tickets redeemed.....		\$39 34	
Total passenger revenue			\$16,694 31
Mail.....	\$1,334 84		
Express.....	2,454 86		
Extra baggage and storage.....	183 73		
Other items.....	730 75		
Total passenger earnings.....			\$21,398 49
Freight:			
Freight revenue.....	\$32,155 62		
Less repayments—			
Overcharge to shippers.....		\$257 97	
Total freight revenue.....			31,897 65
Total passenger and freight earnings			\$53,296 14
Other earnings from operation:			
Car mileage—balance.....			188 54
Total gross earnings from operation.....			\$53,484 68

STOCKS OWNED.

Kingfield and Dead River Railroad Company, \$4,500; valuation, \$4,500.

BONDS OWNED.

Phillips and Rangeley Railroad Company; second mortgage bonds, \$50,000; 3%; interest received, \$2,500; valuation, \$41,565.20.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,497 30
Renewals of ties.....	540 58
Repairs and renewals of bridges and culverts.....	487 07
Repairs and renewals of fences, road crossings, signs and cattle guards.....	223 75
Repairs and renewals of buildings and fixtures.....	753 02
Other expenses.....	103 59
Total.....	\$7,605 31
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$794 29
Repairs and renewals of passenger cars.....	692 01
Repairs and renewals of freight cars.....	1,068 42
Other expenses.....	140 27
Total.....	\$2,694 99

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Conducting transportation:	
Engine and roundhouse men	\$2,354 82
Fuel for locomotives	3,547 76
Water supply for locomotives	396 87
Oil, tallow and waste for locomotives	125 63
Other supplies for locomotives	60 57
Train service	2,432 99
Train supplies and expenses	317 01
Switchmen, flagmen and watchmen	785 25
Station service	1,965 12
Station supplies	337 14
Loss and damage	73 08
Advertising	469 22
Stationery and printing	151 50
Other expenses	1,718 64
Total	\$14,795 60
General expenses:	
Salaries of general officers	\$1,600 00
General office expenses and supplies	148 62
Insurance	273 12
Law expenses	437 11
Stationery and printing (general offices)	72 79
Other expenses	1,435 00
Total	\$3,966 64
Recapitulation of expenses:	
Maintenance of way and structures	\$7,605 31
Maintenance of equipment	2,694 99
Conducting transportation	14,795 60
General expenses	3,966 64
Grand total	\$29,062 54

Percentage of expenses to earnings, 54.34.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$222,229 72	Cost of road		\$222,337 14	\$107 42	
	52,735 28	Cost of equipment		54,855 27	2,119 99	
	4,500 00	Stocks owned		4,500 00		
	41,565 20	Bonds owned		41,565 20		
	8,798 49	Cash and current assets		14,536 70	5,738 21	
	1,492 50	Other assets:				
		Materials and supplies		1,405 00		\$87 50
	94,003 52	Profit and loss		85,651 10		5,352 42
	\$425,324 71	Grand total		\$427,850 41	\$2,525 70	
		LIABILITIES.				
	\$100,000 00	Capital stock		\$100,000 00		
	300,000 00	Funded debt		300,000 00		
	23,466 24	Current liabilities		26,083 74	\$2,617 50	
	1,858 47	Accrued interest on funded debt not yet payable		1,766 67		\$91 80
	\$425,324 71	Grand total		\$427,850 41	\$2,525 70	

SECURITY FOR FUNDED DEBT.

First mortgage bonds: Farmington to Phillips, 18 miles, \$5,556 per mile.

Consolidated mortgage bonds: Farmington to Phillips, 18 miles, \$11,111 per mile.

All equipment mortgaged. Income not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$1,600 00	\$2 56
Station agents	3	939	1,338 00	1 42
Other Station men	2	627	627 12	1 00
Enginemen	2	716	1,432 00	2 00
Firemen	2	710	922 82	1 30
Conductors	3	856	1,317 24	1 54
Other trainmen	3	928	1,175 75	1 27
Machinists	2	560	1,331 05	2 38
Carpenters	2	303	572 11	1 89
Other shopmen	4	955	1,504 58	1 58
Section foremen	3	1,002	1,494 01	1 49
Other trackmen	3	2,031	2,534 01	1 25
Switchmen, flagmen and watchmen	3	797	785 25	99
All other employees and laborers	2	862	1,218 35	1 41
Total (including "general officers")	46	11,912	\$17,852 29	\$1 50
Less "general officers"	2	626	1,600 00	2 56
Total (excluding "general officers")	43	11,286	\$16,252 29	\$1 44
Distribution of above:				
General administration	2	626	\$1,600 00	\$2 56
Maintenance of way and structures	17	3,885	5,246 37	1 35
Maintenance of equipment	17	1,818	3,407 74	1 87
Conducting transportation	13	5,573	7,598 18	1 36

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE, AND RATES.	
		Dollars.	Mills. Cents.
Passenger traffic:			
Number of passengers carried earning revenue	31,760		
Number of passengers carried one mile	445,335		
Number of passengers carried one mile per mile of road	24,741		
Average distance carried, miles	14.02		
Total passenger revenue		16,694	31
Average amount received from each passenger			52.564
Average receipts per passenger per mile			03.749
Total passenger earnings		21,398	49
Passenger earnings per mile of road		1,188	80 5
Passenger earnings per train mile			50.718

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....	41,375			
Number of tons carried one mile	534,815			
Number of tons carried one mile per mile of road....	29,712			
Average distance haul of one ton, miles.....	12.98			
Total freight revenue		31,897	65	
Average amount received for each ton of freight.....			77	094
Average receipts per ton per mile.....			05	963
Total freight earnings		31,897	65	
Freight earnings per mile of road		1,772	09	167
Freight earnings per train mile.....			2	11 776
Total traffic:				
Gross earnings from operation		53,484	68	
Gross earnings from operation per mile of road.....		2,971	37	111
Gross earnings from operation per train mile.....			1	22 612
Operating expenses.		29,062	54	
Operating expenses per mile of road.....		1,614	58	556
Operating expenses per train mile			66	625
Income from operation		24,422	14	
Income from operation per mile of road.....		1,356	78	556
Car mileage, etc.:				
Average number of passengers per train mile	11			
Average number of tons of freight per train mile	35.51			
Average mileage operated during year	18			
Train mileage:				
Mileage of revenue passenger trains.....	28,559			
Mileage of revenue mixed trains	13,632			
Mileage of revenue freight trains	1,430			
Total revenue train mileage	43,621			
Mileage of nonrevenue trains.....	1,278			

FREIGHT TRAFFIC MOVEMENT.

Tons of freight originating on this road, 5,991; tons of freight received from connecting roads, 35,384—41,375 tons.

DESCRIPTION OF EQUIPMENT.

Passenger locomotives, 3; freight locomotives, 2; total, 5. Passenger locomotives are equipped with Eames train brake; freight locomotives equipped with Westinghouse, 1; Eames, 1.

First-class passenger cars, 3; combination cars, 1; parlor cars, 1; baggage and express cars, 2; all equipped with Eames train brake and Miller automatic couplers. Total number of cars, 7. Box cars, 34; flat cars, 37; total cars, 71. Total number of cars owned and in service, 78.

MILEAGE OF ROAD (ALL TRACKS).

Miles of single track, represented by capital stock, 18. Mileage operated, 18. Rails, steel, 18 miles.

NEW TIES LAID DURING YEAR.

Cedar, 5,406. Average price at distributing point, 10 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		532.48			532.48	28,559	} 37.29
Freight		280.83			280.83	15,062	
Construction		23.83			23.83	1,278	
Total		837.14			837.14	44,899	37.29
Average cost at distributing point		\$4.06					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Maximum length.	Item.	Number.	Height of lowest surface of rail.	
		Ft.	In.				Ft.	In.
Bridges:					Overhead highway crossings:			
Iron.	2	262.0	105.0	157.	Bridges	1	13	
Wooden	4	161.1	19.6	87.7	Trestles	1	15	
Total ..	6	423.1			Total	2		
Trestles ..	2	186.0	63.0	123.				

Gauge of track, 2 feet—18 miles.

TELEGRAPH.

Eighteen miles of line and wire owned and operated by the Western Union Telegraph Company.

**Report of the Sebasticook and Moosehead Railroad Company
for the Year Ending June 30, 1902.**

HISTORY.

Name of common carrier making this report. Sebasticook and Moosehead Railroad Company.

Date of organization. July 24, 1886.

Organized under the laws of the State of Maine.

General and operating office, Pittsfield, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Receiver, Treasurer and General Manager, A. B. Thompson, Pittsfield, Maine.

PROPERTY OPERATED.

Sebasticook and Moosehead Railroad from Pittsfield to Mainstream, 15 miles.

CAPITAL STOCK.

Common: Number of shares authorized, 8,000; par value of shares, \$50; par value authorized, \$400,000; amount issued and outstanding, \$180,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage: Issued October, 1895, due October, 1925; amount of authorized issue, \$250,000; amount issued and outstanding, \$100,000.

RECEIVER'S CERTIFICATES.

Amount issued: November 5, 1900, \$9,000; November 20, 1900, \$13,500; December 5, 1900, \$3,000; December 21, 1900, \$2,000; January 7, 1901, \$2,500; April 6, 1901, \$2,500; May, 1901, \$1,500; June, 1901, \$5,000; July, 1901, \$1,000; November, 1901, \$5,000; February, 1902, \$1,500; June, 1902, \$500.

Total amount issued and outstanding, \$47,000.

INCOME ACCOUNT.

Gross earnings from operation.....	\$16,209 39	
Less operating expenses.....	15,453 27	
Income from operation.....		\$776 12
Deductions from income:		
Interest on funded debt accrued.....	\$2,391 55	
Taxes.....	122 26	
Total deductions from income.....		2,513 81
Deficit.....		\$1,737 69
Deficit from operations of year ending June 30, 1902.....		\$1,737 69

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$5,181 96
Mail			511 54
Express			1,019 58
Total passenger earnings			\$6,713 08
Total freight earnings			9,496 31
Total passenger and freight earnings			\$16,209 39
Total gross earnings from operation			\$16,209 39

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	
Repairs of roadway	\$3,550 53
Renewals of ties	848 18
Repairs and renewals of bridges and culverts	1,093 75
Repairs and renewals of fences, road crossings, signs and cattle guards	56 96
Repairs and renewals of buildings and fixtures	150 77
Other expenses	542 16
Total	\$6,242 35
Maintenance of equipment:	
Repairs and renewals of locomotives	\$414 62
Repairs and renewals of passenger cars	232 09
Repairs and renewals of freight cars	2 82
Repairs and renewals of work cars	97 22
Other expenses	10 05
Total	\$756 80
Conducting transportation:	
Engine and roundhousemen	\$1,609 98
Fuel for locomotives	2,702 12
Water supply for locomotives	50 00
Oil, tallow and waste for locomotives	120 28
Other supplies for locomotives	56 99
Train service	541 53
Train supplies and expenses	79 78
Telegraph expenses	6 80
Station service	1,075 40
Station supplies	121 46
Car mileage—balance	60 31
Hire of equipment—balance	543 32
Loss and damage	3 29
Stationery and printing	72 76
Other expenses	132 54
Total	\$7,176 50

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
General expenses:	
Salaries of general officers.....	\$720 00
Salaries of clerks and attendants.....	326 80
General office expenses and supplies.....	17 75
Insurance.....	15 00
Stationery and printing (general offices).....	75 20
Other expenses.....	102 87
Total.....	\$1,257 62
Recapitulation of expenses:	
Maintenance of way and structures.....	\$6,242 35
Maintenance of equipment.....	756 80
Conducting transportation.....	7,176 50
General expenses.....	1,257 62
Grand total.....	\$15,433 27

Percentage of expenses to earnings, 95.2.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	311	\$720 00	\$2 31
General office clerks.....	1	311	326 80	1 05
Station agents.....	3	933	1,015 40	1 08
Other station men.....	2	622	60 00	09
Enginemen.....	2	364	728 00	2 00
Firemen.....	2	360	450 78	1 25
Conductors.....	1	328	541 53	1 65
Section foremen.....	3	775	1,194 45	1 54
Other trackmen.....	14	1,852	2,315 83	1 25
Switchmen, flagmen and watchmen.....	1	365	431 20	1 18
All other employees and laborers.....	1	149	186 70	1 25
Total (including "general officers").....	31	6,370	\$7,970 69	
Less "general officers".....	1	311	720 00	\$2 31
Total (excluding "general officers").....	30	6,059	\$7,250 69	

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	16,228			
Total passenger revenue.....		5,181	96	31
Average amount received from each passenger.....		6,713	08	31
Total passenger earnings.....				86
Passenger earnings per train mile				
Freight traffic:				
Number of tons carried of freight earning revenue....	15,764			
Total freight revenue		9,496	31	
Average amount received for each ton of freight.....			60	24
Total freight earnings....		9,496	31	
Freight earnings per mile of road		633	08	7
Freight earnings per train mile.....			98	52
Total traffic:				
Gross earnings from operation.		16,209	39	
Gross earnings from operation per mile of road		1,080	62	6
Gross earnings from operation per train mile.....			77	04
Operating expenses		15,433	27	
Operating expenses per mile of road		1,028	88	
Operating expenses per train mile			73	3
Train mileage:				
Mileage of revenue passenger trains.....	11,400			
Mileage of revenue mixed trains	9,639			
Total revenue train mileage..	21,039			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 9,683 tons; received from connecting roads and other carriers, 6,081 tons; total, 15,764 tons.

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		2	
Total locomotives in service.	1	1				
Total locomotives owned	2	2	2		2	

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—owned and leased:						
In passenger service—						
First-class cars	1	1	1		1	
Combination cars	2	2	1		1	
Total	3	3	1		2	
In freight service—						
Flat cars	6	6	6		6	
Total cars owned and in service	9	9	7		8	

MILEAGE OF ROAD OPERATED.

Line represented by capital stock, main line, single track, 15 miles; total operated, 15 miles.

NEW TIES LAID DURING YEAR.

Cedar, 2,503; average price at distributing point, 33.8 cents.

BRIDGES, TRESTLES, TUNNELS, Etc.

Bridges, iron, 2.

Gauge of track, 4 feet, 8½ inches—15 miles.

Report of the Somerset Railway Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report? Somerset Railway Company.
Date of organization. August 15, 1883.
Organized under laws of the State of Maine, act approved March 19, 1860; Revised Statutes, chapter 51, section 56, amended March 6, 1883; amended March 6, 1887.
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.
Name of original corporation, Somerset Railroad Company; organized under the laws of the State of Maine, approved March 19, 1860.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

F. W. Hill, Exeter, Me.; B. P. J. Weston, Madison, Me.; R. W. Dunn, Waterville, Me.; W. M. Dunn, Waterville, Me.; Thomas Flint, San Juan, California; W. M. Ayer, Oakland, Me.; A. R. Small, Oakland, Me.; W. T. Haines, Waterville, Me.; *John M. Robbins, Lewiston, Me.; John F. Hill, Augusta, Me.; Weston Lewis, Gardiner, Me. Term expires October 8, 1902.

Number of stockholders at date of last election, 46.
Last meeting of stockholders for election of directors, September 11, 1901.
Address of general and operating office, Oakland, Me.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, R. W. Dunn, Oakland, Me.; First Vice-President, W. M. Dunn, Oakland, Me.; Secretary and Treasurer, A. R. Small, Oakland, Me.; Auditor, H. W. Greeley, Oakland, Me.; General Superintendent, General Freight Agent, General Passenger Agent and General Ticket Agent, W. M. Ayer, Oakland, Me.

PROPERTY OPERATED.

Somerset Railway from Oakland to Bingham, 41.06 miles; branch from main line to quarry, 1 mile; total, 42.06 miles.

CAPITAL STOCK.

Total number of shares authorized, common, 7,366; par value, \$100 a share. Total par value authorized, \$736,648.76. Total amount issued and outstanding, \$653,700. Somerset Railroad bonds and interest to August 15, 1883, to be converted, outstanding, \$82,948.76. Total amount outstanding, \$736,648.76.

Manner of payment of capital stock: Issued during the year, for Somerset Railroad bonds and interest, 5 shares. Total number of shares issued and outstanding, 6,537.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First Mortgage Bonds: Date of issue July, 1887; due July, 1917; amount authorized and issued, and outstanding, \$225,000; cash realized on amount issued, \$202,500; rate 5%, semi-annually; amount of interest accrued and paid during the year, \$11,250.00.

Consolidated mortgage bonds authorized, \$420,000; issued, \$172,500; amount outstanding, \$172,500; cash realized, \$169,500; interest 4% payable semi-annually; accrued and paid, \$6,900; total authorized, \$643,000; issued and outstanding, \$397,500; cash realized, \$372,000; interest accrued and paid during the year, \$18,150.

* Deceased.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds: Amount issued and outstanding, \$397,500; interest accrued and paid during the year, \$18,150.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$10,822 56	Loans and bills payable	\$25,000 00
Bills receivable.....	50 00	Audited vouchers and ac-	} 3,995 08
Due from agents.....	6,815 24	counts.....	
Due from solvent companies and individuals	5,493 43	Wages and salaries	} 3,977 86
Mail	775 89	Net traffic balances due to other companies.....	
Express.....	324 07		
Interest paid in advance	219 36		
Insurance.....	366 35		
Total—cash and current assets	\$24,866 90		
Balance—current liabilities..	8,106 04		
Total	\$32,972 94	Total—current liabilities.	\$32,972 94

Materials and supplies on hand, \$6,676.56.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Total amount outstanding, and apportioned to railroads, \$736,648.76; number of miles, 42.06; amount per mile, \$17,514.

Bonds: Total amount issued and outstanding to railroads, \$397,500; miles, 42.06; amount per mile, \$9,451.

Total: Stock and bonds issued and outstanding, \$1,134,148.76; miles, 42.06; amount per mile, \$26,965.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total construction to June 30, 1901, \$1,042,083.02; charged to income account as permanent improvements, for bridges, trestles and culverts, \$9,038.56, station buildings and equipments, \$2,763.97. Total construction to June 30, 1902, \$1,042,083.02. Cost per mile, \$24,776.

Equipment: Total cost to June 30, 1901, \$124,448.42; charged to equipment during the year, \$440.23. Total cost of equipment to June 30, 1902, \$124,888.65; cost per mile, \$2,969.

Grand total cost of construction and equipment to June 30, 1901, \$1,166,531.44; to June 30, 1902, \$1,166,971.67; cost per mile, \$27,745.

INCOME ACCOUNT.

Gross earnings from operation	\$134,069 22	
Less operating expenses.....	97,868 42	
Income from operation		\$36,200 80
Deductions from income:		
Interest on funded debt accrued	\$18,150 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	550 66	
Taxes	1,679 41	
Permanent improvements.....	11,802 53	
Total deductions from income		32,182 60
Net income		\$4,018 20
Surplus from operations of year ending June 30, 1902		\$4,018 20
Surplus on June 30, 1901.....		27,375 23
Surplus on June 30, 1902.....		\$31,393 43

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings
Passenger:			
Passenger revenue.....	\$27,439 08		
Less repayments—			
Tickets redeemed.....	407 82		
Excess fares refunded.....			
Total passenger revenue.....			\$27,031 26
Mail.....	\$3,094 14		
Express.....	3,092 93		
Extra baggage and storage.....	466 86		6,653 93
Total passenger earnings.....			\$33,685 19
Freight:			
Freight revenue.....	\$102,887 17		
Less repayments—			
Overcharge to shippers.....		\$5,140 34	
Total freight revenue.....			97,746 83
Total passenger and freight earnings.....			\$131,434 02
Other earnings from operation:			
Switching charges—balance.....	\$85 32		
Car mileage—balance.....	2,392 49		
Telegraph companies.....	161 39		
Total other earnings.....			2,637 20
Total gross earnings from operation.....			\$134,069 22

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$21,917 29
Renewals of rails.....	2,541 17
Renewals of ties.....	7,266 93
Repairs and renewals of bridges and culverts.....	847 57
Repairs and renewals of buildings and fixtures.....	842 55
Total.....	\$33,415 56
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$5,008 78
Repairs and renewals of passenger cars.....	4,084 65
Repairs and renewals of freight cars.....	7,060 93
Repairs and renewals of work cars.....	384 25
Repairs and renewals of shop machinery and tools.....	960 06
Total.....	\$17,498 67
Conducting transportation:	
Engine and roundhouse men.....	\$5,257 95
Fuel for locomotives.....	17,102 90
Water supply for locomotives.....	1,561 73
Oil, tallow and waste for locomotives.....	462 20
Other supplies for locomotives.....	
Train service.....	4,950 48
Train supplies and expenses.....	1,471 89
Watchmen.....	422 55

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Conducting transportation—Concluded:	
Station service	\$5,197 87
Station supplies	1,036 79
Loss and damage	276 95
Advertising	175 62
Stationery and printing	600 00
Total	\$38,516 93
General expenses:	
Salaries of general officers	\$3,250 00
Salaries of clerks and attendants	1,408 79
General office expenses and supplies	754 49
Insurance	887 24
Law expenses	463 65
Stationery and printing (general offices)	897 30
Other expenses	775 79
Total	\$8,437 26
Recapitulation of expenses:	
Maintenance of way and structures	33,415 56
Maintenance of equipment	17,498 67
Conducting transportation	38,516 93
General expenses	8,437 26
Total	\$97,868 42

Percentage of expenses to earnings, 73.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$1,042,083 02	Cost of road		1,042,083 02		
	124,448 42	Cost of equipment		124,888 65	\$440 23	
	14,361 27	Cash and current assets		24,866 90	10,505 63	
	23,514 25	Other assets: Materials and supplies		6,676 56		\$16,837 69
	\$1,204,406 96	Grand total		\$1,198,515 13		\$5,891 83
		LIABILITIES.				
	\$736,648 76	Capital stock		\$736,648 76		
	397,500 00	Funded debt		397,500 00		
	42,882 97	Current liabilities		32,972 94		\$9,910 03
	27,375 23	Profit and loss		31,393 43	\$4,018 20	
	\$1,204,406 96	Grand total		\$1,198,515 13		\$5,891 83

SECURITY FOR FUNDED DEBT.

First mortgage 5% bonds, Oakland to Bingham, and main line to quarry, 42.06 miles, \$5,250 per mile. Consolidated mortgage 4% bonds, Oakland to Bingham, and main line to quarry, 42.06 miles, \$12,363 per mile. All equipment mortgaged. Income and securities not mortgaged.

SOMERSET RAILWAY.

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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	3	939	1,408 72	1 50
Station agents	8	2,504	4,060 00	1 62
Other station men.....	4	1,252	1,137 87	91
Enginemen.....	5	1,565	3,756 00	2 40
Firemen	5	1,565	1,501 95	96
Conductors	3	939	2,206 65	2 35
Other trainmen.....	6	1,878	2,743 83	1 46
Machinists	2	626	1,252 00	2 00
Carpenters	4	1,252	2,569 65	2 05
Other shopmen.....	1	313	469 50	1 50
Section foremen	9	2,817	4,648 05	1 65
Other trackmen.....	18	5,634	7,605 90	1 35
Switchmen, flagmen and watchmen.....	1	313	422 55	1 35
All other employees and laborers	3	939	1,471 10	1 57
Total (including "general officers")	77	23,788	\$38,503 77	\$1 62
Less "general officers".....	5	1,252	3,250 00	2 60
Total (excluding "general officers")	72	22,536	\$35,253 77	\$1 56
Distribution of above:				
General administration	8	2,191	\$4,658 72	\$2 13
Maintenance of way and structures	28	8,764	12,879 95	1 47
Maintenance of equipment.....	7	2,191	4,291 15	1 96
Conducting transportation	34	10,642	16,673 95	1 57

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mills. Cents.
Passenger traffic:			
Number of passengers carried earning revenue	42,945		
Number of passengers carried one mile.....	953,978		
Number of passengers carried one mile per mile of road	22,681		
Average distance carried, miles	22.21		
Total passenger revenue		27,031	26
Average amount received from each passenger			62 944
Average receipts per passenger per mile			62 834
Total passenger earnings.....		33,687	19
Passenger earnings per mile of road		800	93 176
Passenger earnings per train mile			62 886

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.....	159,552			
Number of tons carried one mile	3,576,449			
Number of tons carried one mile per mile of road.....	85.032			
Average distance haul of one ton, miles.	22.42			
Total freight revenue		97,746	83	
Average amount received for each ton of freight.....			61	263
Average receipts per ton per mile			02	733
Total freight earnings		97,746	83	
Freight earnings per mile of road.		2,323	98	550
Freight earnings per train mile.....			1	07
				241
Total traffic:				
Gross earnings from operation		134,069	22	
Gross earnings from operation per mile of road		3,187	58	012
Gross earnings from operation per train mile			1	47
Operating expenses		97,868	42	
Operating expenses per mile of road		2,326	87	636
Operating expenses per train mile			1	07
Income from operation.....		36,200	80	
Income from operation per mile of road.....			860	69
				424
Car mileage, etc.:				
Mileage of passenger cars	132,177			
Average number of passenger cars per train mile.....	2.47			
Average number of passengers per train mile	17			
Average number of freight cars per train mile	8.77			
Average number of loaded cars per train mile.....	7.09			
Average number of empty cars per train mile.....	1.68			
Average number of tons of freight per train mile	95.16			
Average number of tons of freight per loaded car mile	13.43			
Average mileage operated during year.....	42.06			
Train mileage:				
Mileage of revenue passenger trains.....	53,564			
Mileage of revenue mixed trains	37,583			
Total revenue train mileage	91,147			
Mileage of nonrevenue trains.....	10,936			

FREIGHT TRAFFIC MOVEMENT.

Tons of freight originating on this road, 93,060; received from connecting roads and carriers, 66,492—159,552 tons.

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. Smillie. Gould.
Freight	2	2	2	Westinghouse.	2	
Total locomotives owned and in service	7	7	7	Westinghouse.	7	
Cars—owned and leased:						
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	.....	11	
In freight service—						
Box cars	114	100	100	Westinghouse	100	Trojan and Smillie.
Flat cars	45	10	10	Westinghouse	45	
Total	159	110	110	.....	145	
In company's service—						
Gravel cars	4	4	4	Hand	4	Trojan and Smillie.
Derrick cars	1	1	1	Hand	1	
Caboose cars	1	1	1	Hand	1	
Other road cars	2	2	2	Hand	2	
Total	8	8	8	.....	8	
Total cars owned and in service.	178					

MILEAGE OF ROAD OPERATED.

Line represented by capital stock, 41.06 miles; 1.00 branch line; 6.95 miles yard track and sidings. Total mileage owned and operated, 42.06 miles; all tracks operated, 49.01 miles. 42.06 miles main track, steel rails; 1.50 miles yard track and sidings, steel rails; 5.45 miles iron rails.

RENEWALS OF RAILS AND TIES.

New ties laid during the year: Cedar, 15,000; average cost 36 cents.

New rails laid: Steel, 110 tons; 70 pounds per yard; average price at distributing point, \$32.00 per ton.

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		\$16				53,564	30.47
Freight		1,480				37,583	78.76
Switching		71				7,776	18.80
Construction		12				3,160	3.79
Total		2,379				102,083	46.61
Average cost at distributing point		\$7.19					

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest surface above rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead railway crossings: Bridges	1	14	
Iron.....	7	552	15	400	580						
Wooden.	4	1,515	12								
Total .	11	2,067									
Trestles ..	1	84	12		84						

Gauge of track, 4 feet, 8½ inches—42.06 miles.

TELEGRAPH.

Owned by company making this report: 41.06 miles of line; 43 miles of wire.
Operated by Postal Telegraph and Cable Company.

Report of the Washington County Railroad Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report. Washington County Railroad Company.

Date of organization. July 26, 1894.

Organized under the laws of the State of Maine. Charter granted by the legislature and approved March 7, 1893.

The Washington County Railroad and the St. Croix and Penobscot Railroad. The St. Croix and Penobscot Railroad was a consolidation of the Calais and Baring Railroad and the Lewey's Island Railroad. The Calais and Baring road was bought by the Washington County Railroad Company under foreclosure sale, and the Lewey's Island road is owned by the Washington County Railroad Company as assignee of a mortgage by the St. Croix and Penobscot Railroad to the city of Calais, Me., which mortgage has been foreclosed as per decree of the Supreme Judicial Court of Maine, Wm. P. Whitehouse, Justice, attested by the clerk of said court on the 14th day of May, 1902.

Laws of Maine, 1892, ch. 238; 1895, ch. 550; 1897, ch. 373; 1898, ch. 409; 1849, ch. 233; 1852, ch. 587; 1870, ch. 363.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

John W. Simpson, Grant B. Schley, F. W. Whitridge, Henry W. Cannon, New York, term expires March, 1905; W. Kirkpatrick Brice, Stewart M. Brice, New York; Geo. A. Murchie, R. W. Kelley, Calais, Me., term expires March, 1904; Geo. A. Curran, Calais, Me.; L. M. Schwan, Frank E. Randall, New York; F. A. Chandler, Addison, Me.; W. M. Nash, Cherryfield, Me.; term expires March, 1903.

Total number of stockholders at date of last election, 31.

Date of last meeting of stockholders for election of directors, March 11, 1902.

Address of general and operating office, Calais, Me.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, Frederick W. Whitridge, 59 Wall St., New York; First Vice-President, Grant B. Schley, 59 Wall St., New York; Clerk and Auditor, William W. Colby, Calais, Me.; Assistant Clerk, Casper H. Eicks, New York City; Treasurer, Frank E. Randall, 59 Wall St., New York; General Solicitor, and Attorney or General Counsel, Geo. A. Curran, Calais, Me.; General Manager and Traffic Manager, R. W. Kelley, Calais, Me.; Assistant Engineer, Paul D. Sargent, Calais, Me.; General Superintendent, N. P. Baker, Calais, Me.; General Freight, Passenger and Ticket Agent, H. F. Burpee, 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. The General Superintendent is in direct charge of the mechanical, operating and maintenance of way department.

PROPERTY OPERATED.

Washington County Railroad: From Calais to Washington Junction, 102.23 miles; from Eastport Junction to Eastport, 16.72 miles; St. Croix Junction to Princeton, 17.33 miles. Total mileage operated, 136.33.

CAPITAL STOCK.

Common: Number of shares authorized, 15,000; par value of shares, \$100; par value authorized, \$1,500,000; amount issued and outstanding, \$1,499,900.

Preferred: Number of shares authorized, 5,000; par value of shares, \$100; par value authorized, \$500,000; amount issued and outstanding, \$500,000.

Total: Number of shares authorized, 20,000; par value authorized, \$2,000,000; amount issued and outstanding, \$1,999,900.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, preferred: Number of shares issued and outstanding, 5,000; cash realized, \$500,000.

Issued for construction, common: Number of shares issued and outstanding, 14,999.

Total: Number of shares issued and outstanding, 19,999; cash realized, \$500,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage: Issued January 1, 1898, due January 1, 1948; amount of authorized issue, amount issued, and amount outstanding, \$2,320,000. Interest: Rate 5%; payable January and July; amount accrued during year, \$108,583.33.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$2,320,000. Interest: Amount accrued during year, *\$108,583.33.

* Accrued interest on funded debt, as follows:

One year on \$2,142,000, first mortgage bonds at 5%.....	\$107,100 00
Two months on \$178,000, first mortgage bonds at 5%.....	1,483 33
	\$108,583 33

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash.....	\$19,225 16	Loans and bills payable.	\$69,658 88
Due from agents.....	2,958 93	Audited vouchers and accounts.....	14,235 56
Due from solvent companies and individuals.....	2,117 92	Wages and salaries.....	10,081 56
Other cash assets (excluding "materials and supplies").....	1,670 55	Net traffic balances due to other companies.....	1,108 83
Total—cash and current assets.....	\$25,972 56	Matured interest coupons unpaid (including coupons due July 1).....	519,828 95
Balance—current liabilities..	588,939 22		
Total.....	\$614,911 78	Total—current liabilities.	\$614,911 78

Materials and supplies on hand, \$24,602.49.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$1,999,900; apportionment to railroads, \$1,999,900; 136.33 miles; amount per mile of line, \$14,669.

Bonds: Amount outstanding, \$2,320,000; apportionment to railroads, \$2,320,000; 136.33 miles; amount per mile of line, \$17,018.

Total: Amount outstanding, \$4,319,900; apportionment to railroads, \$4,319,900; miles, 136.33; amount per mile of line, \$31,687.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Washington County Railroad Company: Capital stock, \$1,999,900; funded debt, \$2,320,000; total, \$4,319,900; miles, 136.33; amount per mile of line, \$31,687.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1901, \$4,213,229.62; expended for construction during year, \$119,222.70; cost to June 30, 1902, \$4,332,452.32; cost per mile, \$31,779.15.

Equipment: Cost to June 30, 1901, \$353,720.75; cost to June 30, 1902, \$353,720.75; cost per mile, \$2,594.59.

Grand total cost construction, equipment, etc.: Cost to June 30, 1901, \$4,566,950.37; cost to June 30, 1902, \$4,686,173.07; cost per mile, \$34,373.74.

INCOME ACCOUNT.

Gross earnings from operation.....	\$261,923 72	
Less operating expenses.....	179,015 29	
Income from operation.....		\$82,908 43
Deductions from income:		
Interest on funded debt accrued.....	\$108,583 33	
Taxes.....	2,105 87	
Total deductions from income.....		110,689 20
Deficit from operations of year ending June 30, 1902.....		\$27,780 77
Deficit on June 30, 1901.....		170,282 89
Deficit on June 30, 1902.....		\$198,063 66

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings
Passenger:			
Passenger revenue.....	\$129,952 66		
Less repayments—			
Tickets redeemed.....		\$625 76	
Excess fares refunded.....		630 45	
Other repayments.....		431 15	
Total deductions.....		\$1,687 36	
Total passenger revenue.....			\$128,265 30
Mail.....			16,436 68
Express.....			6,878 75
Extra baggage and storage.....			2,518 86
Total passenger earnings.....			\$154,099 59

EARNINGS FROM OPERATION—CONCLUDED.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings
Freight:			
Freight revenue.....	\$109,983 03		
Less repayments—			
Overcharge to shippers.....		\$2,348 52	
Total freight revenue.....			\$107,634 51
Total passenger and freight earnings.....			\$261,734 10
Other earnings from operation:			
Rents not otherwise provided for.....	\$118 50		
Other sources.....	71 12		
Total other earnings.....			189 62
Total gross earnings from operation			\$261,923 72

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$37,716 30
Renewals of rails	264 23
Renewals of ties	2,287 92
Repairs and renewals of bridges and culverts.....	2,079 53
Repairs and renewals of fences, road crossings, signs and cattle guards	492 24
Repairs and renewals of buildings and fixtures.....	1,753 87
Repairs and renewals of docks and wharves	28 00
Stationery and printing	38 50
Total	\$44,660 59
Maintenance of equipment:	
Superintendence.....	\$2,936 90
Repairs and renewals of locomotives	4,126 47
Repairs and renewals of passenger cars	2,548 26
Repairs and renewals of freight cars	2,786 50
Repairs and renewals of work cars	148 97
Repairs and renewals of shop machinery and tools.....	393 13
Stationery and printing.....	54 75
Other expenses	2,095 19
Total	\$15,090 17
Conducting transportation:	
Superintendence.....	\$3,391 37
Engine and roundhouse men	16,145 60
Fuel for locomotives	33,810 01
Water supply for locomotives	1,761 75
Oil, tallow and waste for locomotives	961 41
Other supplies for locomotives.....	83 64
Train service.....	12,893 17
Train supplies and expenses	3,972 40
Switchmen, flagmen and watchmen.....	546 25
Telegraph expenses	2,296 07
Station service	16,503 17
Station supplies.....	2,718 96
Car mileage—balance	1,956 80
Loss and damage	1,967 79
Injuries to persons	28 40

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Conducting transportation—Concluded.	
Clearing wrecks	\$525 48
Advertising	2,615 82
Outside agencies.....	4 25
Stationery and printing.....	1,165 97
Total	\$103,348 41
General expenses:	
Salaries of general officers.....	\$6,666 67
Salaries of clerks and attendants	4,954 53
General office expenses and supplies	1,916 38
Insurance.....	1,451 25
Law expenses.....	278 09
Stationery and printing (general offices).....	649 20
Total	\$15,916 12
Recapitulation of expenses:	
Maintenance of way and structures	\$44,660 59
Maintenance of equipment	15,090 17
Conducting transportation.....	103,348 41
General expenses.....	15,916 12
Grand total	\$179,015 29

Percentage of expenses to earnings, 68.39.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease
\$ 4,213,229 62	.....	Cost of road.....	\$ 4,332,452 32	.....	\$119,222 70	
353,720 75	.....	Cost of equipment	353,720 75	.....	
	\$4,566,950 37	Cash and current assets.....		25,972 56		\$65,589 87
	91,562 43	Other assets:				
	23,430 66	Materials and supplies		24,602 49		1,171 83
	170,282 89	Profit and loss.....		198,063 66		27,780 77
	\$4,852,226 35	Grand total	\$4,934,811 78		\$82,585 43	
		LIABILITIES.				
	\$1,999,900 00	Capital stock	\$1,999,900 00			
	2,142,000 00	Funded debt.....	2,320,000 00		\$178,000 00	
	710,326 35	Current liabilities	614,911 78			\$95,414 57
	\$4,852,226 35	Grand total.....	\$4,934,811 78		\$82,585 43	

IMPORTANT CHANGES DURING THE YEAR.

* On the 1st day of May, 1902, this company issued 178 of its first mortgage bonds dated January 1, 1898, due January 1, 1948, of \$1,000 each, with semi-annual interest coupons attached at 5% per annum, disposing of same at par, \$178,000.00, and accrued interest thereon to May 1, 1902, \$38,566.67; total, \$216,566.67. Interest on these bonds for months of May and June, 1902, being included in accrued interest for year, and shown in operation.

* The \$178,000 of bonds issued May 1, 1902, were used in liquidation of liabilities arising from general construction and purchase of the St. Croix and Penobscot Railroad and improvements and betterments thereon.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	640	\$6,666 67	\$10 42
Other officers.....	5	1,384	6,634 89	4 79
General office clerks	13	4,115	7,787 46	1 89
Station agents	20	6,588	10,561 80	1 60
Other station men	11	4,117	6,173 99	1 50
Enginemen	11	3,210	9,276 55	2 89
Firemen	10	3,175	6,162 64	1 94
Conductors	7	1,988	5,256 48	2 65
Other trainmen	13	3,746	6,267 22	1 67
Machinists	2	944	1,908 12	2 02
Carpenters	9	2,843	5,038 39	1 77
Other shopmen	12	4,117	6,122 17	1 49
Section foremen	19	5,134	8,984 30	1 75
Other trackmen.....	74	17,733	22,229 20	1 25
Switchmen, flagmen and watchmen.....	8	2,354	3,412 78	1 45
Telegraph operators and dispatchers.....	3	1,032	1,860 00	1 80
All other employees and laborers	23	1,953	2,689 45	1 38
Total (including "general officers")	242	65,123	\$117,032 11	\$1 80
Less "general officers".....	2	640	6,666 67	10 42
Total (excluding "general officers")	240	64,483	\$110,365 44	\$1 71
Distribution of above:				
General administration.....	9	3,170	\$11,621 20	\$3 67
Maintenance of way and structures	102	25,625	38,786 65	1 51
Maintenance of equipment.....	21	8,163	12,360 34	1 51
Conducting transportation	110	28,165	54,263 92	1 81

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.....	182,780			
Number of passengers carried one mile	5,058,917			
Number of passengers carried one mile per mile of road	37,108			
Average distance carried, miles.....	27.68			
Total passenger revenue		128,265	30	
Average amount received from each passenger				70 174
Average receipts per passenger per mile.....				02 338
Total passenger earnings.....		154,099	59	
Passenger earnings per mile of road		1,130	34	
Passenger earnings per train mile.....				78 415

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....	173,033			
Number of tons carried one mile	7,702,638			
Number of tons carried one mile per mile of road.....	56,499			
Average distance haul of one ton, miles.....	44.52			
Total freight revenue		107,634	51	
Average amount received for each ton of freight.....			62	205
Average receipts per ton per mile.....				1397
Total freight earnings		107,634	51	
Freight earnings per mile of road			789	51
Freight earnings per train mile.....			98	582
Total traffic:				
Gross earnings from operation		261,923	72	
Gross earnings from operation per mile of road.....			1,921	25
Gross earnings from operation per train mile.....			96	286
Operating expenses		179,015	29	
Operating expenses per mile of road.....			1,313	10
Operating expenses per train mile			65	811
Income from operation		82,908	43	
Income from operation per mile of road.....			608	14
Car mileage, etc.:				
Mileage of passenger cars	638,022			
Average number of passenger cars per train mile	3.25			
Average number of passengers per train mile.....	26.00			
Mileage of loaded freight cars—north or east	377,842			
Mileage of loaded freight cars—south or west.....	386,795			
Mileage of empty freight cars—north or east	82,484			
Mileage of empty freight cars—south or west.....	92,806			
Average number of freight cars per train mile.....	8.61			
Average number of loaded cars per train mile.....	6.91			
Average number of empty cars per train mile	1.61			
Average number of tons of freight per train mile	70.55			
Average number of tons of freight per loaded car mile	10.07			
Average mileage operated during year	136.33			
Train mileage:				
Mileage of revenue passenger trains.....	162,832			
Mileage of revenue mixed trains	33,685			
Mileage of revenue freight trains	75,498			
Total revenue train mileage	272,015			
Mileage of nonrevenue trains.....	78,684			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 132,409 tons; received from connecting roads and other carriers, 40,624 tons; total, 173,033 tons.

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	
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	
In freight service—						
Box cars	100	100	100	N. Y. Air Brake.	100	Gould.
Flat cars	147	147	147	N. Y. Air Brake.	147	Gould.
Total		247	247	.....	247	
In company's service—						
Derrick cars	1	1	1	N. Y. Air Brake.	1	Gould.
Caboose cars	2	2	2	N. Y. Air Brake.	2	Gould.
Total		3	3	.....	3	
Total cars owned and in service		273	273	.....	273	

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—CONCLUDED.

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	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 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 year: Steel, 27¹⁸ tons; weight per yard, 52 pounds; average price per ton at distributing point, \$30; 6⁰⁰⁰ tons; weight per yard, 60 pounds; average price per ton at distributing point, \$30. Total: Steel, 33¹⁸ tons; average price per ton at distributing point, \$30.
 New ties laid during year: Cedar, 11,913; average price at distributing point, 26 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	4,862	.....	10	4,867	179,675	54.18
Freight	2,658	.....	4	2,658	92,340	57.50
Switching	1,840	.....	4	1,842	65,802	55.98
Construction	357	.....	.....	357	12,882	55.42
Total	9,712	.....	18	9,721	350,699	55.44
Average cost at distributing point.....	\$3.62	.....	\$2.00	.....	.....	.....

Average number employed during the year: Trainmen, 41; switchmen, flagmen and watchmen, 8; station men, 31; shopmen, 23; trackmen, 93; telegraph employees 3; other employees, 43; total, 242.

BRIDGES, TRESTLES, TUNNELS, Etc.

Bridges: Iron, 12; aggregate length, 1,326 feet; minimum length, 18 feet; maximum length, 253 feet. Wooden, 12; aggregate length, 174 feet, 3 inches; minimum length, 9 feet, 9 inches; maximum length, 20 feet. Combination, 2; aggregate length, 599 feet; minimum length, 124 feet; maximum length, 475 feet. Total, 26 in number; aggregate length, 2,099 feet 3 inches.

Trestles: 52, aggregate length, 6,992 feet, 11 inches; minimum length, 10 feet; maximum length, 896 feet, 6 inches.

Overhead highway crossings: Bridges, 2; height of lowest above surface of rail, 17 feet, 6 inches.

Overhead railway crossings: Bridges, 1; height of lowest above surface of rail, 17 feet, 6 inches.

Gauge of track, 4 feet, 8½ inches—136.33 miles.

NOTE. Combination Bridges: One pile trestle with a 27 feet deck plate girder in middle of it. One wooden bridge, consisting of 9 "A" trusses with a 67' 6" thro-plate girder in middle to accommodate log driving, wooden piers, rock filled.

Wooden Bridges: Small openings, from 6 to 15 feet in clear, 10 on masonry abutments, 2 on wooden cribs.

Overhead Bridges: At Calais, steel "I" beams on masonry abutments, highway and Calais and St. Stephen Street Railway crossing. Todd street, wooden bridge, highway. At Machias, wooden bridge for Wm. Longfellow farm crossing.

TELEGRAPH.

Owner and operating company, Western Union Telegraph Company; miles of line, 137; miles of wire, 489.

Report of the Wiscasset, Waterville and Farmington Railroad Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report. Wiscasset, Waterville and Farmington Railroad Company.

Date of organization. March 29, 1901.

Organized under the laws of the State of Maine, act of Legislature approved February 5, 1901.

NAMES AND ADDRESS OF BOARD OF DIRECTORS.

Edward P. Borden, Philadelphia, Pa.; Joseph C. Gill, Philadelphia, Pa.; Frederick C. Thayer, Waterville, Me.; Godfrey P. Farley, Wiscasset, Me.; William D. Patterson, Wiscasset, Me.; Leonard Atwood, Farmington Falls, Me.; Philip H. Stubbs, Strong, Me.

Date of last meeting of stockholders for election of directors. March 29, 1901.

Address of general office, Waterville, Me.

Address of operating office, Wiscasset, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President, Leonard Atwood, Waterville, Me.; Vice-President, Frederick C. Thayer, Waterville, Me.; Clerk, Auditor, General Passenger and Freight Agent, William D. Patterson, Wiscasset, Me.; Treasurer, Joseph C. Gill, Philadelphia, Pa.; Attorney or General Counsel, Arthur L. Livermore, New York City; General Manager and Chief Engineer, Godfrey P. Farley, Wiscasset, Me.; Superintendent, Harry G. Fowls, Wiscasset, Me.

PROPERTY OPERATED.

Wiscasset, Waterville and Farmington Railroad from Wiscasset to Winslow, 42.20 miles; from Weeks Mills Junction to Albion, 15.26 miles.

CAPITAL STOCK.

Common: Number of shares authorized, 10,000; par value of shares, \$100; total par value authorized, \$1,000,000; amount issued and outstanding, \$194,300.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Common: Number of shares issued for construction during year, 755. Number of shares issued and outstanding, 755.

Issued for property franchises and rights of Franklin, Somerset and Kennebec Railway Company and Waterville and Wiscasset Railroad Company; number of shares issued during year, 1,188; number of shares issued and outstanding, 1,188.

Total: Number of shares issued during year, 1,943; number of shares issued and outstanding, 1,943.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage: Issued July 1, 1901, due July 1, 1931; amount of authorized issue, \$1,000,000; amount issued and outstanding, \$637,300. Interest: Rate, 5%; payable January and July 1; amount accrued during year, \$2,391.66.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$637,300. Interest: amount accrued during year, \$2,391.66.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.	
Cash	\$8 44	Audited vouchers and ac-	
Bills receivable.....	17,778 68	counts.....	\$7,216 92
Due from agents.....	1,431 20	Wages and salaries.....	4,535 14
Due from solvent companies and individuals.....	836 20	Matured interest coupons un-	
Due from subscribers to capital stock.....	17,670 00	paid (including coupons due July 1).....	2,391 66
		Total—current liabilities.....	\$14,143 72
Total—cash and current assets.....	\$37,724 52	Balance—cash assets.....	23,580 80
		Total.....	\$37,724 52

Materials and supplies on hand, \$1,162.02.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$194,300; apportionment to railroads, \$194,300; miles, 57.46; amount per mile of line, \$3,381.46.

Bonds: Amount outstanding, \$637,300; apportionment to railroads, \$637,300; miles, 57.46; amount per mile of road, \$11,091.67.

Total: Amount outstanding, \$831,600; apportionment to railroads, \$831,600; miles, 57.45; amount per mile of road, \$14,473.14.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Grand total cost construction, equipment, etc.: Cost to June 30, 1902, \$804,129.62.

This company acquired by purchase certain railroad property, equipment and franchises, and has no account of the cost of specific items of construction, equipment, etc.

In the "Grand total cost of construction, equipment, etc.," is included the cost of road built and equipped by contract in the past year, and also the cost of certain railroad property not as yet put in operation.

INCOME ACCOUNT.

Gross earnings from operation.....	\$25,848 58	
Less operating expenses.....	26,066 21	
Deficit		\$217 63
Miscellaneous income—less expenses.....		31 03
Deficit		\$186 60
Deductions from income:		
Interest on funded debt accrued.....	\$2,391 66	
Taxes.....	149 30	
Total deductions from income.....		2,540 96
Deficit from operations of year ending June 30, 1902.....		\$2,727 56

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$5,882 23		
Less repayments—			
Tickets redeemed		\$6 15	
Excess fares refunded		61 05	
Other repayments.....		15 00	
Total deductions		\$82 20	
Total passenger revenue			\$5,800 03
Mail	\$2,476 18		
Express	1,177 15		
Extra baggage and storage	37 31		
Other items.....	98 50		
Total passenger earnings			3,789 14
Total passenger and freight earnings			\$9,589 17
Freight:			
Freight revenue.....	\$16,641 36		
Less repayments—			
Overcharge to shippers.....		\$1,580 45	
Total freight revenue.....			15,060 91
Total passenger and freight earnings			\$24,650 08
Other earnings from operation:			
Hire of equipment—balance			1,198 50
Total gross earnings from operation.....			\$25,848 58

MISCELLANEOUS INCOME.

Old junk sold, \$18.48; oil barrels sold, \$10.85; waste sold, \$1.70; total, \$31.02.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$8,856 45
Renewals of ties	835 90
Repairs and renewals of bridges and culverts.....	278 31
Repairs and renewals of fences, road crossings, signs and cattle guards	17 27
Repairs and renewals of buildings and fixtures	54 89
Repairs and renewals of docks and wharves	215 96
Stationery and printing.....	3 00
Total	\$10,261 78
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,170 01
Repairs and renewals of passenger cars	240 88
Repairs and renewals of freight cars	530 93
Repairs and renewals of work cars	109 77
Stationery and printing.....	2 50
Total	\$2,054 09

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Conducting transportation:	
Superintendence.....	\$565 00
Engine and roundhouse men.....	2,033 66
Fuel for locomotives.....	3,221 18
Water supply for locomotives.....	89 98
Oil, tallow and waste for locomotives.....	148 13
Other supplies for locomotives.....	12 38
Train service.....	1,359 95
Train supplies and expenses.....	37 83
Switchmen, flagmen and watchmen.....	732 25
Telegraph expenses.....	95
Station service.....	3,342 28
Station supplies.....	178 60
Loss and damage.....	4 17
Advertising.....	77 83
Rents of buildings and other property.....	93 75
Stationery and printing.....	284 56
Other expenses.....	70 00
Total.....	\$12,202 50
General expenses:	
Salaries of general officers.....	\$450 00
Salaries of clerks and attendants.....	583 60
General office expenses and supplies.....	187 64
Insurance.....	225 00
Law expenses.....	14 00
Stationery and printing (general offices).....	62 40
Other expenses.....	25 20
Total.....	\$1,547 84
Recapitulation of expenses:	
Maintenance of way and structures.....	\$10,261 78
Maintenance of equipment.....	2,054 09
Conducting transportation.....	12,202 50
General expenses.....	1,547 84
Grand total.....	\$26,066 21

Percentage of expenses to earnings, 101.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road and equipment.....		\$804,129 62		
		Cash and current assets.....		37,724 52		
		Other assets:				
		Materials and supplies.....		1,162 02		
		Profit and loss.....		2,727 56		
		Grand total ...		\$845,743 72		
		LIABILITIES.				
		Capital stock.....		\$194,500 00		
		Funded debt.....		637,300 00		
		Current liabilities.....		14,143 72		
		Grand total ...		\$845,743 72		

IMPORTANT CHANGES DURING THE YEAR.

Road extended and put in operation from Weeks Mills Junction to Winslow.

SECURITY FOR FUNDED DEBT.

First mortgage: Entire line, 57.46 miles. All equipment mortgaged. All income mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	6	313	\$450 00	\$1 44
Other officers ...	2	605	1,045 00	1 73
General office clerks.....	2	515	783 60	1 52
Station agents	11	3,443	2,254 10	65
Other station men.....	2	625	240 00	38
Enginemen.....	3	671	1,208 49	1 80
Firemen.....	3	661	825 17	1 25
Conductors.....	2	532	834 00	1 57
Other trainmen	2	437	515 68	1 18
Machinists.....	1	128	237 72	1 85
Other shopmen	2	566	918 79	1 63
Section foremen.....	7	2,352	3,172 43	1 35
Other trackmen	20	4,017	4,774 58	1 19
Switchmen, flagmen and watchmen	2	672	732 25	1 09
All other employees and laborers	3	90	162 87	1 71
Total (including "general officers")	68	15,630	\$18,154 68	\$1 16
Less "general officers".....	1	313	450 00	1 44
Total (excluding "general officers").....	67	15,317	\$17,704 68	\$1 15
Distribution of above:				
General administration.....		313	\$450 00	\$1 44
Maintenance of way and structures		6,723	8,589 88	1 27
Maintenance of equipment		694	1,156 51	1 67
Conducting transportation.....		7,850	7,958 29	1 01

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	12,479			
Number of passengers carried one mile.	225,798			
Number of passengers carried one mile per mile of road	5,153			
Average distance carried, miles	18.09			
Total passenger revenue.....		5,800 03		
Average amount received from each passenger.....			46 46	
Average receipts per passenger per mile.....			02 57	
Total passenger earnings.....		9,569 17		
Passenger earnings per mile of road			218 78	
Passenger earnings per train mile			25 44	

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....	15,000			
Number of tons carried one mile	398,540			
Number of tons carried one mile per mile of road	9,095			
Average distance haul of one ton, miles	26.57			
Total freight revenue		15,060	91	
Average amount received for each ton of freight.....			1	00 4
Average receipts per ton per mile.....				03 8
Total freight earnings.....		15,060	91	
Freight earnings per mile of road			343	69 9
Freight earnings per train mile.....				43
Total traffic:				
Gross earnings from operation.		25,848	58	
Gross earnings from operation per mile of road			589	88
Gross earnings from operation per train mile.....				57 2
Operating expenses		26,066	21	
Operating expenses per mile of road			594	84 7
Operating expenses per train mile				57 7
Train mileage:				
Mileage of revenue passenger trains.....	10,161			
Mileage of revenue mixed trains	27,534			
Mileage of revenue freight trains	7,470			
Total revenue train mileage..	45,164			
Mileage of nonrevenue trains.....	3,895			

DESCRIPTION OF EQUIPMENT.

Locomotives: Total locomotives in service, 4; all equipped with Eames vacuum train brake.

Cars: Passenger service—first class, 3; equipped with Eames vacuum train brake, 3; equipped with Miller automatic coupler, 2. Combination, 2; equipped with Eames vacuum train brake, 2; equipped with Miller automatic coupler, 1. Baggage, express and postal cars, 1; equipped with Eames vacuum train brake, 1; equipped with Miller automatic coupler, 1. Total, 6. Freight service—box cars, 22; flat cars, 24; coal cars, 10; total, 56. In company's service—caboose cars, 1; other road cars, 21; total, 22. Total cars owned and in service, 84.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	57.46	.....	.....	57.46		
Miles of yard track and sidings	2.50	.....	.....	3.50		
Total mileage operated (all tracks).....	60.96	.....	.....	60.96		

NEW TIES LAID DURING YEAR.

Cedar, 2,141; average price at distributing point, 13.9 cents; oak, 401; average price at distributing point, 13.9 cents, hemlock, 3,478; average price at distributing point, 13 cents. Total, 6,020.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Total bituminous coal, 760 tons; miles run, 49,059; average pounds consumed per mile, \$4.70; average cost at distributing point, \$4.24.

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:			
Iron. . .	1	112.8						Bridges	1		
Wooden	21	4,043.4		4		2,133					
Total ..	22	4,156.0									
Trestles ..	13	7,402.0		49		696					

Gauge of track, 2 feet--57.46 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1902.

HISTORY.

Name of common carrier making this report? York Harbor and Beach Railroad Company.

Date of organization. 1886.

Organized under 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 60; March 10, 1887, Private Statutes, chapter 218.

NAMES AND ADDRESS OF THE BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Geo. P. Wescott, Portland, Me.; Frank Jones, Portsmouth, N. H.; J. E. Staples, York Village, Me.; *H. E. Evans, York Village, Me.; E. S. Marshall, York Harbor, Me. Date of expiration of term, October 22, 1902.

Number of stockholders at date of last election, 89.

Last meeting of stockholders for election of directors, October 23, 1901.

Address of general and operating office, Boston, Mass.

* Died January 9, 1902.

NAMES AND BUSINESS ADDRESS OF THE PRINCIPAL OFFICERS.

President, Lucius Tuttle, Boston, Mass.; Clerk, S. W. Judkins, York Corner, Me.; Treasurer, Herbert E. Fisher; Auditor, Wm. J. Hobbs; Chief Engineer, H. Bissell; Superintendent, W. T. Perkins; General Traffic Manager, Wm. F. Berry; General Freight Agent, M. T. Donovan; General Passenger and Ticket Agent, D. J. Flanders, Boston, Mass.

PROPERTY OPERATED.

York Harbor and Beach Railroad from Kittery to York Beach, 11.17 miles. Spur track from Kittery navy yard station to United States navy yard station, .34 miles. Total mileage operated, 11.51 miles.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The Boston and Maine Railroad owns \$253,550 out of a total capital stock of \$300,000.

CAPITAL STOCK.

Common: Number of shares authorized, 6,000; par value of shares, \$50; par value authorized, \$300,000; amount issued and outstanding, \$300,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Number of shares issued and outstanding, 6,000; total cash realized, \$300,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.	CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1902.
Cash	\$8,624 53
Bills receivable	20,000 00
Due from solvent companies and individuals	1,224 45
Total—cash and current assets	\$29,748 98

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock outstanding, \$300,000; apportionment to railroad, \$300,000; miles, 11.51; \$26,064 per mile.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

York Harbor and Beach Railroad: Capital stock, \$300,000; miles, 11.51; amount per mile of line, \$26,064.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total construction to June 30, 1901, \$300,000; to June 30, 1902, \$300,000; cost per mile, \$26,064.29. Equipment furnished by the Boston and Maine Railroad Company.

INCOME ACCOUNT.

Gross earnings from operation	\$30,918 86	
Less operating expenses	29,905 84	
Income from operation		\$1,013 02
Miscellaneous income—less expenses		1,211 01
Total income		\$2,224 03
Deductions from income:		
Taxes		437 57
Surplus from operations of year ending June 30, 1902.		\$1,786 46
Surplus on June 30, 1901.....		27,962 52
Surplus on June 30, 1902.....		\$29,748 98

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$19,249 72		
Less repayments—			
Excess fares refunded.....		\$306 90	
Total passenger revenue			\$18,942 82
Express	468 91		
Extra baggage and storage	138 47		
Total passenger earnings			\$19,550 22
Freight:			
Freight revenue	\$9,840 22		
Less repayments—			
Overcharge to shippers.....		\$1 69	
Total freight revenue			\$9,838 53
Other items, storage and miscellaneous			62 00
Total freight earnings			\$9,900 53
Total passenger and freight earnings			\$29,450 75
Other earnings from operation:			
Switching charges—balance	\$1,320 58		
Telegraph companies.....	147 53		
Total other earnings.....			1,468 11
Total gross earnings from operation.....			\$30,918 86

MISCELLANEOUS INCOME.

Rent of lands, \$249.00; interest, \$962.01; total, \$1,211.01.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures	
Repairs of roadway.....	\$3,858 85
Renewals of rails.....	752 23
Renewals of ties.....	1,041 22
Repairs and renewals of bridges and culverts.....	1,256 13
Repairs and renewals of fences, road crossings, signs and cattle guards.....	191 07
Repairs and renewals of buildings and fixtures.....	542 94
New spur track.....	7,874 33
Other expenses.....	1 11
Total.....	\$15,547 88
Conducting transportation:	
Engine and roundhousemen.....	\$2,073 12
Fuel for locomotives.....	3,024 83
Water supply for locomotives.....	200 38
Oil, tallow and waste for locomotives.....	51 82
Other supplies for locomotives.....	39 83
Train service.....	1,478 58
Train supplies and expenses.....	159 42
Switchmen, flagmen and watchmen.....	677 92
Telegraph expenses.....	291 51
Station service.....	2,265 54
Station supplies.....	416 64
Car mileage—balance.....	1,320 16
Hire of equipment—balance.....	1,350 44
Loss and damage.....	121 73
Injuries to persons.....	12 88
Advertising.....	88 38
Stationery and printing.....	185 40
Total.....	\$13,792 58
General expenses:	
General office expenses and supplies.....	\$9 40
Insurance.....	345 87
Law expenses.....	201 62
Other expenses.....	8 49
Total.....	\$565 38
Recapitulation of expenses:	
Maintenance of way and structures.....	\$15,547 88
Conducting transportation.....	13,792 58
General expenses.....	565 38
Grand total.....	\$29,905 84

Percentage of expenses to earnings, 86.72.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1901.		ASSETS.	JUNE 30, 1902.		YEAR ENDING JUNE 30, 1902.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,000 00	Cost of road.....	.....	\$300,000 00		
	27,962 52	Cash and current assets.....	.....	29,748 98	\$1,786 46	
	\$327,962 52	Grand total ..	.....	\$329,748 98	\$1,786 46	
		LIABILITIES.				
	\$300,000 00	Capital stock .....	.....	\$300,000 00		
	27,962 52	Profit and loss.....	.....	29,748 98	\$1,786 46	
	\$327,962 52	Grand total ...	.....	\$329,748 98	\$1,786 46	

IMPORTANT CHANGES DURING THE YEAR.

A spur track was constructed and put in operation extending from the Kittery navy yard station to the United States navy yard, a distance of 34-100 of a mile.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	9	.....	None.	
Station agents	7	1,350	\$2,310 00	\$1 71
Other station men.....	3	600	868 50	1 45
Enginemen.....	2	267	1,026 64	3 85
Firemen.....	2	267	581 57	2 18
Conductors.....	1	210	630 00	3 00
Other trainmen.....	2	420	787 50	1 87
Section foremen.....	2	420	735 00	1 75
Other trackmen.....	6	1,260	1,764 00	1 40
Switchmen, flagmen and watchmen.....	1	312	390 00	1 25
All other employees and laborers	1	210	105 00	50
Total (including "general officers")	36	5,316	\$9,198 21	\$1 73
Less "general officers".....	9			
Total (excluding "general officers")	27	5,316	\$9,198 21	\$1 73
Distribution of above:				
General administration	9			
Maintenance of way and structures	8	1,680	\$2,499 00	\$1 49
Conducting transportation	19	3,636	6,699 21	1 84

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE, AND RATES.	
		Dollars.	Mills. Cents.
Passenger traffic:			
Number of passengers carried earning revenue.....	101,046		
Number of passengers carried one mile	738,552		
Average distance carried, miles.....	64,166		
Total passenger revenue	7.30		
Average amount received from each passenger		18,942	82
Average receipts per passenger per mile.....			18 747
Total passenger earnings.....			02 565
Passenger earnings per mile of road		19,550	22
Passenger earnings per train mile.....		1,698	54
			91 682
Freight traffic:			
Number of tons carried of freight earning revenue....	16,454		
Number of tons carried one mile	98,294		
Number of tons carried one mile per mile of road....	8,540		
Average distance haul of one ton, miles.....	5.97		
Total freight revenue		9,838	53
Average amount received for each ton of freight			59 794
Average receipts per ton per mile			10 009
Total freight earnings		9,900	53
Freight earnings per mile of road		860	17
Freight earnings per train mile.....			1 66 284
Total traffic:			
Gross earnings from operation		30,918	83
Gross earnings from operation per mile of road		2,686	26
Gross earnings from operation per train mile			1 13 347
Operating expenses		29,905	84
Operating expenses per mile of road		2,598	25
Operating expenses per train mile			1 09 634
Income from operation.....		1,013	02
Income from operation per mile of road.....			88 01
Train mileage:			
Mileage of revenue passenger trains.....	21,324		
Mileage of revenue freight trains	5,954		
Total revenue train mileage	27,278		
Mileage of nonrevenue trains.....	4,769		

FREIGHT TRAFFIC MOVEMENT.

Tons of freight originating on this road, 4,522; received from connecting roads and other carriers, 11,932; total, 16,454 tons.

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	.34	.....	.....	11.51	.....	.....	11.51
Miles of yard track and sidings	1.11	.....	.....	.....	1.11	.....	.84	.27
Total mileage operated (all tracks).....	12.28	.34	.....	.....	12.62	.....	.84	11.78

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel (new).....	113 ⁹	\$25 94	Oak	5	50
Steel (old)	159 ¹²⁴⁷	20 00	Chestnut.....	1,069	43
			Cedar	1,200	39
			Switch ties (60 feet each).	48	96
Total steel.....	160 ¹³⁷⁷	\$20 06	Total	2,322	45

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		COKE—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.				
Passenger	459	136	595	23,012	51.71
Freight	173	.....	173	6,038	57.30
Switching	26	.....	26	1,045	49.76
Construction	48	.....	48	1,952	49.18
Total	706	136	842	32,047	52.55

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: Wooden.	2	63		11		52		Overhead highway crossings:			
								Bridges	1	20	0
Trestles ..	7	4,709		29		1,590		Trestles	1	19	6
								Total	2		

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, 1902.



**Report of the Atlantic Shore Line Railway Company for the
Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$4,637 93
Operating expenses	2,780 99
Gross income above operating expenses	\$1,856 94
Surplus for the year ending June 30, 1902	\$1,856 94
Amount of surplus June 30, 1901.	1,973 18
Total surplus June 30, 1902	\$3,830 12

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Gross earning from operation--passengers carried.	\$4,637 93
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$200 00
Maintenance of roadway and buildings:	
Repair of roadbed and track	518 21
Removal of snow and ice	50 00
Maintenance of equipment:	
Repair of cars and other vehicles	25 00
Repairs of electric equipment of cars	100 00
Transportation expenses:	
Cost of electric motive power	200 00
Wages and compensation of persons employed in conducting transportation	1,687 78
Total operating expenses	\$2,780 99

PROPERTY ACCOUNTS.

Additions to other permanent property:	
Land damage and engineering	\$1,722 41

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	16,810 98	
Total cost of railway owned		\$29,310 88
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		2,422 41
Total permanent investments		\$36,433 39
Cash and current assets:		
Cash.....		134 53
Total		\$36,567 92
LIABILITIES.		
Capital stock, common.....		\$30,000 00
Profit and loss balance—surplus		6,567 92
Total		\$36,567 92

CAPITAL STOCK.

Capital stock authorized by law, common, \$500,000.00; authorized by vote of company, common, \$500,000 00; issued and outstanding, common, \$30,000.00; number of shares issued and outstanding, common, 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.

Number of passengers paying revenue carried during the year, 92,758; number carried per mile of main railway track operated, 59,018; number of round trips run, 8,688; number of car miles run, 26,064; average number of persons employed, 3.

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, 1; equipped with electric heaters, 1; open passenger cars equipped for electric power, 1; equipped with electric heaters, 1; number of motors, 6. Total: equipped for electric power, 2; equipped with electric heaters, 1; number of motors, 6.

RAILWAY OWNED AND OPERATED.

Length of railway line owned, 1.57 miles; length of sidings, switches, etc., owned, .037 miles; total computed as single track, 1.60 miles. Entire line operated by electric power.

System of electric motive power in use by the company, Westinghouse.

Name of the several cities and towns in which the railways operated by the company are located, Kennebunkport.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Employees	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	1	365	\$766 50	13	\$2 10
Motormen	1	365	766 50	13	2 10
Total	2	730	\$1,533 00		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Atlantic Shore Line Railway Company, Kennebunkport, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President, Ernest M. Goodall; Treasurer, Louis B. Goodall; Clerk and General Counsel, Fred J. Allen; General Manager and Superintendent, I. L. Meloon. All of Sanford, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Ernest M. Goodall, Louis B. Goodall, George B. Goodall, Fred J. Allen and C. A. Bodwell, all of Sanford, Me.

Date of the stockholders annual meeting, second Tuesday in August.

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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

ERNEST M. GOODALL.

I. L. MELOON.

Subscribed and sworn to before me this 10th day of September, 1902.

[Seal.]

FRED J. ALLEN, Notary Public, York County, Maine.

**Report of the Augusta, Winthrop and Gardiner Railway
Company for the Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$59,741 57	
Other earnings from operation	368 28	
Total earnings		\$60,109 85
Operating expenses		34,663 50
Net earnings from operation		\$25,446 35
Charges upon income accrued during the year:		
Interest on funded debt.....	\$10,222 01	
Interest and discount on unfunded debts and loans.....	927 80	
Taxes, State and local	489 08	
Total charges and deductions from income.....		11,638 89
Net divisible income		\$13,807 46
Dividends declared, 2 per cent on \$120,000.....		2,400 00
Surplus for the year ending June 30, 1902		\$11,407 46
Amount of surplus June 30, 1901		29,364 21
Debits to profit and loss account during the year:		
Premium paid on mortgage bonds.....		13,425 00
Total surplus June 30, 1902		\$27,346 67

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$59,637 41
Receipts from carriage of mails		104 16
Gross transportation earnings		\$59,741 57
Receipts from power sold		68 28
Receipts from advertising in cars		300 00
Gross earnings from operation.....		\$60,109 85
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,648 00
Expense account		2,427 69
Insurance		1,383 53
Total.....		\$5,459 13
Maintenance of roadway and buildings:		
Repair of roadbed and track		\$3,207 02
Repair of electric line construction		371 41
Removal of snow and ice.....		1,163 37
Repair of buildings		164 96
Total.....		\$4,906 76
Maintenance of equipment:		
Repair of cars and other vehicles.		\$3,754 80
Repair of electric equipment of cars.....		604 86
Total.....		\$4,359 66
Transportation expenses:		
Cost of electric motive power.....		\$9,283 83
Wages and compensation of persons employed in conducting transportation		10,654 12
Total.....		\$19,937 95
Total operating expenses.....		\$34,663 50

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway and equipment, main line and Togus Div.		\$310,786 34
Other permanent property:		
Land		695 44
Total permanent investments.....		\$311,481 78
Cash and current assets:		
Cash.....	\$3,922 29	
Bills and accounts receivable	926 66	
Total cash and current assets.....		4,848 95
Miscellaneous assets:		
Materials and supplies	\$7,043 97	
Other assets and property	510 10	
Total miscellaneous assets		7,554 07
Profit and loss balance—deficit.....		76,548 48
Total		\$400,433 28
LIABILITIES.		
Capital stock, common		\$120,000 00
Funded debt.....		250,000 00
Current liabilities:		
Loans and notes payable.....	\$19,000 00	
Audited vouchers and accounts.....	6,078 28	
Matured interest coupons unpaid (including coupons due July 1).....	5,355 00	
Total current liabilities		30,433 28
Total		\$400,433 28

CAPITAL STOCK.

Authorized by law, common, \$150,000; authorized by vote of company, common, \$120,000; issued and outstanding, common, \$120,000; number of shares issued and outstanding, 1,200. Number of stockholders, common, 16; number of stockholders in Maine, common, 15; amount of stock held in Maine, common, \$119,500.

FUNDED DEBT.

First mortgage bonds: Rate of interest, 6%; due 1910; amount outstanding, \$10,500.

First mortgage bonds: Rate of interest, 4%; due 1951; amount outstanding, \$239,500.

Total: Amount outstanding, \$250,000; interest paid during the year, \$10,223.01.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 1,192,748; number carried per mile of main railway track operated, 95,419; number of round trips run, 13,183; number of car miles run, 329,588. Average number of persons employed, 50.

DESCRIPTION OF EQUIPMENT.

Box passenger cars: Equipped for electric power, and with electric heaters, 9; open passenger cars: equipped for electric power, 10. Total: equipped for electric power, 19; equipped with electric heaters, 9; number of motors, 48. Work cars, 2; snow plows, 1.

RAILWAY OWNED AND OPERATED.

Length of railway, 12.486 miles; length of sidings, swithcoes, etc., .626 miles.
Total computed as single track, 13.112 miles.

Entire line operated by electric power.
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, Farmingdale, Gardiner and Togus.

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 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 ...		2

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	18	3,656.3	\$5,228.56	10	\$1.43
Motormen	18	3,656.3	5,228.56	10	1.43
Watchmen	1	385.4	578.10	10	1.50
Roadmen	3	1,796.6	3,144.08	10	*1.75
Linemen	1	254.4	445.35	10	1.75
Engineers	2	365	1,540.30	10	*2.11
Firemen.....	2	798	1,197.13	10	1.50
Electricians.....	1	1015.5	1,777.27	10	*1.75
Barn and repair men.....	4				
Total	50	11,927.5	19,139.35		

* Average.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Augusta, Winthrop and Gardiner Railway, Augusta, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, J. Manchester Haynes, Augusta, Maine; Treasurer and General Manager, Geo. E. Macomber, Augusta, Maine; Clerk of Corporation, H. M. Heath, Augusta, Maine; Superintendent, L. F. Taylor, Hallowell, Maine.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

J. Manchester Haynes, Augusta, Maine; Geo. E. Macomber, Augusta, Maine; John F. Hill, Augusta, Maine; Thomas J. Lynch, Augusta, Maine; Fred G. Kinsman, Augusta, Maine; Henry G. Staples, Augusta, Maine; Fred S. Thorne, Gardiner, Maine.

Date of stockholders' annual meeting, first Monday after July 4th.

STATE OF MAINE, } ss.
COUNTY OF KENNEBEC, }

Geo. E. Macomber, Treasurer and General Manager of the Augusta, Winthrop and Gardiner 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. 1902, 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 and General Manager.

Subscribed and sworn to before me this 15th day of September, 1902.

H. M. HEATH,
Justice of the Peace, Kennebec County, Me.

**Report of the Bangor, Hampden and Winterport Railway
Company for the Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$25,254 70	
Other earnings from operation	1,426 56	
Total earnings		\$26,681 26
Operating expenses		22,639 70
Net earnings from operation		\$4,041 56
Charges upon income accrued during the year:		
Interest on funded debt	\$2,000 00	
Interest and discount on unfunded debts and loans	598 68	
Taxes, State and local	119 00	
Total charges and deductions from income		2,717 68
Net divisible income		\$1,323 88
Surplus for the year ending June 30, 1902		\$1,323 88
Amount of surplus June 30, 1901		2,447 53
Total surplus June 30, 1902		\$3,771 41

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$23,848 41
Receipts from carriage of mails		368 40
Receipts from carriage of freight		1,037 89
Gross transportation earnings		\$25,254 70
Receipts from advertising in cars		37 35
Other earnings from operation		1,389 21
Gross earnings from operation		\$26,681 26
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,383 30
General office expenses and supplies		399 69
Insurance		237 52
Other general expenses—advertising and attractions at park		6,170 79
Total		\$8,191 30
Maintenance of roadway and buildings:		
Repair of roadbed and track		\$1,589 43
Repair of electric line construction		505 08
Removal of snow and ice		252 34
Total		\$2,346 85
Maintenance of equipment:		
Repair of cars and other vehicles		\$817 91
Repair of electric equipment of cars		783 12
Total		\$1,601 03
Transportation expenses:		
Cost of electric motive power		\$4,187 93
Wages and compensation of persons employed in conducting transportation		4,637 48
Tolls for trackage over other railways		781 87
Rentals of buildings and other property		517 92
Other transportation expenses—miscellaneous car service expenses		375 32
Total		\$10,500 52
Total operating expenses		\$22,639 70

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks	\$55,493 27	
Electric line construction, including poles, wiring, feeder lines, etc.....	18,410 23	
Total cost of railway owned.....		\$73,903 50
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:		
Riverside Park.....	\$5,943 51	
Telephone line	251 61	
Total cost of other permanent property owned.....		6,195 12
Total permanent investments.....		\$116,291 04
Cash and current assets:		
Cash.....	\$2,505 07	
Bills and accounts receivable	1,120 11	
Total cash and current assets.....		3,625 18
Miscellaneous assets:		
Materials and supplies.....		503 07
Total		\$120,419 29
LIABILITIES,		
Capital stock, common.....		
		\$60,000 00
Funded debt.....		
		40,000 00
Current liabilities:		
Loans and notes payable	\$9,500 00	
Audited vouchers and accounts.....	6,216 39	
Salaries and wages	867 59	
Total current liabilities.....		16,583 98
Accrued liabilities:		
Taxes accrued and not yet due		63 90
Profit and loss balance—surplus.....		3,771 41
Total		\$120,419 29

CAPITAL STOCK.

Authorized by law, common, \$500,000.00; authorized by vote of company, \$500,000.00; issued and outstanding, \$60,000; number of shares issued and outstanding, common, 600; number of stockholders, 24; number of stockholders in Maine, 20; amount of stock held in Maine, \$32,600.00.

FUNDED DEBT.

First mortgage bonds, 20 year, interest, principal payable in gold coin: rate of interest, 5%; due September 15, 1917; amount outstanding, \$40,000.00.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during year, 435,721; number carried per mile of main railway track operated, 71,079; number of car miles run, 96,052.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, equipped for electric power and with electric heaters, 3; open passenger cars, equipped for electric power, 6; total, equipped for electric power, 9; equipped with heaters, 3. Work cars, 2; other cars, 1; snow plows, 1. Number of motors, 22.

RAILWAY OWNED AND OPERATED.

Length of railway line owned, 4.52 miles; length of sidings, switches, etc owned, .88 miles. Total owned, computed as single track, 5.40 miles. Trackage over other railways, 1.618 miles. Total operated, 6.13 miles. Entire line operated by electric power.

System of electric motive power in use by the company, General Electric Company.

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 EMPLOYEES.

Officers and Clerks.					Annual salary.
Superintendence					\$1,200 00
Other Employees.					Wages per day.
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	
Conductors	9	1,146	\$1,719 00	10	\$1 50
Motormen	9	1,165	1,747 50	10	1 50
Roadmen	3	243	364 50	10	1 50
Park	6	646	654 76	10	1 06
Machinists and mechanics	3	327	490 50	10	1 50
Total	30	3,527	\$5,006 26		

CORPORATE NAME AND ADDRESS OF COMPANY.

Bangor, Hampden and Winterport Railway, Bangor, Me.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President and General Manager, Henry L. Mitchell, Bangor, Me.; Treasurer, Charles D. Stanford, Bangor, Me.; Clerk of Corporation, Henry W. Mayo, Hampden, Me.; Auditor, F. D. Oliver, Bangor, Me.; Superintendent of Operation, Wm H. Snow, Bangor, Me.; Superintendent of Construction, Jas. H. Green, Bangor Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Henry L. Mitchell, Bangor, Me.; Chas. D. Stanford, Bangor, Me.; Jas. H. Cutler, Bangor, Me.; Julius Waterman, Bangor, Me.; Chas. F. Woodard, Bangor, Me.; Henry W. Mayo, Hampden, Me.; Horace C. Chapman, Bangor, Me.

Date of stockholders' annual meeting, first Thursday in August.

STATE OF MAINE. }
COUNTY OF PENOBSCOT. } 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

HENRY L. MITCHELL, Pres.
WM. H. SNOW.

Subscribed and sworn to before me this 13th day of September, 1902.

ALANSON J. MERRILL,
Justice of the Peace, Penobscot County, Me.

**Report of the Bangor, Orono and Old Town Railway Company
for the Year Ending June 30, 1902.**

GENERAL EXHIBIT OF THE YEAR.

Gross transportation earnings	\$57,230 08	
Other earnings from operation.....	450 00	
Total earnings		\$57,680 08
Operating expenses		65,223 90
Deficit from operation		\$7,543 82
Charges upon income accrued during the year:		
Interest on funded debt	\$7,500 00	
Interest and discount on unfunded debts and loans.....	2,329 18	
Taxes, State and local	479 94	
Total charges and deductions from income		10,309 12
Deficit for the year ending June 30, 1902		\$17,852 94
Amount of deficit June 30, 1901		20,026 62
Total deficit June 30, 1902.....		\$37,879 56

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$57,230 08
Receipts from rents of tracks and terminals		250 00
Receipts from advertising in cars		200 00
Gross earnings from operation		\$57,680 08
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$2,865 54
General office expenses and supplies		846 67
Insurance		327 67
Total.....		\$4,039 88
Maintenance of roadway and buildings:		
Repair of roadbed and track	\$19,263 18	
Repair of electric line construction	1,374 87	
Removal of snow and ice	706 87	
Repair of buildings.....	2,069 96	
Total.....		\$23,413 88
Maintenance of equipment:		
Repair of cars and other vehicles.....	\$3,715 50	
Repair of electric equipment of cars	4,087 84	
Total.....		\$7,803 34
Transportation expenses:		
Cost of electric motive power.....	\$9,209 22	
Wages and compensation of persons employed in conducting trans- portation.....	10,952 23	
Damages for injuries to persons and property	1,243 40	
Miscellaneous car service expenses.....	764 83	
Rentals of buildings and other property.....	665 74	
Other transportation expenses:		
Car house expenses	687 01	
Maintenance of railroad crossings at Veazie, Me	6,444 37	
Total.....		\$20,757 58
Total operating expenses.....		\$65,223 90

PROPERTY ACCOUNTS.

Additions to railway:		
Proportion cost of bridge, Maine Central Railroad at Veazie, Me ..		\$1,400 00
Additions to equipment:		
Trucks	\$2,700 00	
Rotary snow plow	3,975 61	
Total additions to equipment		6,675 61
Total additions to property account		\$8,075 61

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway		\$265,845 87
Total permanent investments		\$265,845 87
Cash and current assets:		
Cash	\$21,915 28	
Bills and accounts receivable ..	2,860 70	
Other cash and current assets: Prepaid insurance.	151 76	
Total cash and current assets ..		24,927 74
Miscellaneous assets:		
Materials and supplies.....		96 94
Profit and loss balance—deficit.....		37,879 56
Total		\$328,750 11
LIABILITIES.		
Capital stock, common.....		\$125,000 09
Funded debt.		125,000 00
Current liabilities:		
Loans and notes payable	\$57,200 00	
Audited vouchers and accounts ..	17,708 97	
Salaries and wages	770 09	
Matured interest coupons unpaid (including coupons due July 1)	2,860 00	
Total current liabilities		78,539 06
Accrued liabilities:		
Taxes accrued and not yet due.....		211 05
Total		\$328,750 11

CAPITAL STOCK.

Authorized by law, common, \$250,000.00; authorized by vote of company, \$125,000.00; issued and outstanding, \$125,000.00; number of shares issued and outstanding, 1,250; number of stockholders, 72; number of stockholders in Maine, 66; amount of stock held in Maine, \$115,100.00.

FUNDED DEBT.

First mortgage bonds, 20 years redeemable after March 1, 1905, at 105 and accrued interest. Interest payable March and September 15; rate of interest 6%; due March 1, 1915; amount outstanding, \$125,000.00; interest paid during the year \$7,500.00.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 1,152,848; number carried per mile of main railway track operated, 74,617; number of car miles run, 308,839.

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power and electric heaters, 8; open passenger cars equipped for electric power, 8. Total: equipped for electric power, 16; equipped with electric heaters, 8; number of motors, 24; work cars, 1; snow plows, 2. Miscellaneous equipment: 1 four wheel road machine.

RAILWAY OWNED.

Length of railway line, 16.2 miles; length of sidings, switches, etc., .5 miles; total computed as single track, 16.7 miles.

RAILWAY OPERATED.

Length of railway line, 14.95 miles; length of sidings, switches, etc., .5 miles; total computed as single track, 15.45 miles. Entire line operated by electric power.

System of electric motive power in use by the company, General Electric Company, Westinghouse.

Name of the several cities and towns in which the railways operated by the company are located, Bangor, Veazie, Orono and Old Town.

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 Veazie, Me.	1	1
With Bangor and Aroostook Railroad at Old Town, Me.	1	1
Total number of tracks at crossings.....	2	2
Number of above crossings at which frogs are inserted in the tracks ...		2

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

Officers and Clerks.		Annual salary.			
Superintendence and accounting		\$2,865 54			
Other Employees.		Wages per day.			
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	
Conductors	12	3,215	\$4,822 50	10	\$1 50
Motormen	12	3,214	4,821 00	10	1 50
Roadmen	32	5,768	9,575 23	10	1 50 to 2 00
Machinists and mechanics.....	3	1,087	1,347 76	10	75c to 2 00
Totals	59	13,284	20,566 49		

ACCIDENTS TO PERSONS.

Passengers injured from causes beyond their control, 4; passengers injured from their own misconduct or carelessness, 2; total injured, 6.

August 9, 1901. Man injured while alighting from car.

August 12, 1901. Three persons injured by collision of gravel car with passenger car.

December 30, 1901. Man injured by glass from broken window.

March 15, 1902. Man injured by being thrown from car while going around curve.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Orono and Old Town Railway Company, Bangor, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Treasurer and General Manager, James H. Cutler, Bangor, Me.; Clerk of Corporation, A. J. Durgin, Orono, Me.; Auditor, F. D. Oliver, Bangor, Me.; Superintendent of Operation, W. H. Snow, Bangor, Me.; Superintendent of Construction, Jas. H. Green, Bangor, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Egerton R. Durpee, Bangor, Me.; James H. Cutler, Bangor, Me.; Chas. D. Stanford, Bangor, Me.; James W. Cassidy, Bangor, Me.; George T. Sewall, Old Town, Me.; A. J. Durgin, Orono, Me.; J. Fred Webster, Old Town, Me.

Date of stockholders' annual meeting, second Tuesday in August.

STATE OF MAINE. }
COUNTY OF PENOBSCOT. } ss.

Jas. 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

JAS. H. CUTLER.
W. H. SNOW.

Subscribed and sworn to before me this 15th day of September, 1902.

[Seal.]

CHARLES H. BARTLETT,
Notary Public, Penobscot County, Me.

**Report of the Bangor Street Railway Company for the Year
Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$60,432 05	
Other earnings from operation	5,455 53	
Total earnings		\$65,887 58
Operating expenses		63,173 66
Net earnings from operation		\$2,713 92
Charges upon income accrued during the year:		
Interest on funded debt—railway department's propor-		
tion funded debt Public Works Company	\$10,000 00	
Taxes, State and local	1,100 60	
Total charges and deductions from income		11,100 60
Deficit for the year ending June 30, 1902		\$8,386 68
Amount of deficit June 30, 1901		694 81
Total deficit June 30, 1902		\$9,081 49

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$60,432 05
Receipts from rents of tracks and terminals		781 87
Receipts from rentals of buildings and other property		4,273 66
Receipts from advertising in cars		400 00
Gross earnings from operation		\$65,887 58
EXPENSES OF OPERATION.		
*General expenses		\$4,448 62
Maintenance of roadway and buildings:		
Repair of roadbed and track		9,788 43
Repair of electric line construction		3,229 83
Removal of snow and ice		871 99
Repair of buildings		423 56
Total		\$14,313 81
Maintenance of equipment:		
Repair of cars and other vehicles		\$3,916 63
Repairs of electric equipment of cars		2,095 93
Total		\$6,012 56
Transportation expenses:		
Cost of electric motive power		\$11,914 52
Provender for horses		535 82
Wages and compensation of persons employed in conducting trans-		
portation		20,028 40
Damages for injuries to persons and property		991 25
Sundry expenses		727 09
Waiting room expenses		357 86
Car house expenses		1,180 24
Cleaning and sanding track		851 43
Barges, etc		1,812 06
Total operating expenses		\$63,173 66

* All carried into undivided expenses Public Works Company, and .4 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.

Authorized by law, common, \$200,000.00; authorized by vote of company, \$200,000.00; issued and outstanding, \$200,000.00. Number of shares issued and outstanding, 2,000; number of stockholders, 12; number of stockholders in Maine, 9; amount of stock held in Maine, \$174,000.00.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 1,208,216; number carried per mile of main railway track operated, 111,871; number car miles run, 346,574.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, equipped for electric power and with electric heaters, 11; open passenger cars, equipped for electric power, 13. Total: equipped for electric power, 24; equipped with electric heaters, 11; number of motors, 48; snow plows, 2.

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds, 4; other highway vehicles—jiggers, 2; trolley wagons, 1; road machines, 3; harnesses—2 double, 3 single.

RAILWAY OWNED AND OPERATED.

Length of railway line, 8.7 miles; length of second main track, 1.5 miles; length of sidings, switches, etc., .6 miles; total computed as single track, 10.8 miles. Entire line operated by electric power.

System of electric motive power in use by the company, General Electric Company.

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 Company branch track Brewer, Me	1	1
Number of above crossings at which frogs are inserted in the tracks.		1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.					Annual salary.
Superintendence					\$1,011 30
Other Employees.					Wages per day.
	Number.	Total number of days worked.	Total Yearly compensation.	Average number of hours on duty per day.	
Conductors	16	5,696	\$8,548 00	10	\$1 50
Motormen	16	5,699	8,548 50	10	1 50
Roadmen	14	3,217	5,085 28	10	1 58
Machinists and mechanics.....	15	4,330	7,102 41	10	1 64
Total	61	18,942	\$29,280 19		

ACCIDENTS TO PERSONS.

Passengers injured from from their own misconduct or carelessness, 2; other persons injured from causes beyond their own control, 1; total injured, 3.

September 20, 1901. Man injured by reason of car leaving track.

October 2, 1901. Woman injured by being struck by car while crossing track.

July 9, 1902. Man injured while alighting from car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor Street Railway, Bangor, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Chas. F. Woodward, Bangor, Me.; Treasurer and Clerk of Corporation, Jas. H. Cutler, Bangor, Me.; Auditor, F. D. Oliver, Bangor, Me.; Superintendent of Operation, W. H. Snow, Bangor, Me.; Superintendent of Construction, J. H. Green, Bangor, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Woodard, Jas. H. Cutler, Jas. W. Cartwright, Jr., Bangor, Me.

STATE OF MAINE, }
COUNTY OF PENOBSCOT. } ss.

Jas. H. Cutler, Treasurer, and W. 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

JAS. H. CUTLER.

W. H. SNOW.

Subscribed and sworn to before me, this 15th day of September, 1902.

[Seal.]

CHARLES H. BARTLETT,
Notary Public, Penobscot County, Me.

**Report of the Benton and Fairfield Railway Company for the
Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....		\$14,789 01
Operating expenses		9,041 69
Net earnings from operation		\$5,747 32
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans	\$3,292 36	
Taxes, State and local.....	51 06	
Total charges and deductions from income.		3,343 42
Net divisible income.....		\$2,403 90
Surplus for the year ending June 30, 1902		\$2,403 90
Amount of deficit June 30, 1901		502 40
Total surplus June 30, 1902.....		\$1,901 50

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$2,614 10
Receipts from carriage of mails		99 22
Receipts from carriage of freight.....		12,039 09
Gross transportation earnings		\$14,752 41
Receipts from advertising in cars		\$130 00
Other earnings from operation		6 60
Gross earnings from operation		\$14,789 01
EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies		\$269 06
Insurance		71 36
Total		\$340 42
Maintenance of roadway, buildings and equipment.....		\$1,769 67
Transportation expenses:		
Cost of electric motive power.		\$2,130 91
Wages and compensation of persons employed in conducting transportation		4,745 69
Rentals of buildings and other property.		55 00
Total		\$6,931 60
Total operating expenses		\$9,041 69

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (700 feet of siding).....		\$916 21
New electric line construction		
Additions to equipment:		
Additional cars (4 in number)		418 90
Additions to land and buildings:		
New buildings necessary for operation of railway		110 73
Total additions to property accounts		\$1,445 84

GENERAL BALANCE SHEET.

ASSETS.		
Cost of roadway		\$31,093 45
Cost of equipment		10,540 91
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.....	741 75	
Total cost of land and buildings owned.....		3,709 43
Total permanent investments		\$45,343 79
Cash and current assets:		
Cash.....	\$154 39	
Bills and accounts receivable	19 75	
Total cash and current assets.....		\$174 14
Miscellaneous assets:		
Materials and supplies		1,200 00
Total		\$46,717 93
LIABILITIES.		
Capital stock, common		\$20,000 00
Current liabilities:		
Loans and notes payable.....		25,517 93
Profit and loss balance—surplus.....		1,200 00
Total		\$46,717 93

CAPITAL STOCK.

Authorized by law, and by vote of company, common, \$20,000; total capital stock liability, \$20,000. Number of shares issued and outstanding, common, 800. Number of stockholders, common, 4; number of stockholders in Maine, common, 2. Amount of stock held in Maine, common, \$19,950.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 52,282; number carried per mile of main railway track operated, 12,689.

EQUIPMENT.

Passenger service: Box passenger cars, equipped for electric power and with electric heaters, 1; number of motors, 2.

Other service: Box freight cars, equipped for electric power, 2; number of motors, 6; platform freight cars, equipped for electric power, 5; other cars, 1; total cars, 9.

RAILWAY OWNED.

Length of railway line, 4.12 miles; length of sidings, switches, etc., .25 miles; total computed as single track, 4.37 miles.

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 EMPLOYES.

Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	3	1,095	\$1,565	10	\$1 43 to \$1 65
Motormen	2	730	1,043	10	1 43 to 1 65
Roadmen	2	650	975	10	1 25 to 1 75
Electricians	2	600	1,200	10	1 75 to 2 50
Total	10	3,075	\$4,783		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Benton and Fairfield Railway Company, Fairfield, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Chas. D. Brown, Salem, Mass.; Treasurer, Edw. W. Heath, Waterville, Me.; Clerk of Corporation and General Manager, H. M. Mansfield, Fairfield, Me.; General Counsel, L. C. Cornish, Augusta, Me.; Superintendent, Arthur E. Reynolds, Fairfield, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. D. Brown, Salem, Mass.; E. Morgan, Springfield, Mass.; H. M. Mansfield, Fairfield, Me.; Edw. W. Heath, Waterville, Me.

Date of stockholders' annual meeting, Thursday, June 3, 1902.

STATE OF MAINE, }
 COUNTY OF KENNEBEC. } ss.

E. W. Heath, Treasurer, and Arthur E. Reynolds, Acting Superintendent 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

EDW. W. HEATH, Treas.
 ARTHUR E. REYNOLDS, Act. Supt.

Subscribed and sworn to before me this 19th day of July, 1902.

[Seal.]

LEONARD A. DAVIS,
 Notary Public, Kennebec County, Me.

**Report of the Biddeford and Saco Railroad Company for the
Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$48,751 65	
Other earnings from operation.....	118 00	
Total earnings		\$48,869 65
Operating expenses		31,954 99
Net earnings from operation		\$16,914 66
Charges upon income accrued during the year:		
Interest on funded debt.....	\$6,000 00	
Interest and discount on unfunded debts and loans	428 05	
Taxes, State and local.....	515 19	
Total charges and deductions from income		6,943 24
Net divisible income.....		\$9,971 42
Surplus for the year ending June 30, 1902		\$9,971 42
Amount of surplus June 30, 1901		10,739 01
Credits to profit and loss account during the year:		
Premium on stock scrip		25 00
Total surplus June 30, 1902.		\$20,735 43

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$48,751 65
Receipts from power sold		50 00
Receipts from advertising in cars		68 00
Gross earnings from operation.....		\$48,869 65
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$2,175 00
General office expenses and supplies.....		214 23
Insurance		651 13
Other general expenses.....		806 08
Total.....		\$3,846 44
Maintenance of roadway and buildings:		
Repair of roadbed and track		\$2,958 51
Repair of electric line construction		76 49
Removal of snow and ice.....		388 13
Repair of buildings.....		50 96
Total.....		\$3,474 09
Maintenance of equipment:		
Repair of cars and other vehicles.....		\$224 25
Repair of electric equipment of cars		515 50
Total.....		\$739 75
Transportation expenses:		
Cost of electric motive power.....		\$11,663 81
Wages and compensation of persons employed in conducting transportation		11,920 18
Damages for injuries to persons and property.....		194 05
Other transportation expenses.....		116 67
Total.....		\$23,894 71
Total operating expenses.....		\$31,954 99

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway.....		\$32 92
Additions to equipment.		269 50
Additions to land and buildings.....		9,731 32
Total additions to property accounts.....		\$10,033 74
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Construction	\$6 00	
Car equipment.....	5 00	
Total deductions from property accounts.....		11 00
Net additions to property accounts for the year..		\$10,022 74

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks	\$104,804 79	
Electric line construction, including poles, wiring, feeder lines, etc	12,071 33	
Total cost of railway owned		\$116,876 12
Cost of equipment:		
Cars and other rolling stock and vehicles	\$56,057 45	
Horses and miscellaneous equipment	3,308 57	
Total cost of equipment owned.....		59,366 02
Cost of land and buildings:		
Electric power station equipment.....	\$36,248 62	
Land and buildings necessary for operation of railway..	15,644 22	
Total cost of land and buildings owned.....		51,892 84
Total permanent investments		\$228,134 98
Cash and current assets:		
Cash.....		2,600 45
Total		\$230,735 43
LIABILITIES.		
Capital stock, common.....		\$49,700 00
Stock scrip		300 00
Total capital stock.....		\$50,000 00
Funded debt		150,000 00
Current liabilities:		
Miscellaneous current liabilities—notes		10,000 00
Profit and loss balance—surplus.....		20,735 43
Total		\$230,735 43

CAPITAL STOCK.

Authorized by law, common, \$100,000; authorized by votes of company, \$50,000; issued and outstanding, \$49,700. Scrip convertible into stock, \$300; capital stock liability, \$50,000. Number of shares issued and outstanding, 994. Stockholders, 37; in Maine, 31. A amount of stock held in Maine, \$41,950.

FUNDED DEBT.

First mortgage gold 4% bonds, maturing June 1, 1940; outstanding, \$150,000; interest paid during the year, \$6,000.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 728,909; number carried per mile of main track operated, 95,770; number of round trips run—Old Orchard, 14,613; Saco Beach, 9,167; Main street, Saco, 981. Number of car miles run, 309,106. Average number of persons employed, 28.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, equipped with electrical power and heaters, 5; open passenger cars so equipped, 11; trailers, 8; total, 24. Number of motors, 30. Snow plows equipped with electrical power, 2; for horse, 1. Barges, 4; carts, 1; snow sleds, 1; wagons, 2; sleighs, 1; horses, 1; harnesses, 1.

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Length of railway line owned, 7.611; length of sidings, switches, etc., .535; total computed as single track, 8.146 miles.

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

Number of above crossings at which frogs are inserted in the tracks .. 1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.				Annual Salary.
President				\$600 00
Treasurer				700 00
Superintendent				900 00
Other Employees.				Wages per day.
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.
Conductors	10			10
Motormen	10			10
Watchmen	1			10
Roadmen	1			10
Engineers	1			2 27½
Firemen	3 or 4			10
Electricians	1			10
Machinists and mechanics	1			10
Total	28			

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Biddeford and Saco Railroad Company, 154 Main Street, Biddeford, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President, Charles H. Prescott, Biddeford, Me.; Treasurer and Clerk, Eugene F. Lord, Biddeford, Me.; Manager, Edward A. Newman, Portland, Me.; Superintendent, Wm. A. Worthing.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. Prescott, Carlos Heard, Biddeford, Me.; Henry P. Garland, Saco, Me.; Wm. G. Davis, William A. Wheeler, Wm. R. Wood, Ammi Whitney, Charles F. Libby, Charles S. Fobes, Edward A. Newman, all Portland, Me.

Date of stockholders' annual meeting, July 9, 1902.

STATE OF MAINE, }
COUNTY OF YORK. } ss.

Eugene F. Lord, Treasurer and Wm. 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

EUGENE F. LORD.
WM. A. WORTHING.

Subscribed and sworn to before me this 4th day of October, 1902.

[Seal.]

CHAS. A. MOODY,
Notary Public, York County, Me.

**Report of the Calais Street Railway Company for the Year
Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$26,171 60	
Other earnings from operation.....	618 32	
Total earnings		\$26,789 92
Operating expenses		20,722 98
Net earnings from operation		\$6,066 94
Charges upon income accrued during the year:		
Interest on funded debt.....	\$5,000 00	
Interest and discount on unfunded debts and loans.....	118 25	
Taxes, State and local	482 91	
Total charges and deductions from income.....		5,601 16
Net divisible income.....		\$465 78
Surplus for the year ending June 30, 1902		\$465 78
Amount of deficit June 30, 1901		13,297 23
Total deficit June 30, 1902		\$12,831 45

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$26,171 60
Receipts from power sold		308 27
Receipts from rentals of buildings and other property.....		59 00
Receipts from advertising in cars		225 00
Other earnings from operation—work machine shop.....		26 05
Gross earnings from operation.....		\$26,789 92
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,453 00
General office expenses and supplies.....		206 54
Insurance		1,020 82
Other general expenses.....		1,002 67
Total.....		\$3,682 83
Maintenance of roadway and buildings:		
Repair of roadbed and track		\$1,813 98
Repair of electric line construction		113 77
Removal of snow and ice.....		259 55
Repair of buildings		31 82
Total.....		\$2,219 12
Maintenance of equipment:		
Repair of cars and other vehicles		\$1,738 01
Repair of electric equipment of cars.....		1,256 33
Total.....		\$2,994 34
Transportation expenses:		
Cost of electric motive power.....		\$6,714 29
Wages and compensation of persons employed in conducting transportation		5,112 40
Total.....		\$11,826 69
Total operating expenses.....		\$20,722 98

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
Profit and loss balance—deficit			12,831 45
Total			\$212,831 45
LIABILITIES.			
Capital stock, common			
			\$100,000 00
Funded debt			
			100,000 00
Current liabilities:			
Matured interest coupons unpaid (including coupons due July 1)			2,500 00
Accrued liabilities:			
Due Treasurer		\$601 45	
Accounts owed		9,730 00	
Total accrued liabilities			10,331 45
Total			\$212,831 45

CAPITAL STOCK.

Authorized by law, and by vote of company, common, \$100,000; issued and outstanding, 100,000; total capital stock liability, \$100,000. 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, \$100,000.

FUNDED DEBT.

Mortgage bonds coupons: Rate of interest, 5%; matures July 1, 1918; amount outstanding, \$100,000; interest paid during the year, \$5,000.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 546,760; number carried per mile of main railway track operated, 78,109; number of round trips run, 13,140; number of car miles run, 183,960. Average number of persons employed, 20.

DESCRIPTION OF EQUIPMENT.

Passenger service: Box passenger cars, equipped for electric power, and with electric heaters, 3; number of motors, 5; open passenger cars, equipped for electric power, 4; total cars passenger service, equipped for electric power, 7; equipped with electric heaters, 3.

Other service: Work cars equipped for electric power, 1; snow plows equipped for electric power, 1.

RAILWAY OWNED, LEASED.

Length of railway line: Owned, 4 miles; held under lease or contract, 3 miles. Total computed as single track, owned and leased, 7 miles. Total operated by electricity, 7 miles.

RAILWAY LOCATED OUTSIDE OF MAINE.

Length of railway line operated, 3 miles.

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, Me., 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 street, Calais	1	1
With St. Stephen and Milltown Railroad, Main street, Milltown	1	1
Total number of tracks at crossings.....	2	2

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.					Annual salary.
President and General Manager					\$2,000 00
Superintendent and Clerk.....					1,350 00
Other Employees.	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	8 ^{per}	\$1 14 ⁷ / ₈
Motormen	6	2,190	2,496	8 ^{per}	1 14 ⁷ / ₈
Watchmen	1	365	416	12	1 14 ⁷ / ₈
Roadmen	1	365	416	10	1 14 ⁷ / ₈
Engineers	2	730	936	12 each	1 28 ³ / ₈
Machinists and mechanics	2	730	936	10 each	1 28 ³ / ₈
Total	18	6,570	\$7,696		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Calais Street Railway Company, Calais, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President and General Counsel, George A. Curran, Calais, Maine; Treasurer and General Manager, Charles W. Young, Calais, Maine; Clerk of Corporation and Superintendent, Charles F. Pray, Calais, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Curran, Calais, Maine; Charles W. Young, Calais, Maine; Charles F. Pray, Calais, Maine.

Date of stockholders' annual meeting, third Tuesday of July.

STATE OF MAINE, }
COUNTY OF WASHINGTON. } ss.

George A. Curran, President, and Charles W. Young, General Manager 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. 1902, 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 July, 1902.

[Seal.]

GEORGE R. GARDINER,
Notary Public, Washington County, Me.

**Report of the Fryeburg Horse Railroad Company for the
Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings		\$730 00
Operating expenses		659 15
Net earnings from operation		\$70 85
Charges upon income accrued during the year:		
Taxes, State and local	\$1 68	
Paid on Hatch note	67 61	
Total charges and deductions from income		69 29
Surplus for the year ending June 30, 1902		\$1 56
Amount of surplus June 30, 1901		21 16
Total surplus June 30, 1902.....		\$22 72

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$730 15
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$10 00
Maintenance of roadway and buildings:		
Repair of roadbed and track		\$49 08
Rails.....		12 96
Car barn.....		72 35
Total		\$134 39
Maintenance of equipment:		
Cars and other vehicles		\$112 38
Repair of cars.....		185 01
Renewal of horses, harnesses, shoeing, etc		10 50
Total		\$307 89
Transportation expenses:		
Provender for horses		\$25 00
Wages and compensation of persons employed in conducting transportation		181 87
Other transportation expenses—miscellaneous car service expenses		206 87
Total operating expenses		\$659 15

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks, siding		\$12 96
Additions to equipment:		
Additional cars		112 38
Additions to land and buildings:		
New buildings necessary for operation of railway.....		72 35
Total additions to property account		\$197 69

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks		\$4,472 35
Cost of equipment:		
Cars and other rolling stock and vehicles		906 27
Cost of land and buildings:		
Land necessary for operation of railway		296 35
Total permanent investments.....		\$5,674 97
LIABILITIES.		
Capital stock, common.....		\$5,175 00
Current liabilities:		
Loans and notes payable	\$457 00	
Audited vouchers and accounts.....	20 25	
Total current liabilities.....		477 25
Profit and loss balance—surplus.....		\$5,652 25
		22 72
Total		\$5,674 97

CAPITAL STOCK.

Authorized by law, common, \$200,000; authorized by vote of company, \$5,175; stock issued and outstanding, \$5,175; shares issued and outstanding, 207. Number of stockholders, 10; in Maine, 8; amount of stock held in Maine, \$200.00.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during year, 14,744; per mile of main track operated, 4,915; average persons employed, 2.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, 3; open passenger cars, 3.

RAILWAY OWNED AND OPERATED.

Length of railway line owned, 3 miles. Operated by horse power.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	2				
Drivers, average					

CORPORATE NAME AND ADDRESS OF COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Me.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Geo. B. James, 220 Washington Street, Boston, Mass.; Treasurer and Clerk, Edward E. Hastings, Fryeburg, Me.; Superintendent, A. Crosby Kennett, Conway, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Geo. B. James, 220 Washington Street, Boston, Mass.; E. C. Farrington, Augusta, Me.; A. Crosby Kennett, Conway, N. H.; Henry Andrews, Fryeburg, Me.; Edward E. Hastings, Fryeburg, Me.

Date of stockholders' annual meeting, first Tuesday in June.

STATE OF MAINE. { ss.
COUNTY OF OXFORD.

Edward E. Hastings, Treasurer, and A. Crosby Kennett, Acting Superintendent, of the Fryeburg Horse 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

A. CROSBY KENNETT.

EDWARD E. HASTINGS.

Subscribed and sworn to before me this 2d day of October, 1902.

WALLACE R. TARBOX,
Justice of the Peace, Oxford County, Me.

**Report of the Lewiston, Brunswick and Bath Street Railway
Company for the Year Ending June 30, 1902.**

GENERAL EXHIBIT OF THE YEAR.

Gross transportation earnings	\$210,901 49	
Other earnings from operation.....	2,198 88	
Total earnings		\$213,100 37
Operating expenses		140,137 36
Net earnings from operation		\$72,963 01
Miscellaneous income:		
Old junk	\$270 56	
S. A. Nye, trustee, settlement old claim for power of Cabot Company.....	2,033 29	
Parks, \$175.02; advertising and attractions, \$6,031.35; Casino, \$9,346.46	15,552 83	
Total miscellaneous income		17,856 68
Gross income above operating expenses.....		\$90,819 69
Charges upon income accrued during the year:		
Interest on funded debt	\$50,000 00	
Taxes, State and local	3,911 63	
Other deductions from income:		
Cabot Manufacturing Company, settlement old claim for power.....	\$2,659 03	
Parks, \$5,025.82; advertising and attractions, \$9,822.25; Casino, \$12,042.43.....	26,890 50	29,549 55
Total charges and deductions from income		83,461 18
Net divisible income		\$7,358 51
Surplus for the year ending June 30, 1902		\$7,358 51
Amount of deficit June 30, 1901		14,933 78
Credits to profit and loss account during the year:		
Erroneous entries	\$20 12	
Debits to profit and loss account during the year:		
Poor bills	\$200 00	
Interest on note.....	121 00	
Total debits	\$321 00	
Net amount credited to profit and loss		300 88
Total deficit June 30, 1902		\$7,876 15

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$209,428 90
Receipts from carriage of express and parcels.....	1,414 34
Receipts from carriage of freight.....	88 25
Gross transportation earnings.....	\$210,901 49
Receipts from rentals of buildings and other property.....	1,473 88
Receipts from advertising in cars	700 09
Other earnings from operation	25 00
Gross earnings from operation	\$213,100 37

EARNINGS AND EXPENSES OF OPERATION—CONCLUDED.

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$4,855 60
General office expenses and supplies.....		236 37
Insurance.....		4,283 75
Other general expenses.....		4,227 65
Total.....		\$13,603 37
Maintenance of roadway and buildings:		
Repair of roadbed and track.....		\$11,294 73
Repair of electric line construction.....		2,599 01
Removal of snow and ice.....		1,547 66
Repair of buildings.....		279 22
Repair of steam and electric plants.....		677 40
Total.....		\$16,398 02
Maintenance of equipment:		
Repair of cars and other vehicles.....		\$11,097 22
Repair of electric equipment of cars.....		10,717 78
Car-house expenses and supplies.....		5,932 13
Total.....		\$27,747 13
Transportation expenses:		
Cost of electric motive power.....		\$32,966 38
Cleaning sidings and sanding track.....		736 89
Wages and compensation of persons employed in conducting transportation.....		40,646 51
Damages for injuries to persons and property.....		1,988 93
Superintendence of transportation.....		2,200 03
Rentals of buildings and other property.....		1,996 46
Other transportation expenses—signal at M. C. Railroad crossing..		394 44
Miscellaneous car service supplies.....		1,459 10
Total.....		\$82,388 84
Total operating expenses.....		\$140,137 36

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length, 15,950 feet); new electric line construction (length, 15,950 feet), in process of construction.....		\$6,854 23
Additions to equipment:		
Additional cars (2 in number).....		765 52
Additions to land and buildings:		
Additional land necessary for operation of railway, gravel pit.....	\$350 00	
Additional equipment of power stations.....	159 10	
Other new buildings necessary for operation of railway, waiting rooms.....	95 98	
Total additions to land and buildings.....		605 08
Additions to other permanent property:		
Furnishings at Casino.....	\$343 64	
Awnings, screens and typewriter.....	130 20	
Total additions to other permanent property.....		373 84
Total additions to property accounts.....		\$8,598 67
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Animals sold.....		1,925 00
Net addition to property accounts for the year.....		\$6,663 67

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$1,643,326 03
Cash and current assets:		
Cash		21,937 77
Miscellaneous assets:		
Materials and supplies.....	\$6,064 74	
Unexpired insurance.....	696 79	
Total miscellaneous assets		6,761 53
Profit and loss balance—deficit.....		7,876 15
Total		\$1,679,901 48
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	\$5,000 00	
Audited vouchers and accounts	30,713 98	
Matured interest coupons unpaid (including coupons due July 1)	1,750 00	
Total current liabilities		37,463 98
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		\$1,679,901 48

CAPITAL STOCK.

Authorized by law, common, \$638,300.00; authorized by votes of company, common, \$638,300.00; issued and outstanding, common \$627,100.00; number of shares issued and outstanding, common, 6,271; number of stockholders, common, 183; number of stockholders in Maine, common, 26; amount of stock held in Maine, common, \$88,800.00.

FUNDED DEBT.

*\$1,000,000, 20 year bonds; rate of interest 5%; matures March 1, 1918; amount outstanding, \$845,000; interest paid during the year \$50,000.

*\$155,000 of above impounded to purchase or retire at maturity, the following: \$70,000 Bath Street Railway bonds at par; \$85,000 Lewiston and Auburn Horse Railroad bonds at par.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 4,237,065; number carried per mile of main railway track operated, 77,389; number of car miles run, 1,083,822. Average number of persons employed, 178.

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, 12; equipped without motor power, 12; total, 24; equipped with electric heaters, 24; number of motors, 24. Open passenger cars equipped for electric power, 34; number of motors, 68. Total passenger cars equipped for electric power, 46; equipped without motor power, 12; total, 58; equipped with electric heaters, 24; number of motors, 92.

Box freight cars, equipped for electric power, 2; equipped with electric heaters, 2; platform freight cars, equipped without motor power, 4; trailers, equipped without motor power, 11; work cars, equipped for electric power, 2; number of motors, 4; parlor cars, equipped for electric power, and with electric heater, 1; number of motors, 2; total equipped for electric power, 5; equipped without motor power, 15; equipped with electric heaters, 3; number of motors, 10. Snow plows, 9; number of motors, 22.

MISCELLANEOUS EQUIPMENT.

Sleigh cars, 3; tower wagon, 1; beach wagon, 1; single harness, 1.

RAILWAY OWNED AND OPERATED.

Length of railway line, 54.75 miles; sidings, switches, etc., 1.43 miles; total computed as single track, 56.18 miles. Operated by electric power, 54.75 miles.

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, 7 miles.

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, West Bath 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 at Court Street, Auburn..	2	1
With Maine Central Railroad at Cedar Street, Lewiston	2	1
With Maine Central Railroad at Maine St., Brunswick.	3	1
With Maine Central Railroad at Washington St., Bath..	2	1
Total number of tracks at crossings... ..	9	4

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.					Annual salary.
Treasurer, General Manager, General Superintendent, Claim Agent and Clerks in offices.....					\$4,855 60
Other Employees.					Wages per day.
	Number.	Total number of days worked.	Total Yearly compensation.	Average number of hours on duty per day.	
Conductors	37	14,212	\$20,323 26	9 ³ / ₁₆	\$1 43 & 1 50
Motormen	37	14,212	20,323 25	9 ³ / ₁₆	1 43 & 1 50
Starters	6	.....	2,200 03	12	1 75 to 2 00
Roadmen	16	4,840	7,744 00	10	1 50 to 2 00
Linemen	3	1,095	2,698 75	10	1 75 to 2 00
Engineers, electrical	11	4,015	7,544 55	10	1 25 to 2 14
Firemen	1	365	547 50	10	1 50
Electricians	1	365	1,200 00	10	3 23
Machinists and mechanics.....	10	3,715	6,129 75	10	1 50 to 2 25
Totals	122	42,829	\$68,110 09		

ACCIDENTS TO PERSONS.

Passengers injured from causes beyond their control, 1; total injured, 1.

Other persons killed from their own misconduct or carelessness, 1; total killed, 1. June 18, 1902. 11.55 P. M. car running to Brunswick in the Topsham woods on a private right of way, struck and instantly killed woman who was walking on track.

April 28, 1902. Lady boarding car when express car came up from rear, striking passenger car, throwing passenger against controller, breaking rib.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Lewiston, Brunswick and Bath Street Railway, Brunswick, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President and General Counsel, Herbert M. Heath, Augusta, Me.; Vice-President, Theo. L. Peters, New York, N. Y.; Treasurer, M. H. Blackwell, Brunswick, Me.; Clerk of Corporation, Chas. L. Andrews, Augusta, Me.; General Manager, F. C. Farr, Lewiston, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Herbert M. Heath, Augusta, Me.; Theo. L. Peters, New York, N. Y.; E. Burton Hart, Jr., New York, N. Y.; M. I. Masson, New York, N. Y.; A. H. Shaw, Bath, Me.; A. F. Gerald, Fairfield, Me.; E. J. Lawrence, Fairfield, Me.

Date of stockholders' annual meeting, second Thursday in May.

STATE OF MAINE. / ss.
COUNTY OF CUMBERLAND. /

M. H. Blackwell, Treasurer, and Fordyce C. Farr, General Manager of the Lewiston, Brunswick and Bath Street Railway, 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

M. H. BLACKWELL.
FORDYCE C. FARR.

Subscribed and sworn to before me this 1st day of October, 1902.

[Seal.]

EDWARD W. WHEELER,
Notary Public, Cumberland County, Me.

**Report of the Norway and Paris Street Railway Company for
the Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$6,995 45	
Other earnings from operation	286 00	
Total earnings		\$7,281 45
Operating expenses		5,465 98
Net earnings from operation		\$1,815 47
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans	\$900 00	
Taxes, State and local	64 59	
Total charges and deductions from income		964 59
Net divisible income		\$850 88
Surplus for the year ending June 30, 1902		\$850 88
Amount of surplus June 30, 1901		105 30
Total surplus June 30, 1902		\$956 18

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried	\$6,995 45	
Receipts from carriage of mails	200 00	
Gross transportation earnings		\$7,195 45
Receipts from advertising in cars		86 00
Gross earnings from operation		\$7,281 45
EXPENSES OF OPERATION.		
General expenses:		
Insurance	\$235 00	
Other general expenses	221 32	
Maintenance of roadway and buildings:		
Repair of roadbed and track	601 59	
Repair of electric line construction	30 48	
Removal of snow and ice	205 58	
Repair of buildings	27 73	
Maintenance of equipment:		
Repair of cars and other vehicles	780 24	
Car cleaning	65 61	
Transportation expenses:		
Cost of electric motive power	1,137 16	
Wages and compensation of persons employed in conducting transportation	2,066 56	
Mail	69 90	
Station lighting	9 00	
Other transportation expenses—freight and express	15 81	
Total operating expenses		\$5,465 98

GENERAL BALANCE SHEET.

ASSETS.		
Plant		\$43,000 00
Cash and current assets:		
Cash		77 75
Miscellaneous assets:		
Materials and supplies	\$517 66	
Other assets and property—construction	177 96	
H. L. Shepherd, trustee of house	\$33 30	
Total miscellaneous assets		1,528 92
Total		\$44,606 67
LIABILITIES.		
Capital stock, common		\$25,000 00
Funded debt		18,000 00
Current liabilities:		
Audited vouchers and accounts		650 49
Profit and loss balance—surplus		956 18
Total		\$44,606 67

CAPITAL STOCK.

Authorized by law, common, \$25,000; authorized by votes of company, \$25,000; issued and outstanding, \$25,000. Number of shares issued and outstanding, 250; number of stockholders, 10; number of stockholders in Maine, 8; amount of stock held in Maine, \$16,200.

FUNDED DEBT.

Outstanding, \$18,000; rate of interest, 5%; due July, 1916; interest paid during the year, \$900.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 139,909; number carried per mile of main railway track operated, 65,378; round trips run, 11,182; car miles run, 44,730. Average number of persons employed, 5.

DESCRIPTION OF EQUIPMENT.

Box and open passenger cars, equipped with electrical power, 2 each; total, 4; number of motors, 4; snow plows, 1.

RAILWAY OWNED AND OPERATED.

Length of railway line owned and operated, 2.13 miles; sidings and switches, .01 miles; total length, all tracks, 2.14 miles.

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 on Pleasant Street, South Paris	2	1
With Norway Branch of Grand Trunk on Paris Street ..	1	1
Total number of tracks at crossings	3	1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

Employees.	Number.	Total number of days worked.	Total Yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	3	1,015	\$1,452 34	10	\$1 43
Motormen	1	202	303 81	10	1 50
Roadmen	1	311.5	545 20	10	1 75
Barn repair men.....					
Total	5	1,528.5	\$2,301 35		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Norway and Paris Street Railway, Norway, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Freeland Howe, Norway, Me.; Treasurer, H. L. Shepherd, Rockport, Me.; Clerk, John F. Hill, Augusta, Me.; Superintendent, W. J. Jones, Norway, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Geo. E. Macomber, Augusta, Me.; J. Manchester Haynes, Augusta, Me.; John F. Hill, Augusta, Me.; H. L. Shepherd, Rockport, Me.; Freeland Howe, Norway, Me.; Elizabeth B. Beal, Norway, Me.; O. D. Baker, Augusta, Me.

Stockholders' annual meeting, third Wednesday of August.

STATE OF MAINE, } ss.
COUNTY OF KNOX.

H. L. Shepherd, Treasurer 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. 1902, 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 16th day of September, 1902.

[Seal.]

GEO. H. M. BARRETT,
Notary Public, Knox County, Me.

STATE OF NEW HAMPSHIRE, } ss.
COUNTY OF COOS.

W. J. Jones, Acting 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. 1902, as well as of its financial condition and affairs on the same date to the best of his knowledge and belief.

W. J. JONES.

Subscribed and sworn to before me this 23d day of September, 1902.

[Seal.]

W. A. BOOTHBY,
Notary Public.

**Report of the Penobscot Central Railway Company for the
Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....		\$29,742 71
Operating expenses		18,108 01
Net earnings from operation		\$11,634 70
Charges upon income accrued during the year:		
Interest on funded debt	\$6,250 00	
Interest and discount on unfunded debts and loans	93 75	
Taxes, State and local.....	172 38	
Total charges and deductions from income.		6,416 13
Net divisible income.....		\$5,218 57
Surplus for year ending June 30, 1902.		\$5,218 57
Amount of surplus June 30, 1901		1,939 77
Total surplus June 30, 1902.		\$7,158 34

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$14,777 36
Receipts from carriage of mails		794 74
Receipts from carriage of freight.....		14,170 61
Gross transportation earnings		\$29,742 71
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$910 00
General office expenses and supplies		699 76
Insurance		320 00
Total.		\$1,929 76
Maintenance of roadway and buildings:		
Repair of roadbed and track		\$2,034 50
Repair of electric line construction.....		57 00
Removal of snow and ice.....		36 45
Total.....		\$2,127 75
Maintenance of equipment:		
Repair of cars and other vehicles.		\$350 00
Repair of electric equipment of cars		425 00
Total.....		\$775 00
Transportation expenses:		
Cost of electric motive power.		\$4,014 44
Wages and compensation of persons employed in conducting transportation		7,780 49
Tolls for trackage over other railways.....		250 00
Rentals of buildings and other property.		732 00
Other transportation expenses		498 37
Total		\$13,275 30
Total operating expenses.....		\$18,108 01

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (length, 33,052 feet).....	\$14,542 50	
New electric line construction (length, 33,052 feet).....	2,435 34	
Total additions to railway.....		\$16,977 84
Additions to equipment:		
Additional cars (4 in number)	3,550 00	
Electric equipment of same	2,200 00	
Other additions to equipment	3,565 87	
Total additions to equipment.....		9,315 87
Additions to land and buildings:		
Additional equipment of power stations....		760 00
Engineering expenses.....		492 05
Total additions to property accounts		\$27,545 76

GENERAL BALANCE SHEET.

ASSETS.		
Cost of roadway:		
Roadbed and tracks	\$230,094 58	
Electric line construction, including poles, wiring, feeder lines, etc.....	40,117 84	
Engineering and other expenses incident to construction	7,992 05	
Total cost of railway owned		\$278,204 47
Cost of equipment:		
Cars and other rolling stock and vehicles	\$85,112 71	
Electric equipment of same		
Other items of equipment .....			912 62
Total cost of equipment owned		86,025 33
Cost of land and buildings:		
Land necessary for operation of railway.....	\$200 00	
Electric power stations, including equipment.....	36,370 26	
Other buildings necessary for operation of railway.....	9,000 00	
Total cost of land and buildings owned.....		45,570 26
Other permanent property—storage batteries		12,608 95
Total permanent investments		\$422,409 01
Cash and current assets:		
Cash		1,535 69
Miscellaneous assets:		
Due from United States government.....		120 13
Profit and loss balance—deficit		95,518 51
Total		\$519,583 34
LIABILITIES.		
Capital stock, common		\$250,000 00
Funded debt		250,000 00
Current liabilities:		
Loans and notes payable.....		17,500 00
Accrued liabilities:		
Interest accrued and not yet due.....		2,083 34
Total		\$519,583 34

CAPITAL STOCK.

Authorized by law, common, \$250,000; authorized by votes of company, \$250,000; issued and outstanding, \$250,000. Number of shares issued and outstanding, 2,500; stockholders, 125; in Maine, 114; Amount of stock held in Maine, \$115,000.

FUNDED DEBT.

First mortgage 5% bonds, due 1921; outstanding, \$250,000; interest paid during the year, \$6,250.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 295,548; number carried per mile of main railway track operated, 14,777; number of round trips run, 1,491; car miles run, 58,971; average number of persons employed, 15.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, equipped with electric power and with electric heaters, 5; open passenger cars equipped with electric power, 2; total cars returned, 13; number of motors, 16.

Box freight cars, equipped with electric power, 2; platform cars, 10; other cars, 12. Total cars in service, 25. Snow plows, 2.

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Length of railway line owned, 26.25 miles; sidings, 1.06 miles; total, all tracks, 27.31 miles. Trackage rights over other railway, .25 miles.

Entire line operated by electric power.

Names of the several cities and towns in which the railways operated by the company are located, Bangor, Kenduskeag and Corinth.

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 Railroad.....	1	

SALARIES, WAGES, ETC., OF EMPLOYES.

Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	3	365	\$1,642 50	10	\$1 50
Motormen	3	365	1,642 50	10	1 50
Roadmen	4	313	1,878 00	10	1 50
Engineers	2	365	1,200 00	10	2 00
Firemen	2	365	840 00	10	1 17
Electricians and line men.....	1	313	782 50	10	2 50
Total	15	2,086	\$7,985 50		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Penobscot Central Railway, 36 Broad Street, Bangor, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President and General Manager, Flavius O. Beal, Bangor, Me.; Treasurer, Fred H. Small, Bangor, Me.; Clerk and General Counsel, Erastus C. Ryder, Bangor, Me.; Auditor, H. A. Wentworth, Bangor, Me.; Superintendent, James B. Neal, Bangor, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Flavius O. Beal, Bangor, Me.; Erastus C. Ryder, Bangor, Me.; George B. Baker, Boston, Mass.; Charles L. Ayling, Boston, Mass.; Phillip Young, Boston, Mass.

Date of stockholders' annual meeting, second Tuesday of October.

STATE OF MAINE, }
COUNTY OF PENOBSCOT. } ss.

Flavius O. Beal, President and General Manager of the Penobscot Central 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. 1902, as well as of its financial condition and affairs on the said date to the best of his knowledge and belief.

F. O. BEAL, Prest. and Gen'l Mang'r.

Subscribed and sworn to before me this 7th day of October, 1902.

E. C. RYDER,
Justice of the Peace, Penobscot County, Me.

**Report of the Portland Railroad Company for the Year
Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$560,892 19	
Other earnings from operation	3,688 18	
Total earnings		\$564,580 37
Operating expenses		374,129 83
Net earnings from operation		\$190,450 54
Miscellaneous income:		
Income from parks		41,222 13
Gross income above operating expenses		\$231,672 67
Charges upon income accrued during the year:		
Interest on funded debt	\$72,060 42	
Interest and discount on unfunded debts and loans	5,817 46	
Taxes, State and local	12,890 88	
Other deductions from income:		
Park expenses	63,571 62	
Total charges and deductions from income		154,340 38
Net divisible income		\$77,332 29
Dividends declared, 3 per cent on \$398,300	29,949 00	
Dividends declared, 1½ per cent on \$1,996,600	29,949 00	
Total dividends declared		59,898 00
Surplus for the year ending June 30, 1902		\$17,434 29
Amount of surplus June 30, 1901		205,840 97
Credits to profit and loss account during the year:		\$223,275 26
Premium	\$35 00	
Debits to profit and loss account during the year:		
Discount on bonds	\$82,005 00	
Loss steamer "Santa Maria"	740 00	
Bal. capital stock (P. & C. E. R'y Co.)	87,500 00	
Total debits	170,245 00	
Net amount debited to profit and loss		170,210 00
Total surplus June 30, 1902		\$53,065 26

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$558,703 66
Receipts from carriage of mails	260 67
Receipts from carriage of express and parcels.....	1,927 86
Gross transportation earnings.....	\$560,892 19
Receipts from rentals of buildings and other property	\$2,311 98
Receipts from advertising in cars	1,255 00
Other earnings from operation—miscellaneous receipts	121 20
Gross earnings from operation.....	\$564,580 37
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$12,793 80
General office expenses and supplies.....	1,943 35
Insurance	6,347 71
General expenses.....	18,547 64
Total.....	\$39,632 50
Maintenance of roadway and buildings:	
Repair of roadbed and track	\$23,464 52
Repair of electric line construction	6,995 29
Removal of snow and ice.....	6,538 85
Repair of buildings and sprinkling system	11,761 16
Total.....	\$48,759 82
Maintenance of equipment:	
Repair of cars and other vehicles.....	\$41,776 21
Repair of electric equipment of cars	27,926 71
Renewal of horses, harnesses, shoeing, etc.....	200 00
Total.....	\$69,902 92
Transportation expenses:	
Cost of electric motive power.....	\$37,794 80
Providence for horses	3,440 93
Wages and compensation of persons employed in conducting transportation	156,635 70
Damages for injuries to persons and property.....	8,121 72
Tolls for trackage over other railways—Tukey's bridge	4,000 00
Rentals of buildings and other property.....	4,255 50
Other transportation expenses—lubricants, waste, etc.....	1,585 94
Total.....	\$215,834 59
Total operating expenses.....	\$374,129 83

GENERAL BALANCE SHEET.

ASSETS.			
Cost of railway:			
Roadbed and tracks	\$1,360,556 10		
Electric line construction, including poles, wiring, feeder lines, etc.	151,784 82		
Total cost of railway owned			\$1,512,340 92
Cost of equipment:			
Cars and other rolling stock and vehicles			
Electric equipment of same	\$241,664 48		
Horses	1,621 50		
Total cost of equipment owned			243,285 98
Cost of land and buildings:			
Land necessary for operation of railway			
Electric power stations, including equipment			
Other buildings necessary for operation of railway			468,707 75
Other permanent property:			
Theatre corporation of Portland, stock	\$1,000 00		
Portland and Cape Elizabeth Railway Co., represented by stock, \$450,000; bonds, \$400,000; general construction, \$50,000	900,000 00		
Cape Elizabeth Street Railway Co., represented by stock Portland and Yarmouth Electric Railway Co., repre- sented by stock \$300,000; bonds, \$350,000; general con- struction, \$40,984.48	50,000 00		
Westbrook, Windham and Naples Railway Co., repre- sented by stock \$27,700; bonds, \$70,000; general con- struction, \$15,000	690,984 48		
Total cost of other permanent property owned	112,700 00		1,754,684 48
Total permanent investments			\$3,979,019 13
Cash and current assets:			
Cash	\$23,589 12		
Bills and accounts receivable	48 65		
Total cash and current assets			23,637 77
Total			\$4,002,656 90
LIABILITIES.			
Capital stock, common		\$1,999,591 64	
Funded debt		1,950,000 00	
Profit and loss balance—surplus		53,065 26	
Total			\$4,002,656 90

CAPITAL STOCK.

Authorized by law, common, \$2,000,000.00; authorized by votes of company, common, \$2,000,000.00; issued and outstanding, common, \$1,997,200.00. Number of stockholders, common, 165; number of stockholders in Maine, common, 143. Amount of stock held in Maine, common, \$1,727,000.00.

RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned.	Held under lease.	Trackage over other railways.	Total owned, etc.
Length of railway line	42.48	31.22	.....	73.70
Length of second main track	10.63	5.30	.....	15.93
Total length of main track	53.11	36.52	.....	89.63

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	73.70	.....	73.70
Length of second main track	15.93	.....	15.93
Total length of main track	89.63	.....	89.63
Total length of track in operation June 30, 1902.....	77.57

Names of the several cities and towns in which the railways operated by the company are located, Portland, Westbrook, Gorham, South Portland, Cape Elizabeth, Falmouth, Cumberland, Yarmouth, Scarborough and Saco.

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 R. R., Congress St., near Stroudwater	2	1
With Maine Central R. R., Forest Ave., Woodford's ...	2	1
With Maine Central R. R., Woodford's St., Woodford's ...	2	1
With Maine Central R. R., Brighton Ave., Portland ...	2	1
With Maine Central R. R., Allen Ave., Morrill's.....	3	1
With Maine Central R. R., Main St., Westbrook	3	1
With Boston and Maine R. R., Forest Ave., Portland ...	2	1
With Boston and Maine R. R., Forest Ave., Portland ...	1	2
With Boston and Maine R. R., Forest Ave., Woodford's.	1	1
With Boston and Maine R. R., Ocean St., Woodford's...	1	1
With Boston and Maine R. R., Forest Ave., Morrill's...	2	1
With Boston and Maine R. R., Cumberland Mills	4	1
With Boston and Maine R. R., Cape Elizabeth.	1	1
With Boston and Maine R. R., private way	1	1
With Boston and Maine R. R., State and Commercial Streets, Portland	2	1
With Boston and Maine R. R., High and Commercial Streets, Portland	1	2
With Boston and Maine R. R., Maple and Commercial Streets, Portland	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					\$13,060 97
Other Employees.					Wages per day.
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	
Conductors	112	40,743	\$71,299 19	10	\$1 75
Motormen	112	40,742	71,299 18	10	1 75
Watchmen	7		4,742 59	10	1 71
Roadmen	58	18,139	27,208 79	10	1 50
Hostlers and other help	35	12,592	18,887 06	10	1 50
Linemen	8	2,501	4,534 19	10	1 75
Engineers	5	1,825	4,657 69	10	2 60
Firemen, etc	10	3,454	6,044 66	10	1 75
Electricians	36	11,232	26,422 94	10	2 33
Machinists and mechanics					
Total	388	131,318	\$235,096 29		

ACCIDENTS TO PERSONS.

Passengers: From causes beyond their own control, injured, 9; from their own misconduct or carelessness, killed, 1; injured, 7; total, killed, 1; injured, 16.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland Railroad Company, 471 Congress Street, Portland, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Wm. R. Wood, Portland, Me.; Treasurer, Clerk of Corporation and General Manager, E. A. Newman, Portland, Me.; General Counsel, Chas. F. Libby, Portland, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. R. Wood, Chas. F. Libby, Wm. G. Davis, Wm. A. Wheeler, Ammi Whitney, Chas. S. Fobes, Walter G. Davis, all Portland, Me.

STATE OF MAINE, }
COUNTY OF CUMBERLAND. } ss.

Wm. R. Wood, President, and Edward 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

WM. R. WOOD, President.

EDWARD A. NEWMAN, General Manager.

Subscribed and sworn to before me this 16th day of October, 1902.

CHAS. F. BERRY,

Justice of the Peace, Cumberland County, Me.

**Report of the Portsmouth, Kittery and York Street Railway
Company for the Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$79,210 02	
Other earnings from operation	1,327 53	
Total earnings		\$80,537 55
Operating expenses		53,852 06
Net earnings from operation		\$26,685 49
Charges upon income accrued during the year:		
Interest on funded debt.....	\$12,000 00	
Interest and discount on unfunded debts and loans.....	1,459 17	
Taxes, State and local	1,110 09	
Total charges and deductions from income		14,569 26
Net divisible income.....		\$12,116 23
Dividends declared.....		5,531 25
Surplus for the year ending June 30, 1902		\$6,584 98
Amount of surplus June 30, 1901		7,865 69
Credits to profit and loss account during the year:		
Premium on stock sold		20 00
Total surplus June 30, 1902		\$14,470 67

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried	\$75,330 56	
Receipts from carriage of mails	1,609 99	
Receipts from carriage of express and parcels	2,269 47	
Gross transportation earnings		\$79,210 02
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.....	797 53	
Gross earnings from operation.....		\$80,537 55
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks	\$3,310 45	
General office expenses and supplies	256 17	
Legal expenses	816 90	
Insurance	1,674 57	
Other general expenses: Advertising, telephone service, mail and express and traveling expenses	3,067 02	
Total.....		\$9,125 11
Maintenance of roadway and buildings:		
Repair of roadbed and track, \$2,169 57; repair of bridges, \$828.47	\$2,998 04	
Repair of electric line construction	896 14	
Removal of snow and ice.....	482 33	
Repair of buildings	53 90	
Total.....		\$4,460 41

EARNINGS AND EXPENSES OF OPERATION—CONCLUDED.

EXPENSES OF OPERATION—Concluded.	
Maintenance of equipment:	
Repair of cars and other vehicles	\$2,007 35
Repair of electric equipment of cars	2,042 21
Miscellaneous shop expenses	81 05
Total	\$4,130 61
Transportation expenses:	
Cost of electric motive power	\$8,403 51
Miscellaneous car service, supplies and expenses and track oiling	1,105 96
Wages and compensation of persons employed in conducting transportation, ferry wages, \$6,723.20	16,066 65
Damages for injuries to persons and property	4,341 68
Rentals of buildings and other property	274 25
Other transportation expenses: Expenses of boats and docks, fuel, water and miscellaneous expenses of ferry	5,943 88
Total operating expenses	\$53,852 06

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (betterments)	\$8,544 48	
New electric line construction (length, 3½ miles)	2,009 84	
Total addition to railway		\$10,554 33
Additions to equipment:		
Additional cars (3 in number)	\$3,148 21	
Electric equipment of same	3,671 91	
Total additions to equipment		6,820 12
Additions to land and buildings:		
New electric power stations, including machinery, etc..	\$7,081 66	
Other new buildings necessary for operation of railway—new chimney	552 26	
Total additions to land and buildings		7,633 92
Additions to other permanent property:		
Construction ferry boats	\$1,704 31	
Construction boats	1,595 41	
Construction docks	267 95	
Construction bridges	284 63	
Total additions to other permanent property		3,852 30
Total additions to property accounts		\$28,860 67

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments, railway equipment, land and buildings		\$488,074 51
Cash and current assets:		
Cash	\$601 48	
Bills and accounts receivable	3,620 45	
Other cash and current assets:		
Prepaid insurance	510 10	
Prepaid tax	94 95	
Total cash and current assets		4,836 98
Miscellaneous assets:		
Materials and supplies		7,116 42
Total		\$500,027 91

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 branch to Portsmouth navy yard of the York Harbor and Beach Railroad	1	1

Two overhead crossings with York Harbor and Beach Railroad, branch of Boston and Maine Railroad, one at Seabury and one at York Harbor.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.		Annual salary.
General officers		\$2,220 00
Clerks		1,090 45

Other Employes.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Ferry wages.....	365		\$6,723 20	10	\$1 50 to 2 50
Conductors and motormen	365		8,498 67	10	10 per wk.
Mail car	313		756 15	14	2 50
Watchmen	365		844 78	10	1 75
Express car	313		749 80	10	2 00
Roadmen	313		7,000 00	10	1 50 to 2 00
Sanding track and snow work.....	365		960 00	10	1 50 to 2 00
Linemen	365		2,575 00	10	1 50 to 2 00
Engineers	365		2,495 24	10	1 50 to 2 50
Firemen	365		804 08	10	1 50 to 2 50
Electricians	365		869 98	10	1 50 to 2 00
Machinists and mechanics.....	365				
Total			\$32,276 90		

ACCIDENTS TO PERSONS.

Persons killed from their own misconduct or carelessness, 2

On the evening of July 4, 1901, at 11 o'clock, car running towards Portsmouth, at the curve near the Rice Public Library, Kittery, Me., ran over an intoxicated man lying asleep with his body in the long grass beside the track and his legs on the rail. Man died next day. Coroner deemed an inquest unnecessary.

On November 13, 1901, late car running towards Portsmouth struck and instantly killed an intoxicated man lying on siding in York village. It was very dark and snowing at the time. Siding is entirely out of traveled highway. Coroner's jury exonerated the company.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portsmouth, Kittery and York Street Railway Company, Portsmouth, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, E. Burton Hart, Jr., No. 59 East 79th Street, New York City; Vice-President and General Manager, Willis G. Meloon, Kittery, Maine; Treasurer, George E. Macomber, Augusta, Maine; Clerk of Corporation, Herbert M. Heath, Augusta, Maine; General Counsel, Samuel W. Emery, Portsmouth, N. H.; Auditor, Albert D. Foster, Portsmouth, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. Burton Hart, Jr., No. 59 East 79th Street, New York City; Willis G. Meloon Kittery, Maine; George E. Macomber, Augusta, Maine; Herbert M. Heath Augusta, Maine; Horace Mitchell, Kittery Point, Maine; John F. Hill, Augusta Me.; Wilson M. Walker, York Village, Me.

STATE OF MAINE, }
COUNTY OF KENNEBEC. } ss.

George E. Macomber, Treasurer, and W. G. Meloon, General Manager 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

GEORGE E. MACOMBER, Treasurer.
W. G. MELOON, General Manager.

Subscribed and sworn to before me this 13th day of October, 1902.

CHAS. R. WHITTEN,
Justice of the Peace, Kennebec County, Me.

**Report of the Rockland, Thomaston and Camden Street
Railway Company for the Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$92,348 24	
Other earnings from operation	430 54	
Total earnings		\$92,778 78
Operating expenses		66,821 18
Net earnings from operation		\$25,957 60
Miscellaneous income:		
From gas and electric departments		53,007 21
Gross income above operating expenses, railway, gas and electric		\$78,964 81
Charges upon income accrued during the year:		
Interest on funded debt	\$28,091 50	
Interest and discount on unfunded debts and loans, mostly construction notes	2,662 31	
Taxes, State and local (railway only)	725 62	
Other deductions from income:		
Gas and electric expenses, gas	\$13,358 53	
Including taxes, etc	13,566 61	
	26,925 14	
Total charges and deductions from income		58,404 57
Net divisible income		\$20,560 24
Surplus for the year ending June 30, 1902		\$20,560 24
Amount of surplus June 30, 1901, railway department		106,378 70
Credits to profit and loss account during the year:		
Amount of surplus of Knox Gas and Electric Company added to railway June 30, 1901		21,981 35
Total surplus June 30, 1902		\$148,920 29

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$68,506 45
Receipts from carriage of mails		1,188 87
Receipts from carriage of express and parcels		2,455 13
Receipts from carriage of freight		20,197 79
Gross transportation earnings		\$92,348 24
Receipts from rentals of buildings and other property		45 00
Receipts from advertising in cars		275 00
Receipts from interest on deposits		110 54
Total railway income		\$92,778 78
Earnings from gas and electric departments		53,007 21
Gross earnings from operation, railway, gas and electric		\$145,785 99

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY. 249

EARNINGS AND EXPENSES FROM OPERATION.

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$2,366 03
General office expenses and supplies.		530 29
Legal expenses		121 75
Insurance		762 77
Other general expenses—advertising and attractions and general railway expense.....		1,076 16
Total		\$4,857 00
Maintenance of roadway and buildings:		
Repair of roadbed and track.....		\$5,382 17
Repair of electric line construction.....		1,898 96
Removal of snow and ice		286 45
Repair of buildings.....		385 68
Total.....		\$8,453 26
Maintenance of equipment:		
Repair of cars and other vehicles		\$4,221 10
Repair of electric equipment of cars.....		591 20
Total		\$4,812 30
Transportation expenses:		
Cost of electric motive power		\$15,024 63
Wages and compensation of persons employed in conducting transportation.....		12,601 37
Damages for injuries to persons and property.....		6,595 29
Freight expense		14,208 14
Other transportation expenses:		
Oakland and miscellaneous shop expenses		268 19
Gas and electric expenses.....		26,925 14
Total operating expenses.....		\$93,746 32

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks.....	\$1,698 99	
New electric line construction	926 94	
Other additions to railway—Warren line not completed, not in operation June 30, 1902	58,497 52	
Total additions to railway		\$61,123 45
Additions to equipment:		
Electric equipment	\$3,320 52	
Other additions to equipment—plow and 2 dump cars	1,665 61	
Total additions to equipment.....		4,986 13
Additions to land and buildings:		
Additional equipment of power stations	\$4,673 97	
New buildings necessary for operation of railway	1,305 88	
Total additions to land and buildings		5,979 85
Additions to other permanent property:		
Oakland Park (Railway)		12,865 70
Added to gas and electric construction accounts.....		12,657 08
Total additions to property account		\$97,612 21

GENERAL BALANCE SHEET.

ASSETS.			
Cost of railway:			
Extension Thomaston to Warren (not completed)	\$58,497	52	
Roadbed and tracks	301,698	99	
Electric line construction, including poles, wiring, feeder lines, etc.	60,926	94	
Total cost of railway owned			\$421,123 45
Cost of equipment:			
Cars and other rolling stock and vehicles	\$44,799	99	
Electric equipment of same	48,520	53	
Other items of equipment—miscellaneous	15,065	61	
Total cost of equipment owned			108,386 13
Cost of land and buildings:			
Electric power stations, including equipment	\$156,673	97	
Other buildings necessary for operation of railway	26,305	88	
Total cost of land and buildings owned			182,979
Other permanent property:			
Oakland Park			12,865
Total permanent investments (railway only)			*\$725,355 13
Cash and current assets:			
Cash	\$271	04	
Bills and accounts receivable	8,254	34	
Other cash and current assets—insurance (unexpired) ..	462	15	
Total cash and current assets			8,987 53
Miscellaneous assets:			
Materials and supplies, furniture and fixtures	\$8,269	94	
Other assets and property:			
Gas and electric construction accounts	564,422	43	
Gas and electric supplies	7,502	63	
Total miscellaneous assets			580,195 00
Total			\$1,314,537 66
LIABILITIES.			
Capital stock, common			\$250,000 00
Funded debt			†800,000 00
Current liabilities:			
Loans and notes payable, mostly due to Warren line construction	\$97,500	00	
Audited vouchers and accounts	13,976	59	
Matured interest coupons unpaid, K. G. & E. Co.'s 6s due August 1 (including coupons due July 1)	3,030	00	
Total current liabilities			114,506 59
Accrued liabilities:			
Interest accrued and not yet due			1,110 78
Profit and loss balance—surplus			148,920 29
Total			\$1,314,537 66

*This includes the cost of the extension 4.43 miles from Thomaston to Warren, the mileage of which is not included in this report.

† These bonds are issued against light and gas properties of the company, as well as against the railway properties.

CAPITAL STOCK.

Authorized by law, common, \$300,000; authorized by votes of company, common, \$250,000; issued and outstanding, common, \$250,000; total stock liability, \$250,000; number of shares issued and outstanding, common, 2,500; number of stockholders, common, 23; number of stockholders in Maine, common, 23; of stock held in Maine, common, \$250,000.

FUNDED DEBT.

Description of Bonds, etc.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First mortgage bonds, old issue, called in July 1, 1902.....	5%	May 1, 1922	\$152,200 00	} \$28,409 50
First mortgage bonds (new issue).....	4%	Jan. 1, 1921	342,500 00	
Knox, gas and electric bonds.....	6%	Feb. 1, 1903	121,200 00	

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during year, 1,370,129; number carried per mile of main track operated, 82,339; number of round trips run, 11,110; number of car miles run, 369,742; average persons employed, 65.

EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Not equipped for power.	Total passenger cars.	Tenders.	Equipped with heaters.	Equipped with electric stoves.	Equipped with electric heaters.	Number of motors.
Cars—passenger service:								
Box passenger cars.....	6	2	.....	.....	.....	.....	.....	16
Open passenger cars.....	9	1	.....	.....	.....	.....	.....	18
Total.....			15					34
Cars—other service:								
Box freight cars.....	1	.....	.....	.....	.....	.....	.....	4
Platform freight cars.....	.....	2	.....	.....	.....	.....	.....	.....
Mail cars.....	.....	1	.....	.....	.....	.....	.....	.....
Work cars.....	2	.....	.....	.....	.....	.....	.....	4
Other cars.....	.....	3	.....	.....	.....	.....	.....	.....
Total.....	3	6						8
Snow plows.....	1	2	.....	.....	.....	.....	.....	2

RAILWAY OWNED.

Length of railway line, 16.64 miles; length of sidings, switches, etc., .57 miles; total computed as single track, 17.21 miles.

Entire line operated by electric power. Motive power, 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	
With Lime Rock Railroad, Camden Street	1	
With Lime Rock Railroad, Sea Street	1	
With Lime Rock Railroad, North Main Street	1	
With Lime Rock Railroad, Old County Road	1	
With Maine Central Railroad, South Main Street	1	
With Maine Central Railroad, Mechanic Street	1	
With Maine Central Railroad, Park Street	2	
With Maine Central Railroad, Thomaston Road	1	
With Lime Rock Railroad, Thomaston Road	1	
Total number of tracks at crossings	11	

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.		Annual salary.			
President, Treasurer, Superintendent and Clerks			\$2,366 03		
Other Employees.					
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	14	3,775.85	\$5,663 77		\$1 50
Drivers	14	3,809.95	5,714 93		1 50
Baggage, mail and express	2	788.82	1,222 67		1 55
Watchmen	2	455.9	706 64		1 55
Freight men	6	2,061.89	3,299 03		1 60
Roadmen	15	2,316.08	3,705 72		1 60
Linemen	3	216.37	415 44		1 92
Engineers	2	747.31	1,771 14		2 37
Firemen	4	1,283.75	2,092 52		1 63
Electricians	2	703.22	1,455 67		2 07
Machinists and mechanics	1	133.01	199 51		1 50
Total	65	16,292.15	\$26,247 04		

Includes employes in railway department only, and only employes in departments above specified.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Rockland, Thomaston and Camden Street Railway, 445 Main Street, Rockland Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George E. Macomber, Augusta, Me.; Vice-President, Sidney M. Bird, Rockland, Me.; Treasurer, Augustus D. Bird, Rockland, Me.; Clerk of Corporation, H. M. Heath, Augusta, Me.; Superintendent, Thomas Hawken, Rockland, Maine.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Sidney M. Bird, Rockland, Me.; William T. Cobb, Rockland, Me.; William S. White, Rockland, Me.; Geo. E. Macomber, Augusta, Me.; John F. Hill, Augusta Me.

STATE OF MAINE, }
COUNTY OF KNOX. } ss.

A. D. Bird, Treasurer, and Thomas Hawken, 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. 1902, 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 HAWKEN, Superintendent.

Subscribed and sworn to before me, this 13th day of September, 1902.

[Seal.]

W. A. HOLMAN,

Notary Public, Knox County, Me.

**Report of the Sanford and Cape Porpoise Railway Company
for the Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings		\$75,860 49
Operating expenses		66,874 63
Net earnings from operation		\$14,985 86
Miscellaneous income:		
Light receipts	\$7,812 67	
Advertising	175 00	
Total miscellaneous income		7,987 67
Gross income above operating expenses		\$22,973 53
Charges upon income accrued during the year:		
Interest on funded debt	\$12,300 00	
Interest and discount on unfunded debts and loans	3,520 03	
Taxes, State and local	355 59	
Rentals of leased railways—Mousam River Railroad	4,000 00	
Other deductions from income:		
Advertising expenses	\$232 55	
Amusement expenses	573 80	
Total charges and deductions from income	806 35	
Net divisible income		\$1,991 56
Surplus for the year ending June 30, 1902		\$1,991 56
Amount of deficit June 30, 1901		2,437 77
Credits to profit and loss account during the year:		
Received from bad debts previously written off to profit and loss	\$23 29	
Net amount credited to profit and loss		23 29
Total deficit June 30, 1902		\$422 32

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$42,257 85
Receipts from carriage of mails		1,236 58
Receipts from carriage of express and parcels		1,342 54
Receipts from carriage of freight		30,997 03
Gross transportation earnings		\$75,834 00
Receipts from advertising in cars		175 00
Receipts from electric lights		7,812 67
Other earnings from operation—Kennebunk station		26 49
Gross earnings from operation		\$83,848 16
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks	\$3,348 22	
General office expenses and supplies	691 66	
Legal expenses	173 30	
Insurance	441 21	
Other general expenses:		
General expense, car service, supplies, miscellaneous equipment repairs	1,126 32	
Miscellaneous car service expense	72 60	
Total		\$5,852 31

EARNINGS AND EXPENSES OF OPERATION—CONCLUDED.

EXPENSES OF OPERATION—Concluded.	
Maintenance of roadway and buildings:	
Repair of roadbed and track	\$5,605 29
Repair of electric line construction	1,795 83
Removal of snow and ice	343 28
Repair of buildings.	146 51
Total.....	\$7,890 91
Maintenance of equipment:	
Repair of cars and other vehicles.....	\$5,239 37
Repair of electric equipment of cars	2,490 89
Total	\$7,730 26
Transportation expenses:	
Cost of electric motive power.....	\$8,187 40
Wages and compensation of persons employed in conducting transportation	11,335 00
Damages for injuries to persons and property.....	977 00
Rentals of buildings and other property.	99 65
Other transportation expenses:	
Freight and tools expense, oil and waste, wheelage, Casino ex ...	11,173 71
Bridges and trestles, park expenses, cartage expense, light ex ...	7,628 39
Total operating expenses.....	\$60,874 63

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 1,300 feet)	\$1,520 00
New electric line construction (length, 1,300 feet)	

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks	\$300,984 50	
Electric line construction, including poles, wiring, feeder lines, etc.....	126,183 42	
Total cost of railway owned.....		\$427,167 92
Cost of equipment:		
Cars and other rolling stock and vehicles.....	\$23,935 41	
Electric equipment of same	38,821 40	
Other items of equipment—fencing and cattle passes ...	6,363 67	
Total cost of equipment owned		69,120 48
Cost of land and buildings:		
Land necessary for operation of railway.....	\$5,882 53	
Electric power stations, including equipment.....	29,000 00	
Other buildings necessary for operation of railway.....	1,986 51	
Total cost of land and buildings owned		36,869 04
Total permanent investments		\$533,157 44
Cash and current assets:		
Cash.....	\$207 54	
Bills and accounts receivable	5,494 59	
Sinking and other special funds—surplus fund	2,457 77	
Other cash and current assets:		
Treasury stock, preferred.	1,000 00	
Taxes unaccounted	132 69	
Unexpired premiums	237 66	
Total cash and current assets		9,510 25

GENERAL BALANCE SHEET—CONCLUDED.

ASSETS—Concluded.		
Miscellaneous assets:		
Materials and supplies	\$4,061 85	
Other assets and property:		
Wharf, park, light construction	8,400 02	
Furniture and fixtures, Casino construction	3,454 54	
Total miscellaneous assets		15,916 41
Total		\$558,584 10
LIABILITIES.		
Capital stock, common		\$233,000 00
Capital stock, preferred		17,000 00
Total capital stock		\$250,000 00
Funded debt.		250,000 00
Current liabilities:		
Loans and notes payable	\$41,442 02	
Audited vouchers and accounts	11,803 82	
Salaries and wages	1,586 67	
Total current liabilities		54,832 51
Accrued liabilities:		
Interest accrued and not yet due		1,710 55
Sinking and other special funds—suspense		26 19
Profit and loss balance—surplus		2,014 85
Total		\$558,584 10

CAPITAL STOCK.

Authorized by law, common, \$233,000, preferred, \$17,000; total, \$250,000; authorized by vote of company, common, \$233,000, preferred, \$17,000; total, \$250,000; issued and outstanding, common \$233,000, preferred, \$16,000; total, \$249,000. Number of shares issued and outstanding, common, 2,330, preferred, 160; total number of shares issued and outstanding, 2,490. Number of stockholders, common, 15, preferred, 3; total, 18; number in Maine, common, 11, preferred, 2; total, 13. Amount of stock held in Maine, common, \$140,000, preferred, \$3,000; total, \$143,000.

FUNDED DEBT.

Bonds sold, \$250,000; rate, 5%; date of maturity, July 1, 1928.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 845,157; number carried per mile of main railway track operated, 36,508; round trips run, 23,373; car miles run, 305,163. Average number of persons employed, 48.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, equipped with electric power and electric heaters, 7; open passenger cars, equipped with electric power, 8; total, 15; number of motors, 38; other cars, 2; motors, 6; snow plows, 1.

RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned.	Held under lease.	Trackage over other railways.	Total owned, etc.
Length of railway line	20.82	2.58	.....	23.40
Length of sidings, switches, etc	1.10	.89	.....	1.99
Total, computed as single track	21.92	3.47	.....	25.39

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	23.40	.....	23.40
Length of sidings, switches, etc	1.99	.....	1.99
Total, computed as single track.....	25.39	.....	25.39

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.

GRADE CROSSINGS WITH RAILROADS.

Crossing two tracks, Boston and Maine Railroad at Springvale.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYES.

Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	9	3,285	.....	10½	15 cts. per hour.
Drivers	1	313	.....	10	15 cts. per hour.
Motormen	9	3,285	.....	10½	15 cts. per hour.
Starters	1	365	.....	12	\$2.00 per day.
Roadmen	6	1,878	.....	10	15 cts. per hour.
Linemen.....	4	1,252	.....	10	20 cts. per hour.
Engineers	3	1,095	.....	10	20 cts. per hour.
Electricians	2	730	.....	10	22.5 cts. per hour.
Machinists and mechanics.....	5	1,825	.....	10	20 cts. per hour.
Total	40	14,028	.....	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Sanford and Cape Porpoise Railway Company, Sanford, Me.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President, E. M. Goodall, Sanford, Me.; Vice-President, F. Hopewell, Boston, Mass.; Treasurer, L. B. Goodall, Sanford, Me.; Clerk and General Counsel, Fred J. Allen, Sanford, Me.; Auditor, R. D. Greet, Sanford, Me.; Superintendent, I. L. Meloon, Sanford, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. M. Goodall, L. B. Goodall, G. B. Goodall, Sanford, Me.; John Hopewell, Boston, Mass.; F. Hopewell, Boston, Mass.

STATE OF MAINE, } ss.
COUNTY OF YORK, }

E. M. Goodall, President, and I. L. Meloon, 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

ERNEST M. GOODALL, President.
IVAN L. MELOON, Superintendent.

Subscribed and sworn to before me this 11th day of September, 1902.

[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, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....		\$3,625 68
Operating expenses		3,133 59
Net earnings from operation		\$492 09
Charges upon income accrued during the year:		
Interest on funded debt	\$3,000 00	
Interest and discount on unfunded debts and loans	125 00	
Taxes, State and local.....	40 00	
Total charges and deductions from income.		3,165 00
Deficit for year ending June 30, 1902..		\$2,672 91
Amount of deficit June 30, 1901		12,856 50
Total deficit June 30, 1902..		\$15,529 41

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$3,069 02
Receipts from carriage of mails		239 26
Receipts from carriage of express and parcels.....		317 40
Gross transportation earnings		\$3,625 68
EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies		\$38 00
Other general expenses—oil and lubricants		32 00
Total		\$70 00
Maintenance of roadway and buildings:		
Repair of roadbed and track	\$521 24	
Repair of electric line construction.....	45 00	
Removal of snow and ice	15 75	
Total.....		\$581 99
Maintenance of equipment:		
Repair of cars and other vehicles	\$147 02	
Repair of electric equipment of cars	300 34	
Total.....		\$447 36
Transportation expenses:		
Cost of electric motive power.	\$700 00	
Wages and compensation of persons employed in conducting transportation	1,226 74	
Other transportation expenses	107 50	
Total operating expenses		\$3,133 59

PROPERTY ACCOUNTS.

Total additions to land and buildings	\$156 72
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GENERAL BALANCE SHEET.

ASSETS.		
Total cost of railway and equipment owned.....		\$58,000 00
Total cost of land and buildings owned		2,200 00
Total permanent investments.....		\$60,200 00
Total cash and current assets.....		205 56
Profit and loss balance—deficit.....		66,094 44
Total		\$126,500 00
LIABILITIES.		
Capital stock, common.....		\$50,000 00
Funded debt.....		50,000 00
Current liabilities:		
Loans and notes payable	\$2,500 00	
Matured interest coupons unpaid (including coupons due July 1).....	24,000 00	
Total current liabilities		26,500 00
Total		\$126,500 00

CAPITAL STOCK.

Authorized by law, common, \$50,000; authorized by votes of company, common, \$50,000; issued and outstanding, common, \$50,000. Total number of shares outstanding, 500; number of stockholders in Maine, 8; amount of stock held in Maine \$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.

Number of passengers paying revenue carried during the year, 62,296; number carried per mile of main railway track operated, 10,012; number of round trips run, 2,030; number of car miles run, 23,344. Average number of persons employed, 4.

DESCRIPTION OF EQUIPMENT.

Passenger service: Box passenger cars, equipped with electric power 2; number of motors, 5; open passenger cars equipped with electric power, 3; total cars passenger service, equipped with electric power, 5; number of motors, 5.

Other service: Platform freight cars, equipped for electric power, 1.

DESCRIPTION OF RAILWAY OWNED.

Length of railway line, 5.75 miles; length of sidings, switches, etc., .10; total computed as single track, 5.85 miles.

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 Maize Central.....	2	1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	1	290	.....	10	\$1 30
Motormen	1	290	.....	10	1 30
Electricians	1	290	.....	10	1 30
Total	3	870			

CORPORATE NAME AND ADDRESS OF COMPANY.

Skowhegan and Norridgewock Railway and Power Company, Skowhegan, Me.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Richard W. Brown, Skowhegan, Me.; Treasurer, John P. Clark, Skowhegan, Me.; Clerk of Corporation and General Counsel, Turner Buswell, Solon, Me.; General Manager, C. J. Abbey, Skowhegan, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

R. W. Brown, Skowhegan, Me.; J. P. Clark, Skowhegan, Me.; Albert H. Weston, Skowhegan, Me.; Amos F. Gerald, Fairfield, Me.; R. F. Parker, Skowhegan, Me.

STATE OF MAINE. {
COUNTY OF SOMERSET. } ss.

J. P. Clark, Treasurer, and C. J. Abbey, General Manager 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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

J. P. CLARK.
CHARLES J. ABBEY.

Subscribed and sworn to before me this 6th day of August, 1902.

[Seal.]

GEORGE N. PAGE,
Notary Public, Somerset County, Me.

**Report of the Somerset Traction Company for the Year
Ending June 30, 1902.**

GENERAL EXHIBIT OF THE YEAR.

Gross transportation earnings	\$18,545 29	
Other earnings from operation	611 02	
Total earnings		\$19,156 31
Operating expenses		12,935 19
Net earnings from operation		\$6,221 12
Miscellaneous income—Lakewood		5,297 55
Gross income above operating expenses		\$11,518 67
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans	\$597 92	
Taxes, State and local	243 44	
Other deductions from income—Lakewood	6,372 71	
Total charges and deductions from income		7,214 07
Net divisible income		\$4,304 60
Surplus for the year ending June 30, 1902		\$4,304 60
Amount of surplus June 30, 1901		6,034 13
Net amount credited to profit and loss		3,788 96
Total surplus June 30, 1902		\$14,127 69

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$17,602 26
Receipts from carriage of mails		77 24
Receipts from carriage of express and parcels		865 79
Receipts from carriage of freight		
Gross transportation earnings		\$18,545 29
Receipts from advertising in cars		428 33
Other earnings from operation—sale of merchandise		182 69
Gross earnings from operation		\$19,156 31
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,085 57
General office expenses and supplies		1,483 58
Legal expenses		8 09
Insurance		611 61
Other general expenses: coal, \$221.59; rep. telephone, \$21.01; oil, \$28.60		271 20
Total		\$3,459 96
Maintenance of roadway and buildings:		
Repair of roadbed and track		\$2,239 53
Repair of electric line construction		274 03
Removal of snow and ice		39 30
Total		\$2,552 86
Maintenance of equipment:		
Repair of cars and other vehicles		\$325 04
Repair of electric equipment of cars		512 21
Total		\$837 25
Transportation expenses:		
Cost of electric motive power		\$909 97
Wages and compensation of persons employed in conducting transportation		5,085 15
Total operating expenses		\$12,935 19

PROPERTY ACCOUNTS.

Additions to railway:		
Completion of extension into grove, lightning arrester equipment, new car barn tracks		\$744 08
Additions to equipment:		
Electric equipment for plow	\$132 13	
Other additional rolling stock and vehicles—Ruggles rotary plow.....	2,200 00	
Total additions to equipment.....		2,332 13
Additions to land and buildings:		
Additional land necessary for operation of railway	\$300 00	
Other new buildings necessary for operation of railway—addition to car barn, new depot.....	2,952 91	
Total additions to land and buildings		3,252 91
Additions to other permanent property:		
Additions to Lakewood farm and grove, installation of electric lights, new land, additions to hotel and theatre	\$3,143 04	
Completion of steamer and pier, \$246.67; telephone, \$605.85	852 52	
Total additions to other permanent property		3,995 56
Total additions to property accounts.....		\$10,324 68

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks		*\$97,099 57
Total cost of equipment owned		26,200 87
Total cost of land and buildings owned		8,375 91
Other permanent property:		
Office furnishings	\$174 64	
Lakewood farm and grove.....	15,178 92	
Steamer and pier	3,634 87	
Telephone	605 85	
Total cost of other permanent property owned		19,594 28
Total permanent investments		\$151,270 63
Cash and current assets:		
Cash	\$1,130 06	
Bills and accounts receivable	511 41	
Total cash and current assets		1,641 47
Miscellaneous assets:		
Materials and supplies		1,286 59
Total		\$154,198 69
LIABILITIES.		
Capital stock, common		\$30,000 00
Funded debt		75,000 00
Current liabilities:		
Loans and notes payable		35,071 00
Profit and loss balance—surplus		14,127 69
Total		\$154,198 69

*\$12,767.00 added to cost of the road caused by an adjustment of claims not heretofore reckoned.

CAPITAL STOCK.

Authorized by law, common, \$200,000; authorized by votes of company, common, \$30,000; issued and outstanding, common, \$30,000; total capital stock liability, \$30,000. Number of shares issued and outstanding, common, 300; number of stockholders, common, 9; number of stockholders in Maine, common, 9. Amount of stock held in Maine, common, \$30,000.

REAL ESTATE MORTGAGES.

Description of Mortgaged Property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
All property of the corporation... ..	5%	May 1, 1926	\$75,000 00	

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 164,647; number carried per mile of main railway track operated, 13,720; number of round trips run, 8,085; number of car miles run, 91,675. Average number of persons employed, 10.

EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Equipped for horse power.	Total passenger cars.	Equipped with tenders.	Equipped with electric heaters.	Equipped with stoves.	Equipped with motors.
Cars—passenger service:							
Box passenger cars.....	3		3		3		6
Open passenger cars.....	5		5		1		10
Total.....	8		8		4		16
Cars—other service:							
Platform freight cars.....	1						2
Trailing flat car.....	1						
Total.....	2						2
Snow plows.....	2						6

RAILWAY OWNED.

Length of railway line, 12.2 miles; length of sidings, switches, etc., .48 miles; total, computed as single track, 12.68 miles.

Entire line operated by electric power.

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, Skowhegan and Madison.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.					Annual salary.
Assistant Manager					\$720 00
Employees	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	3	455	\$768 00	12	\$1 72
Motormen	3	365	624 00	12	1 72
Watchmen	2	90	144 00	12	1 40
Roadmen	3	365	507 60	10	1 50
Linemen	1	90	135 00	10	2 00
Electricians	1	60	120 00	10	2 15
Machinists and mechanics.....	1	365	780 00	10	1 72
Total	14	2,155	\$3,702 60		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Somerset Traction Company, 22 Madison Avenue, Skowhegan, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President and General Manager, Francis W. Briggs, Skowhegan, Me.; Treasurer, Edith S. Shepherd, Skowhegan, Me.; Clerk of Corporation, Joseph O. Smith, Skowhegan, Me.; General Counsel, Forest Goodwin, Skowhegan, Me.; Superintendent, Lyman D. Murphy, Skowhegan, Me.; Assistant Manager, Herbert L. Swett, Skowhegan, Maine.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Francis W. Briggs, Albert G. Blunt, Joseph O. Smith, Lewis Anderson, Joseph P. Oak, Samuel W. Gould, Thos. H. Anderson, Skowhegan, Maine.

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. 1902, 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 and General Manager.

Subscribed and sworn to before me this 7th day of August, 1902.

[Seal.]

FORREST GOODWIN,
 Notary Public, Somerset County, Me.

**Report of the Waterville and Fairfield Railway and Light
Company for the Year Ending June 30, 1902.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings and advertising in cars	\$30,781 20	
Other earnings from operation—sale of lights and power .	24,523 78	
Total earnings		\$55,304 98
Operating expenses		48,876 48
Net earnings from operation		\$6,428 50
Miscellaneous income:		
Rents		478 69
Gross income above operating expenses		\$6,907 19
Charges upon income accrued during the year:		
Interest on funded debt.....	\$12,245 00	
Interest and discount on unfunded debts and loans	2,489 66	
Taxes, State and local.....	1,990 97	
Total charges and deductions from income		16,725 63
Net deficit		\$9,818 44
Deficit for the year ending June 30, 1902		\$9,818 44
Amount of deficit June 30, 1901		12,316 79
Credits to profit and loss account during the year:		
Net gain house wiring and inc. lamp accounts	\$248 65	
Sundry corrections, etc	1,170 60	
Total credits	\$1,419 25	
Debits to profit and loss account during the year:		
Discounts, corrections, etc.....	484 25	
Net amount credited to profit and loss.		935 00
Total deficit June 30, 1902.....		\$21,200 23

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$30,724 95
Receipts from advertising in cars		56 25
Other earnings from operation—miscellaneous receipts		24,523 78
Gross earnings from operation.....		\$55,304 98
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$4,664 75
General office expenses and supplies.....		602 94
Legal expenses		1,007 37
Insurance		2,018 01
Other general expenses:		
Light and power dept., \$6,323.50; power station op., \$12,218.31		18,541 81
Teaming, \$553.87; sundry expenses, \$856.11		1,409 98
Total.....		\$28,244 86
Maintenance of roadway and buildings:		
Repair of electric line construction		\$2,638 99
Removal of snow and ice.....		173 83
Repair of buildings.....		1,088 38
Total.....		\$3,901 20

EARNINGS AND EXPENSES OF OPERATION—CONCLUDED.

EXPENSES OF OPERATION—Concluded.	
Maintenance of equipment:	
Repair of cars and other vehicles.....	\$1,820 72
Transportation expenses:	
Wages and compensation of persons employed in conducting transportation.....	\$5,860 25
Damages for injuries to persons and property.....	1,175 64
Rentals of buildings and other property.....	6,875 04
Other transportation expenses—lubricants, waste, etc.....	998 81
Total	\$14,909 70
Total operating expenses	\$48,876 48

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to equipment.....		\$557 17
Additions to other permanent property:		
Betterment light department.....	\$1,321 07	
Betterment power department.....	2,528 09	
Office furniture.....	423 41	
Total additions to other permanent property		4,272 57
Total additions to property accounts		\$4,829 74
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of old material.....		\$4 19
Net addition to property accounts for the year		\$4,745 55

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway, electric light plant, etc.....		\$283,003 99
Total permanent investments.....		\$283,003 99
Cash and current assets:		
Cash.....	\$4,835 79	
Bills and accounts receivable.....	10,952 66	
Sinking and other special funds.....	1,740 74	
Total cash and current assets		17,529 19
Miscellaneous assets:		
Materials and supplies.....	1,240 46	
Other assets and property: Class B bonds with American Loan and Trust Company.....	3,000 00	
Total miscellaneous assets		4,240 46
Charter and franchise.....		200,000 00
Profit and loss balance—deficit.....		21,200 23
Total		\$525,973 87

GENERAL BALANCE SHEET—CONCLUDED.

LIABILITIES.			
Capital stock, common.....			\$200,000 00
Funded debt			240,000 00
Real estate mortgages.....			4,731 90
Current liabilities:			
Loans and notes payable.....	\$37,910 60		
Audited vouchers and accounts	10,766 47		
Matured interest coupons unpaid (including coupons due July 1).....	675 00		
Rentals due and unpaid (including rentals due July 1) ..	8,612 60		
Total current liabilities			57,964 67
Accrued liabilities:			
Interest accrued and not yet due.....	\$503 32		
Taxes accrued and not yet due, 1902.....	1,773 98		
Interest accrued Class B bonds defaulted July 1	21,000 00		
Total accrued liabilities.....			23,277 30
Total			\$525,973 87

CAPITAL STOCK.

Authorized by law, common, \$200,000; issued and outstanding, \$200,000. Number of shares issued and outstanding, 2,000. Number of stockholders, 58; number in Maine, 17. Amount of stock held in Maine \$36,100.

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 the year.
Underlying bonds:				
Waterville and Fairfield Railway.....	6%	1909	\$17,000 00	
Waterville Elec. St. and Power Co.	6%	1908	22,500 00	
New bonds, issue of 1897, W. & F. R'y and Light Co.:				
Class A	5%	1917	40,000 00	
Class B	5%	1917	157,500 00	
Bonds in trust with the American Loan and Trust Company and hypothecated for loan—Class B.....			3,000 00	
\$39,500 Class B bonds are held by Am. L. and T. Co. against underlying bonds, listed above.				
Total			\$240,000 00	\$12,245 00

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 609,994; number carried per mile of main track operated, 12,842; number of round trips run, 12,065; number of car miles run, 114,617.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, equipped with electric power and with electric heaters, 4; open passenger cars equipped with electric power, 5; total, 9; motors, 18. Snow plows, 1; carts and sleds, 1; horses and harnesses, 1.

RAILWAY OWNED AND OPERATED.

Length of railway line, 4.75 miles; sidings, switches, etc., .07 miles; total track, 4.82 miles.

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.

GRADE CROSSINGS WITH RAILROADS.

Crossing the Maine Central Railroad, 2 tracks at lower and 2 tracks at upper College Avenue in Waterville; crossing Maine Central, one track at the brick yard in Waterville, and one at Main Street, Fairfield. Frogs are maintained at each crossing.

SALARIES, WAGES, ETC., OF EMPLOYEES.

Officers and Clerks.		Annual salary.	
President, General Manager and Treasurer.....		\$3,300	
Clerks.....		1,000	

Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	4	.....	.....	10	\$1 50
Motormen	4	.....	.....	10	1 50
Watchmen	1	.....	.....	10	1 50
Linemen	4	.....	.....	10	2 00
Engineers	1	.....	.....	10	2 50
Firemen	1	.....	.....	10	1 50
Machinists and mechanics.....	2	.....	.....	10	1 50
Total	17	.....	.....

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Waterville and Fairfield Railway and Light Company, Waterville, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President and General Auditor, Geo. K. Boutelle, Waterville, Me.; Treasurer and Clerk, Horatio D. Bates, Waterville, Me.; General Counsel, Chas. F. Woodard, Bangor, Me.; General Manager, Ralph J. Patterson, Waterville, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. S. Spaulding and Henry R. Reid, No. 23 Broad Street, Boston, Mass.; *Elias Milliken, Augusta, Me.; Clarence A. Leighton, Thomaston, Me.; Geo. K. Boutelle, Waterville, Me.

* Deceased.

Date of stockholders' annual meeting, first Tuesday in October.

STATE OF MAINE, { ss.
COUNTY OF KENNEBEC. {

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. 1902, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

GEORGE K. BOUTELLE.
RALPH J. PATTERSON.

Subscribed and sworn to before me this 31st day of July, 1902.

[Seal.]

J. FOSTER PERCIVAL,
Notary Public, Kennebec County, Me.

EXPENSE.

Appropriation	\$3,200 00	
Unexpended.....	11 99	\$3,211 99
Stationery	\$286 70	
Express	95 42	
Railway magazines.....	42 70	
Telephone and telegraph	220 25	
Postage	201 24	
Clerk hire.....	711 00	
Repair of map plate	35 25	
Office case	68 00	
Office, miscellaneous	149 43	
Special expenses.	125 00	
INCIDENTAL EXPENSES OF COMMISSIONERS IN DISCHARGE OF OFFICIAL DUTIES.		
Joseph B. Peaks	279 95	
Benj. F. Chadbourne.....	723 00	
Parker Spofford.....	274 05	\$3,211 99

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