

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE:

1906

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Departments and Institutions

For the Year 1905.

VOLUME III.

AUGUSTA
KENNEBEC JOURNAL PRINT
1906

FORTY-SEVENTH 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
ENDED JUNE 30, 1905, INCLUDING
PETITIONS,

DECISIONS AND RULES OF THE BOARD

MADE DURING THE YEAR ENDED NOVEMBER 30,

1905.

AUGUSTA
KENNEBEC JOURNAL PRINT
1905

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.
GEORGE F. GIDDINGS, *Assistant Clerk*, AUGUSTA, 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, applications 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 William T. Cobb, Governor of Maine:

Pursuant to the requirements of law, the Board of Railroad Commissioners respectfully submits its forty-seventh annual report.

The operations of twenty railroads operated by steam and nineteen street railways operated by electricity, with the exception of one which is operated by horse power, are covered by this report.

Of the twenty roads operated by steam, seven are narrow or two feet gauge.

It will be observed that there is one less number of street railways in operation, which is accounted for by the suspension of operation of the Skowhegan and Norridgewock Railway, 5.75 miles. There has been constructed the Rockland, South Thomaston and Owl's Head Railway, 4.35 miles, which is not in operation.

The returns to June 30, 1905, show an increase over 1904, of 4.03 miles in the mileage of steam roads.

There, however, has been constructed and put in operation during the year, 8.20 miles of road by the Somerset Railway, and .14 additional miles were returned by the Grand Trunk Railway, increasing the Norway branch of said railway from 1.36 to 1.50 miles. The Rumford Falls and Rangeley Lakes Railroad Company took up the track of the branch from Houghton's to Township E, 4.31 miles. This branch was used for lumbering operations. The result of these changes makes, as stated, the additional gain in mileage of steam railroads, 4.03 miles. The total mileage to June 30, 1905, was 2,022.63, against 2,018.60 in 1904.

The mileage of the narrow gauge railroads continues the same as in 1904, 192.57 miles.

The mileage of street railways is considered later in this report.

GROSS EARNINGS OF STEAM RAILROADS IN MAINE.

In order to state with a reasonable degree of accuracy the gross earnings of railroads in Maine, it becomes necessary to carefully estimate the earnings of roads operated partly in Maine and partly in other states. This estimate is conservatively made and the following statement may be relied upon as giving a fair exhibit of the earnings of the roads in Maine.

The summary of the number of passengers carried, tons of freight hauled, mileage, etc., which should be credited to Maine has been made with a view of showing as nearly as possible the actual operations in Maine.

Gross Earnings.

The gross earnings in Maine for the year ending June 30, 1905, were \$13,956,875.15, against \$13,294,351.45, in 1904, an increase in gross earnings of \$662,523.70.

Passengers Carried.

The number of passengers carried for the year ending June 30, 1905, was 7,725,333, against 7,342,079 in 1904, a gain in passengers carried of 383,254.

The number of tons of freight hauled for the corresponding year was 10,358,674, against 9,960,950 in 1904, a gain in tons hauled of 397,724.

Passenger Train Mileage.

The total passenger train mileage for the year ending June 30, 1905, was 4,299,410, against 4,304,200 in 1904, which is 4,790 miles less than in 1904.

Freight Train Mileage.

The total freight train mileage for the corresponding year was 3,880,621, against 3,825,361 in 1904, a gain in mileage of 55,260.

Passengers Carried One Mile.

The number of passengers carried one mile for year ending June 30, 1905, was 207,786,881, against 200,411,276 in 1904, a gain in passengers carried one mile of 7,375,605.

Tons of Freight Hauled One Mile.

The number of tons of freight hauled one mile for the corresponding year was 842,025,049, against 784,385,774 in 1904, a gain in tons of freight hauled one mile of 57,639,275.

Mixed Train Mileage.

The total mixed train mileage for 1905, was 474,683, against 418,739 in 1904, a gain in mixed train mileage of 55,944, and making the total revenue train mileage 8,654,714, against 8,548,300 in 1904, a gain in revenue train mileage of 106,414 miles.

Non-revenue Train Mileage.

The total non-revenue train mileage for 1905, was 1,388,222 miles, against 2,102,273 in 1904, which was 714,051 miles less than in 1904. The total mileage of all trains for the year was 10,042,936, which was 607,637 miles less than for the year 1904.

Expense of Operation.

An examination of the following table will disclose the fact that the increased cost of operation of all the roads which operate partly or wholly in Maine, was \$1,459,977.67, being \$54,628,365.42 in 1905, against \$53,168,387.75 in 1904. Of this increased cost of expenses the Boston & Maine Railroad Company expended \$1,347,832.48 as follows:

Increase in "maintenance of way and structures,"	\$672,675 11
Increase in "maintenance of equipment".....	557,340 80
Increase in "conducting transportation".....	141,741 47

Increasing the expenditures in the three departments \$1,371,757 38, but decreasing in "general expenses," \$23,924.90, leaving the increase in expenditures as stated, \$1,347,832.48. The Maine Central Railroad Company reduced its expense of operation \$225,391.01. The increase in "maintenance of way and structures," was \$140,338.15; increase in "conducting transportation," \$52,655.76; increase in "general expenses," \$33,679.40, or \$226,673.31, but reducing its expense of "maintenance of equipment," \$452,014.32; reducing the expense of operation, as stated, \$225,341.01.

The transportation expenses were reduced as a whole \$399,619.23. The general expenses were increased on all roads, \$32,298.39. This exhibit goes to show that the railroads generally are increasing the permanency of their ways and structures, and adding and improving their rolling stock to meet the demand of increasing business, and giving the public better accommodation for travel.

The following Table Shows the Amounts Expended for "Maintenance of Way and Structures," "Equipment," "Conducting Transportation," "General Expenses," for Years 1904 and 1905, Increase or Decrease for the Years Ending June 30, 1904 and 1905, upon Steam Railroads doing business in Maine.

Railroads.	1904.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	Increase or decrease* over 1904.
	Maintenance of way and structures.	Maintenance of way and structures.	Maintenance of equipment.	Maintenance of equipment.	Conducting transportation.	Conducting transportation.	General expenses.	General expenses.	
Bangor & Aroostook R. R.	\$316,885 96	\$331,777 55	\$159,562 12	\$208,491 52	\$693,109 25	\$739,551 56	\$89,584 92	\$96,892 58	\$117,570 96
Boston & Maine R. R.	3,828,702 49	4,501,377 60	3,646,820 59	4,204,161 39	16,975,565 49	17,117,306 96	820,819 14	796,894 24	1,347,832 48
Bridgton & Saco River R. R. .	8,015 51	7,244 05	3,413 84	3,963 58	18,874 76	18,710 83	1,519 78	1,897 74	*67 69
Canadian Pacific R'y.	216,412 86	282,597 31	115,741 15	114,129 84	413,223 52	410,984 50	50,870 06	50,397 38	61,861 44
Franklin & Megantic R'y.	12,237 89	10,135 50	3,087 37	3,046 39	18,909 25	17,959 08	4,373 05	2,630 63	*4,835 96
Grandes Valleys R. R.	1,930 13	2,328 33	502 56	1,012 21	6,698 81	7,554 38	1,210 72	1,116 75	1,669 45
Grand Trunk R'y.	3,914,082 56	4,135,258 60	3,405,573 94	3,819,883 49	11,733,946 91	11,086,526 87	677,491 79	698,174 21	8,747 97
Kennebec Central R. R.	2,280 90	2,635 15	793 50	1,564 08	6,559 85	6,896 33	666 83	666 87	1,461 34
Lime Rock R. R.	19,316 72	15,362 21	5,559 57	8,882 72	18,673 79	16,311 62	4,462 01	4,696 35	*3,059 19
Maine Central R. R.	1,091,414 20	1,231,752 35	1,318,722 17	866,707 85	2,499,672 52	2,552,328 28	191,734 46	225,413 86	*225,341 01
Monson R. R.	1,964 43	1,895 48	497 39	840 42	5,009 57	5,170 07	505 34	208 19	137 43
Phillips & Rangeley R. R.	11,712 45	25,838 45	9,404 55	6,094 41	20,714 09	23,622 04	1,818 47	2,272 89	16,177 23
Portland & Rumford Falls R'y	79,879 80	105,065 60	39,674 08	77,341 15	159,496 62	166,920 43	30,295 05	28,626 25	68,607 88
Rumford Falls and Rangeley Lakes R. R.	35,015 18	35,367 41	16,248 72	14,060 41	35,992 96	33,449 31	6,657 69	5,721 58	*5,315 84
Sandy River R. R.	9,004 47	9,268 91	5,845 76	6,016 34	19,935 45	21,792 71	5,762 49	5,521 75	2,251 54
Sebasticock & Moosehead R.R.	5,394 32	5,976 19	266 67	557 00	9,972 38	9,426 03	1,467 46	1,479 58	337 97
Somerset Railway	23,397 85	19,778 49	9,198 52	9,983 01	33,472 55	35,001 91	7,399 05	9,493 68	249 12
Washington County R'y.	†53,063 81	80,806 00	†18,029 88	59,393 85	†121,317 70	115,960 76	†12,532 29	11,370 78	62,587 71
Wiscasset, Waterville & Farmington R. R.	17,243 66	15,981 04	3,057 73	3,628 58	23,975 40	26,700 94	6,158 69	4,784 52	659 66
York Harbor & Beach R. R. .	10,997 16	17,847 47	.....	.....	16,320 63	17,647 06	325 10	293 00	8,145 24
Total	\$9,658,952 35	\$10,838,293 68	\$8,761,800 06	\$9,409,757 24	\$32,831,440 90	\$32,431,821 67	\$1,916,194 44	\$1,948,492 83	\$1,459,977 67

* Decrease. † Includes operations of Washington County Railroad from June 30, 1903, to December 18, 1903, and the Washington County Railway from December 18, 1903, to June 30, 1904.

RAILROAD COMMISSIONERS' REPORT.

The following tables gives the mileage of all steam railroads operated in Maine.

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 main line operated.
Bangor and Aroostook Railroad:						
Aroostook Junction to Caribou.....	154.95	428.45	428.45	90.76	1273.50	
Old Town to Greenville.....	76.00					
Fort Fairfield Jc. to Fort Fairfield.....	13.30					
Ashland Jc. to Ashland.....	43.89					
Caribou to Van Buren.....	38.11					
Milo Jc. to Katahdin Iron Works.....	18.95					
Patten Jc. to Patten.....	5.67					
Caribou to Limestone.....	15.72					
Ashland to Fort Kent.....	51.00					
Spurs.....	15.86					
Boston and Maine Railroad:						
Western Division.....	44.00	157.43	2,286.59	511.40	1,210.02	193.42
Eastern Division.....	50.76					
Northern Division.....	2.92					
Worcester, Nashua and Portland Div.....	51.98					
Kennebunk and Kennebunkport.....	4.50					
Old Orchard Beach.....	3.27					
Bridgton and Saco River Railroad*.....	21.25	21.25		1.50		
Canadian Pacific Railway.....	144.50	176.70	1232.80		25.90	
Aroostook River Branch.....	29.20					
Houlton Branch.....	3.00					
Franklin and Megantic Railroad.*						
Strong to Kingfield.....	15.00	32.70	31.00		2.00	11.50
Mt. Abram Branch.....	1.70					
Kingfield and Dead River Railroad.*						
Kingfield to Bigelow.....	16.00	8.50	8.50			
Georges Valley Railroad.....						
Grand Trunk Railway:						
Portland to Boundary Line.....	82.60	89.51	3,534.83	623.31	1,100.92	
Lewiston Branch.....	5.41					
Norway Branch.....	1.50					
Kennebec Central Railroad*		5.00	5.00			
Lime Rock Railroad		11.30	12.57			
Maine Central Railroad:						
Portland to Bangor.....	136.60	649.77	815.92	46.10	279.00	2.51
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					
Union Station to Thompson's Point.....	.74					
Gardiner Jc. to Copsecook Mill.....	1.15					
Knox and Lincoln Railway:						
Woolwich to Rockland.....	47.13					
Rockland to Wharf.....	1.36					
Burham 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 New Hampshire line.....	51.12					
Monson Railroad*		8.16	8.16		1.00	
Phillips and Rangeley Railroad*		50.00	50.00			
Madrid Railroad.....	23.60					
Eustis Railroad.....	6.40					
Portland and Rumford Falls Railway:						
Rumford Falls Jc. to Rumford Falls.....	53.58	63.86	568.05		29.20	110.27
Canton to Livermore.....	10.27					
Rumford Falls and Rangeley Lakes Railroad.						
Sandy River Railroad*.....	18.00	35.99	137.41		10.22	
Sebasticook and Moosehead Railroad.....	15.00	18.00			2.00	
Somerset Railway.....	50.26	15.00			.25	
Washington County Railway:						
Calais to Washington Jc.....	102.49	131.79	136.54		13.35	134.05
Ayer's Jc. to Eastport.....	16.72					
St. Croix Jc. to Princeton.....	12.58					
Wiscasset, Waterville and Farmington R.R.*.		67.46	67.46		3.50	
York Harbor and Beach Railroad		11.51	11.51		1.11	
	2,922.63	7,523.31	1,179.81	2,779.13	515.44	

† 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). † In line operated.

‡ 1.42 trackage rights Portland and Rumford Falls Railway.

MILEAGE OF STEAM RAILROADS AND INCREASE
FROM 1836 TO JUNE 30, 1905.

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to 1904, was as follows:

	Miles.	Increase.		Miles.	Increase.
1836.....	12.00		1880.....	1,023.32	112.09
1842.....	19.88	7.88	1881.....	1,036.15	12.83
1843.....	72.39	52.51	1882.....	1,051.64	15.49
1847.....	75.39	3.00	1883.....	1,063.27	11.63
1848.....	132.16	56.77	1884.....	1,132.27	69.00
1849.....	211.49	79.33	1885.....	1,132.27	
1850.....	232.59	21.10	1886.....	1,141.43	9.16
1851.....	280.61	48.02	1887.....	1,164.52	23.09
1852.....	319.74	39.13	1888.....	1,164.07	*.45
1853.....	330.74	11.00	1889.....	1,322.45	158.38
1854.....	333.74	3.00	1890.....	1,366.26	37.81
1855.....	352.84	19.10	1891.....	1,382.92	22.66
1856.....	370.75	17.91	1892.....	1,385.00	2.08
1857.....	390.82	20.07	1893.....	1,399.14	14.14
1859.....	411.29	20.47	1894.....	1,515.99	116.85
1861.....	441.99	30.70	1895.....	1,626.75	110.76
1867.....	444.49	2.50	1896.....	1,720.41	93.66
1868.....	516.45	71.96	1897.....	1,722.92	2.51
1869.....	601.65	85.20	1898.....	1,748.95	26.03
1870.....	650.20	48.55	1899.....	1,871.85	122.90
1871.....	772.63	122.43	1900.....	1,905.00	33.15
1873.....	814.63	42.00	1901.....	1,918.98	13.98
1874.....	846.43	31.80	1902.....	1,933.35	14.37
1875.....	865.71	19.28	1903.....	2,004.81	71.46
1876.....	881.33	15.62	1904.....	2,018.60	13.79
1879.....	911.23	29.90	1905.....	2,022.63	4.03

* Loss.

The following Table shows Gross Earnings and the number of Passengers, Tons of Freight carried, for years ending June 30, 1904 and 1905, by Steam Railroads doing business in Maine.

Railroads.	No. Passengers carried, 1904.	No. Passengers carried, 1905.	Tons of Freight carried, 1904.	Tons of Freight carried, 1905.	Gross Earnings, 1904.	Gross Earnings, 1905.
Bangor and Aroostook Railroad.....	518,478	529,468	1,097,948	1,213,533	\$2,015,356 47	\$2,159,072 10
Boston and Maine Railroad.....	40,257,301	41,874,810	19,395,452	20,546,826	34,894,608 19	36,213,245 50
Bridgton and Saco River Railroad†.....	25,185	26,917	24,512	25,222	45,617 19	47,888 72
Canadian Pacific Railway.....	†123,245	†152,087	†593,663	†601,458	*45,630,405 76	†750,418 97
Franklin and Megantic Railway†.....	19,269	19,148	39,740	34,978	48,401 18	45,616 33
Georges Valley Railroad.....	5,286	5,451	16,037	30,455	11,314 41	13,066 11
Grand Trunk Railway*.....	9,096,887	9,602,445	12,666,696	13,606,708	27,729,215 06	28,512,934 02
Kennebec Central Railroad†.....	53,207	59,088	7,387	6,832	15,455 49	16,481 18
Lime Rock Railroad.....	.....	.....	287,752	147,240	85,740 28	82,755 86
Maine Central Railroad.....	3,240,181	3,446,683	4,454,794	4,731,145	6,912,981 70	7,251,535 98
Monson Railroad†.....	4,764	5,177	12,225	12,178	11,132 63	12,783 97
Phillips and Rangeley Railroad†.....	12,342	11,555	64,064	64,949	45,479 75	54,956 31
Portland and Rumford Falls Railway.....	176,252	179,637	689,633	808,157	583,399 65	658,663 39
Rumford Falls and Rangeley Lakes Railroad.....	27,150	28,132	131,790	158,582	131,394 29	132,425 58
Sandy River Railroad†.....	37,146	35,698	71,869	74,097	65,537 55	67,710 39
Sebastcook and Moosehead Railroad.....	21,115	20,516	24,144	25,513	23,824 02	24,152 70
Somerset Railway.....	47,968	52,118	139,073	125,361	124,628 82	127,418 52
Washington County Railway.....	||181,722	222,176	||176,878	190,061	||302,884 77	349,089 51
Wiscasset, Waterville and Farmington Railroad†.....	38,070	28,521	26,374	26,975	41,928 57	41,769 87
York Harbor and Beach Railroad.....	246,239	243,199	25,170	29,484	38,828 21	41,502 36
Total.....	54,131,807	56,542,876	39,945,201	42,459,784	\$118,758,134 00	\$76,603,482 33
Increase.....	1,919,757	2,411,069	569,986	2,514,583	4,790,380 61	†3,430,137 76

* Entire system.

† Narrow gauge railroads.

‡ In Maine.

§ Washington County Railroad.

|| Estimating the Canadian Pacific Railway earnings same as 1904.

|| Includes operations of Washington County Railroad from June 30, 1903 to December 18, 1903, and Washington County Railway from December 18, 1903, to June 30, 1904.

INCOME, EXPENSES, DIVIDENDS, SURPLUS, 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, 1905.

Railroads.	Gross earnings 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	\$2,159,072 10	\$7,475 07	\$2,166,547 17	\$1,378,713 21	\$663,834 75	\$125,989 21	\$54,250 00	31	\$71,749 21	
Boston and Maine Railroad	36,213,245 50	587,588 96	36,800,834 46	26,619,740 19	8,297,521 84	1,883,572 43	1,806,646 00	†	76,926 43	
Bridgton and Saco River Railroads§	47,888 72	417 39	48,306 11	31,756 20	9,362 86	7,187 05	5,112 50	5	2,074 55	
Canadian Pacific Railway†	750,418 93		750,418 93	888,091 63	100,547 67	*208,219 77				\$208,219 77
Franklin and Megantic Railway§	45,616 33	136 82	45,753 15	33,771 60	8,186 02	3,795 53	3,504 00	4	291 53	
Georges Valley Railroad	13,066 11		13,066 11	12,011 67	5,948 62	*4,894 18				4,894 18
Grand Trunk Railway	28,512,934 02	1,016,130 26	29,529,064 28	19,739,843 17	6,319,405 91	3,496,815 20	3,475,172 54			5,357 34
Kennebec Central Railroads§	16,481 18		16,481 18	11,762 42	1,837 05	2,881 71	2,400 00	6	481 71	
Line Rock Railroad	82,755 86	4,072 07	86,827 93	45,252 90	20,573 80	21,001 23	18,000 00	4	3,001 23	
Maine Central Railroad	7,251,535 88	84,732 40	7,336,268 38	4,876,202 34	1,932,829 62	527,236 42	348,365 50	7	178,870 92	
Monson Railroads§	12,783 97		12,783 97	8,414 16	4,956 65	*586 84				586 84
Phillips and Rangeley Railroads§	54,956 31		54,956 31	59,826 79	15,323 75	*20,194 23				20,194 23
Portland and Rumford Falls Railway	658,663 39	64,454 49	723,117 88	377,953 43	121,158 44	224,006 01	120,000 00	6	104,006 01	
Rumford Falls and Rangeley Lakes R. R.	132,425 58	838 34	133,263 92	88,598 71	36,707 89	7,957 32			7,957 32	
Sandy River Railroad§	67,710 39	1,395 00	69,105 39	42,599 71	17,732 91	8,772 77	4,000 00	4	4,772 77	
Sebasticook and Moosehead Railroad	24,152 70		24,152 70	17,438 80	5,222 45	891 45			891 45	
Somerset Railway	127,418 52		127,418 52	74,257 09	27,427 20	25,734 23			25,734 23	
Washington County Railway	349,084 51	1,485 72	350,570 23	267,531 39	89,596 38	*6,557 54				6,557 54
Wiscasset, Waterville & Farmington R. R. §	41,769 87	24 51	41,794 38	51,095 08	34,132 51	*43,433 21				43,433 21
York Harbor and Beach Railroad	41,502 36	1,457 64	42,960 00	35,787 53	798 13	6,374 34	6,000 00	2	374 34	
Total	\$76,903,482 33	\$1,770,208 67	\$78,373,691 00	\$54,628,647 42	17,713,704 45	\$6,031,339 13	\$5,843,450 54		\$477,131 70	\$289,243 11

* Deficit.

† 7% on common, 6% on preferred.

‡ In Maine.

§ Narrow gauge railroads.

The above table shows that the total amount of dividends paid was \$5,843,450.54, an increase over 1904 of \$816,686.46. The amount of surplus was \$477,131.70, an increase over previous year of \$109,353.61, on roads paying dividends and declaring a surplus.

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, 1905.

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.....	529,468	28.38	\$0.94641	\$0.02463	1,213,533	100.62	\$0.1228	\$0.0122
Boston and Maine Railroad.....	41,874,810	18.17	0.31855	0.01755	20,546,826	90.24	1.03924	0.01152
Bridgton and Saco River Railroad*.....	36,917	13.07	0.59528	0.04559	25,222	15.66	0.99002	0.06296
Cadadian Pacific Railway.....	152,087	28.52	1.19460	0.01349	601,458	163.41	0.65373	0.00522
Franklin and Megantic Railway*.....	19,148	16.48	0.6143	0.09728	84,978	23.51	0.8454	0.03758
Georges Valley Railroad.....	3,451	8.00	0.3100	0.0390	30,455	8.00	0.2488	0.31110
Grand Trunk Railway.....	9,602,445	.....	0.6782	.....	13,606,768	189.93	1.3190	.....
Kennebec Central Railroad*.....	59,088	4.95	0.0972	0.01963	6,832	5.00	1.4339	0.2868
Lime Rock Railroad.....	.....	.....	.....	.....	147,249	.....	0.53278	.....
Maine Central Railroad.....	3,446,683	35.06	0.70681	0.02017	4,731,445	23.85	0.30084	0.01074
Monson Railroad*.....	5,177	6.16	0.46025	0.10294	13,178	8.16	0.79404	0.09731
Phillips and Rangeley Railroad*.....	11,585	25.25	0.86435	0.3424	64,949	16.48	0.63097	0.3829
Portland and Rumford Falls Railway.....	179,837	25.74	0.64622	0.0251	808,187	33.38	0.62102	0.01861
Rumford Falls and Rangeley Lakes Railroad.....	25,152	24.43	1.0298	0.0421	158,582	25.44	0.61831	0.02433
Sandy River Railroad*.....	35,698	13.41	0.5161	0.0384	74,097	14.76	0.6054	0.04102
Sebastcook and Moosehead Railroad.....	20,516	9.11	0.36221	0.03975	25,513	12.42	0.55596	0.04473
Somerset Railway.....	52,118	25.36	0.67305	0.02654	123,361	24.54	0.67061	0.02736
Washington County Railway.....	222,176	25.99	0.68586	0.02639	190,061	86.22	0.84246	0.01272
Wiscasset, Waterville and Farmington Railroad*.....	28,521	11.54	0.33964	0.02944	26,975	28.31	0.99671	0.03526
York Harbor and Beach Railroad.....	243,199	3.95	0.10054	0.02541	29,484	4.60	0.54043	0.11753

* Narrow gauge.

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, 1904 and 1905, by Railroads Doing Business in Maine.

Railroads.	1904.				1905.			
	Passengers carried.	Average Journey—miles.	Total passenger mileage.	Average passengers per train mile.	Passengers carried.	Average Journey—miles.	Total passenger mileage.	Average passengers per train mile.
Bangor and Aroostook Railroad.....	578,478	38.73	20,082,736	30	529,468	38.38	20,322,508	29
Boston and Maine Railroad.....	40,259,301	18.09	681,938,257	60	41,874,810	18.17	762,490,018	61
Bridgton and Saco River Railroad.....	25,185	18.86	249,064	7	26,417	18.07	351,832	8
Canadian Pacific Railway.....	123,245	92.20	11,362,675	43	152,087	88.52	13,461,992	51
Franklin and Megantic Railway.....	19,269	17.30	333,353	9	19,148	16.48	215,475	9
Georges Valley Railroad.....	5,286	8.00	42,288	4	5,451	8.00	43,608	
Grand Trunk Railway.....	9,096,887				9,602,445			
Kennebec Central Railroad.....	53,207	4.97	265,520	11	59,088	4.95	292,760	11
Lime Rock Railroad*.....								
Maine Central Railroad.....	3,240,181	35.79	115,966,451	56	3,446,683	35.05	120,787,694	57
Monson Railroad.....	1,764	6.16	29,346	72	5,177	6.16	31,890	72
Phillips and Rangeley Railroad.....	12,342	24.41	301,335	5	11,585	25.25	292,469	6
Portland and Rumford Falls Railway.....	176,252	25.09	4,422,390	41	179,637	25.74	4,624,073	46
Rumford Falls and Rangeley Lakes Railroad.....	27,150	28.91	676,193	21	28,152	24.43	687,777	21
Sandy River Railroad.....	37,146	13.72	509,507	18	35,698	13.41	478,882	12
Sebasticock and Moosehead Railroad.....	21,115				20,516	9.11	186,947	
Somerset Railway.....	47,868	22.29	1,069,029	20	52,118	25.36	1,321,958	20
Washington County Railway.....	181,722	29.41	5,358,646	28	222,176	25.99	5,774,058	35
Wiscasset, Waterville and Farmington Railroad.....	38,070	11.96	455,127	8	28,521	11.54	329,060	30
York Harbor and Beach Railroad.....	246,239	3.92	964,226	41	243,199	3.95	961,815	41

* Freight only.

† Mixed trains.

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, 1904 and 1905, on Railroads doing Business in Maine.

Railroads.	1904.				1905.			
	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.....	1,097,948	91.03	99,944,378	159	1,213,533	100.62	122,106,091	178
Boston and Maine.....	19,395,452	89.11	1,728,422,684	203	20,546,826	90.24	1,854,130,258	211
Bridgton and Saco River.....	24,512	15.30	389,740	*10	25,222	15.66	395,009	10
Canadian Pacific Railway.....	593,663	169.91	100,869,755	195	601,452	163.41	98,283,191	201
Franklin and Megantic Railway.....	39,740	22.87	908,849	39	34,972	23.57	823,548	39
George Valley.....	16,037	5.75	92,312	9	30,455	8.00	245,640	...
Grand Trunk Railway.....	12,666,696	200.20	2,535,847,324	235	13,606,708	189.93	2,584,330,699	240
Kennebec Central.....	7,387	5.00	36,935	30	6,832	5	34,160	11
Lime Rock.....	287,752	.....	.....	.....	147,240	.....	.....	.....
Maine Central.....	4,454,794	82.69	368,389,837	253	4,731,443	83.85	396,734,037	263
Monson.....	12,225	8.16	99,756	*7	12,178	8.16	99,372	*6
Phillips and Rangeley.....	64,064	9.27	594,067	12	64,949	16.48	1,070,209	23
Portland and Rumford Falls Railway.....	689,633	32.31	22,279,876	257	808,187	33.58	26,375,261	297
Rumford Falls and Rangeley Lakes.....	131,790	25.17	3,317,334	74	158,582	25.44	4,034,545	95
Sandy River.....	77,869	13.99	1,005,425	43	74,097	14.76	1,193,445	42
Sebasticook and Moosehead.....	24,144	11.85	286,277	30	25,513	12.42	317,090	.....
Somerset Railway.....	139,073	22.45	3,122,547	78	125,361	24.54	3,073,603	68
Washington County Railway.....	176,878	55.16	9,757,630	88	190,061	66.22	12,586,140	98
Wiscasset, Waterville and Farmington.....	26,374	27.04	713,030	*11	26,975	28.51	763,746	*12
York Harbor and Beach.....	25,170	4.64	116,812	17	29,484	4.60	135,575	21

* Mixed trains.

The following tables, 1 and 2, give the average fares per mile and rate per ton mile of the leading standard gauge roads for years 1895 to 1905.

TABLE No. 1.

Average Fare per Mile on the Following Standard Gauge Roads for Years 1895 to 1905.

Railroads.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.					
Bangor and Aroostook Railroad	1895	2.421	1896	2.501	1897	2.443	1898	2.549	1899	2.449	1900	2.47	1901	2.480	1902	2.48	1903	2.50	1904	2.457	1905	2.465	
Boston and Maine Railroad	1895	1.745	1896	1.793	1897	1.764	1898	1.742	1899	1.715	1900	1.727	1901	1.763	1902	1.764	1903	1.77	1904	1.784	1905	1.755	
Canadian Pacific Railway	1895	2.003	1896	2.013	1897	2.012	1898	1.742	1899	1.509	1900	1.417	1901	1.520	1902	1.655	1903	1.48	1904	1.344	1905	1.349	
Grand Trunk Railway	1895	2.102	1896	1.983	1897	2.189	1898	1.998	1899	2.064	1900	2.010	1901	2.010	1902	2.080							
Maine Central Railroad	1895	2.284	1896	2.304	1897	2.357	1898	2.232	1899	2.268	1900	2.228	1901	2.155	1902	2.065	1903	2.05	1904	2.035	1905	2.017	
Portland & Rumford Falls Railway.	1895	2.645	1896	2.607	1897	2.814	1898	2.753	1899	2.592	1900	2.500	1901	2.567	1902	2.501	1903	2.44	1904	2.506	1905	2.510	
Somerset Railway	1895	3.681	1896	3.887	1897	3.642	1898	3.547	1899	3.588	1900	3.602	1901	3.439	1902	2.834	1903	2.94	1904	2.793	1905	2.736	
St. Croix and Penobscot Railroad...	1895	2.716	1896	2.592	1897	2.542	1898	1.976	1899	2.672	1900	2.572	1901	2.537	1902	2.338	1903	2.66	1904	2.630	1905	2.639	
Washington County Railway																							

† Estimated.

TABLE No. 2.

Average Rate per Ton Mile on the Following Standard Gauge Roads for Years 1895 to 1905.

Railroads.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.	Year.	Rate- cents.
Bangor and Aroostook Railroad	1895	1.911	1896	2.729	1897	1.531	1898	1.535	1899	1.576	1900	1.422	1901	1.318	1902	1.362	1903	1.35	1904	1.364	1905	1.220
Boston and Maine Railroad	1895	1.545	1896	1.530	1897	1.450	1898	1.482	1899	1.430	1900	1.439	1901	1.134	1902	1.111	1903	1.13	1904	1.178	1905	1.162
Canadian Pacific Railway	1895	0.787	1896	0.654	1897	0.595	1898	0.527	1899	0.508	1900	0.467	1901	0.503	1902	0.503	1903	0.46	1904	0.467	1905	0.522
Grand Trunk Railway	1895	0.786	1896	0.931	1897	0.699	1898	0.699	1899	0.533	1900	0.567	1901	0.636	1902	0.629	1903	0.629	1904	0.693	1905	0.695
Maine Central Railroad	1895	1.412	1896	1.338	1897	1.334	1898	1.284	1899	1.101	1900	1.131	1901	1.146	1902	1.113	1903	1.13	1904	1.091	1905	1.074
Portland & Rumford Falls Railway.	1895	2.520	1896	2.293	1897	2.113	1898	2.150	1899	2.240	1900	2.265	1901	2.139	1902	2.053	1903	1.97	1904	1.945	1905	1.861
Somerset Railway	1895	2.975	1896	3.143	1897	3.324	1898	3.249	1899	2.722	1900	2.656	1901	2.600	1902	2.732	1903	2.56	1904	2.740	1905	2.736
St. Croix and Penobscot Railroad...	1895	7.980	1896	6.000	1897	6.389	1898	5.611	1899	2.289	1900	1.863	1901	1.758	1902	1.397	1903	1.51	1904	1.353	1905	1.272
Washington County Railway																						

NARROW (TWO FEET) GAUGE RAILROADS.

The following tables, Nos. 1 and 2, give the average fare per mile and freight rate per ton mile upon the Narrow Gauge railroads for years 1895 to 1905.

TABLE No. 1.

Average Fare per Mile on all Narrow Gauge Railroads for Years 1895 to 1905.

Railroads.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.				
Bridgton and Saco River Railroad	1895	4.80	1896	4.63	1897	4.72	1898	5.01	1899	4.68	1900	4.60	1901	4.89	1902	4.60	1903	4.58	1904	4.507	1905	4.559
Franklin and Megantic Railway	1895	3.14	1896	3.68	1897	3.69	1898	3.29	1899	3.75	1900	3.52	1901	3.79	1902	4.237	1903	3.62	1904	3.671	1905	3.728
Kennebec Central Railroad	1895	3.16	1896	3.29	1897	3.10	1898	3.05	1899	3.09	1900	2.91	1901	2.10	1902	2.000	1903	1.98	1904	1.990	1905	1.963
Monson Railroad	1895	5.64	1896	5.68	1897	5.48	1898	4.73	1899	4.91	1900	4.61	1901	4.55	1902	5.005	1903	6.50	1904	7.218	1905	10.294
Phillips and Rangeley Railroad	1895	4.15	1896	3.89	1897	3.89	1898	3.64	1899	3.54	1900	3.89	1901	3.58	1902	3.632	1903	3.33	1904	3.151	1905	3.424
Sandy River Railroad	1895	4.07	1896	3.98	1897	3.67	1898	3.73	1899	3.90	1900	3.88	1901	3.87	1902	3.749	1903	3.86	1904	3.529	1905	3.847
Wiscasset, Wat'ville & Farm'ton R.R.	1895	2.90	.....	.....	1897	2.79	1898	3.09	1899	2.90	1900	2.40	1901	2.36	1902	2.570	1903	2.48	1904	2.543	1905	2.944

TABLE No. 2.

Average Rate per Ton on all Narrow Gauge Railroads for Years 1895 to 1905.

Railroads.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.	Year.	Rate-- cents.				
Bridgton and Saco River Railroad	1895	7.30	1896	7.42	1897	6.88	1898	6.66	1899	5.97	1900	5.98	1901	6.15	1902	6.905	1903	6.27	1904	6.045	1905	6.296
Franklin and Megantic Railway	1895	7.94	1896	6.14	1897	6.56	1898	5.41	1899	3.66	1900	5.05	1901	2.82	1902	4.043	1903	4.60	1904	3.690	1905	3.758
Kennebec Central Railroad	1895	25.02	1896	27.62	1897	26.63	1898	29.16	1899	24.93	1900	26.15	1901	28.15	1902	28.32	1903	24.85	1904	25.339	1905	28.68
Monson Railroad	1895	15.75	1896	13.33	1897	10.68	1898	9.48	1899	10.52	1900	9.18	1901	8.73	1902	7.869	1903	9.20	1904	8.463	1905	9.731
Phillips and Rangeley Railroad	1895	5.99	1896	5.69	1897	5.53	1898	7.37	1899	4.54	1900	5.30	1901	5.45	1902	5.523	1903	9.41	1904	5.469	1905	3.829
Sandy River Railroad	1895	5.56	1896	5.03	1897	5.06	1898	6.11	1899	5.35	1900	5.90	1901	4.67	1902	5.962	1903	5.03	1904	4.308	1905	4.162
Wiscasset, Wat'ville & Farm'ton R.R.	1895	7.41	.....	.....	1897	4.95	1898	4.69	1899	4.37	1900	3.79	1901	4.10	1902	3.800	1903	3.63	1904	3.530	1905	3.520

FARES AND FREIGHT RATES.

PASSENGER FARES.

Average passenger fare per mile on all standard gauge roads doing business in Maine for years 1880 and 1891 to 1905.

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
1903	1.845
1904	1.866
1905	1.842

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 years 1880 and 1891 to 1905.

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
1903	0.863
1904	0.920
1905	0.913

NARROW GAUGE ROADS.

The average freight rate per ton mile upon the seven narrow gauge roads were 4.489 cts., and the average passenger rate were 3.543 cts. for the year 1905.

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, 1905.

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.....	95		5	86		4					9,578	11	27	2,583	2	15	6	1		1
Boston and Maine.....	74	16	49	9		4,733	4	10	5,119	46	14	8		4	11	
Bridgton and Saco River.....	12		2	4		274				1						
Canadian Pacific Railway.....	54		29	24	1	5,218	1	25	1,458				1			
Franklin and Megantic Railway.....								5	557	2	17					
Georges Valley.....	2		1	1		194										
Grand Trunk Railway in Maine.....	41	1	40			2,418	11	2	200	4	15	10	3			
Kennebec Central.....								2	87							
Lime Rock.....								11	15,142	2						
Maine Central.....	185	1	175	9		24,736		34	9,647	10	38	14	9½	3	6	4
Monson.....						40										
Phillips and Rangeley.....	22			22		794	3	3	136		1	16				
Portland and Rumford Falls Railway.....	35	15	18	2		1,920	2		540	1	20					
Rumford Falls and Rangeley Lakes.....	23	3	4	16		891	3	6	481	4						
Sandy River.....	6		2	4		423	1	2	186		2	13				
Sebasticook and Moosehead.....	2		2													
Somerset Railway.....	15		10	5		2,096		1	500				1			
Washington County Railway.....	15		15			1,940		44	5,790	8	1	16	6	1		
Wiscasset, Waterville and Farmington.....	22		1	21		4,156		13	7,402		1					
York Harbor and Beach.....	2			2		63		7	2,739		2	19	6		3	
Total.....	605	39	440	125	1	59,477		193	52,570	2	101		10	10	19	

It may be a matter of interest to notice that the aggregate length of the bridges is a little more than eleven miles, and the trestles nearly ten miles, making in all about twenty-one miles of bridges and trestles on the steam railroads in Maine on June 30, 1905.

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, 1905.

Railroads.	Crossing highways at grade.	Crossing under highways.	Crossing over highways.	Crossing steam roads at grade.	Crossing steam roads.	Crossing over steam roads.	Crossing under steam roads.	Crossing street railways at grade.	Crossing street railways.	Crossing over street railways.	Crossing under street railways.
Bangor and Aroostook.....	198	2	3	1	1	1		1			1
Boston and Maine.....	153	44	19	9				10	4		11
Bridgton and Saco River.....	17		1								
Canadian Pacific Railway.....	27		3	1	1	1					
Franklin and Megantic Railway.....	13		2								
Georges Valley.....	4										
Grand Trunk Railway.....	82	5	2	3		3		2			2
Kennebec Central.....	5										
Lime Rock.....	13			1				4			
Maine Central.....	592	38	25	9	1	1		30	6		4
Monson.....	8										
Phillips and Rangeley.....	24	1									
Portland and Rumford Falls Railway.....	56	1	3	1	2						
Rumford Falls and Rangeley Lakes.....	20										
Sandy River.....	14		2								
Sebasticook and Moosehead.....	9										
Somerset Railway.....	32		1								
Washington County Railway.....	79	2	1					1			1
Wiscasset, Waterville and Farmington..	47	1		1							
York Harbor and Beach.....	17	4									3
Total.....	1,410	98	62	26	5	6	48	10	22		

There are as returned, 1,410 crossings at grade against 1,425 in 1904. The number of highway crossings, at grade, appear to be 15 less than in 1904. The returns of the Maine Central Railroad show 38 less crossings at grade than in 1904. This is accounted for from the fact that in 1904 private crossings were returned as "highway crossings." Nine are added to the Phillips and Rangeley Railroad, being the number on line of the Eustis Railroad, part of the system. The Canadian Pacific: Fourteen additional crossings are returned, an error in the returns of either in 1904 or 1905.

Accidents at grade crossings were some in excess of those in 1904. Six were killed and 5 injured by those not trespassing and 1 injured of those trespassing, against 5 killed in 1904; one trespassing and 4 not trespassing.

This is one killed and one injured to every 235 grade crossings. This is certainly a very small list of casualties considering the daily passage of trains over the large number of grade crossings.

NARROW GAUGE RAILROADS.

Comparative Statements of the Mileage, Cost and Operations of Narrow Gauge Roads, Years 1904 and 1905.

Railroads.	1904.							1905.						
	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.....	21.25	\$10,581 47	\$2,264 43	\$45,617 19	\$31,823 89	\$13,793 30	69.70	21.75	\$10,581 47	\$2,264 43	\$47,888 72	\$31,756 20	\$16,132 52	66.30
Franklin & Megantic§.....	32.70	¶8,801 90	669 59	48,401 18	38,607 56	9,793 62	79.72	32.70	¶9,122 47	669 59	45,616 33	33,771 60	11,844 73	74.03
Kennebec Central	5.00	12,303 46	4,012 26	15,455 49	10,401 08	5,054 41	67.29	5.00	12,303 46	4,012 26	16,481 13	11,762 42	4,718 76	71.37
Monson.....	8.16	7,461 60	2,115 43	11,132 63	7,976 73	3,155 90	71.65	8.16	7,461 60	2,307 83	12,783 97	8,414 16	4,369 81	68.94
Phillips & Rangeley†.....	50.00	*2,354 35	*2,013 58	45,479 75	43,649 56	1,830 19	95.98	50.00	*2,354 35	*1,943 65	54,956 31	59,826 79	¶4,870 48	108.88
Sandy River.....	18.00	12,352 06	4,289 15	65,537 55	43,048 21	25,489 34	61.11	18.00	12,355 11	4,289 15	67,710 39	42,599 71	25,110 68	62.91
Wiscasset, Waterville & Farmington.....	57.46	¶16,030 73	.....	41,928 57	50,435 48	¶8,506 91	120.00	57.46	¶16,074 69	.....	41,769 87	51,095 08	¶9,325 21	122.00

§ Operates Kingfield and Dead River Railroad. Operated by agreement.

† Includes equipment.

|| Deficit.

¶ Applies to Franklin and Megantic Railway, 16.70 miles.

* Applies to Phillips and Rangeley Railway, 28.60 miles.

† Operates Eustis Railroad, and Madrid Railroad, 21.40 miles, under agreement.

The following tables, No. 1 and 2, give the gross earnings from operation, operating expenses, net earnings from operation, and per cent of operating expenses to gross earnings for years ended June 30, 1902, 1903, 1904 and 1905 upon all steam railroads doing business in Maine, except that portion of the Canadian Pacific Railway, outside of Maine.

	1904.	1905.
Gross earnings from operation	\$73,806,285 06	\$76,603,482 33
Operating expenses	53,168,285 71	54,628,647 42
Net earnings from operation.....	\$20,637,999 35	\$21,974,834 91
Per cent of expenses to earnings.....	72.	71.

	1902.	1903.
Gross earnings from operation.....	\$65,890,280 18	\$71,639,512 69
Operating expenses	45,739,332 04	51,018,373 15
Net earnings from operation.....	\$20,150,948 14	\$20,621,139 54
Per cent of expenses to earnings.....	69.	71.

ASSETS AND LIABILITIES.

Steam Railroads Doing Business in Maine, Year Ending June 30, 1905.

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 and Aroostook.....	\$13,363,993 85	\$80,001 24	\$1,133,820 63	\$14,577,815 72	\$1,550,000 00	\$12,292,000 00	\$407,880 04	\$14,249,880 04
Boston and Maine.....	50,588,411 84	12,178,023 04	13,444,359 89	76,210,794 77	130,625,089 60	131,463,543 91	10,470,620 27	72,499,253 78
Bridgton and Saco River*.....	272,975 58		9,149 57	282,125 15	102,250 00	163,000 00	8,010 16	273,260 16
Canadian Pacific Railway.....	7,459,586 09	55,852 34		7,515,438 43	2,273,000 00	3,514,000 00	1,728,438 43	7,515,438 43
Franklin and Megantic Railway*.....	163,527 54		11,052 51	174,580 05	87,600 00	24,000 00	69,295 18	180,895 18
Georges Valley.....	85,154 36		751 76	85,906 12	100,000 00	50,000 00	6,673 86	156,673 86
Grand Trunk Railway.....	330,833,732 39	5,023,146 46	13,793,179 34	349,650,058 19	206,926,242 76	133,837,353 19	8,850,334 93	349,613,980 80
Kennebec Central*.....	81,578 65		6,885 29	88,463 94	41,250 00	30,000 00	1,111 42	72,361 42
Lime Rock.....	521,676 66	462,625 00	33,652 49	1,017,954 15	450,000 00	425,000 00	29,548 25	904,548 25
Maine Central.....	17,180,436 78	819,148 50	3,271,909 88	21,271,495 16	4,988,000 00	11,892,192 00	2,202,919 54	19,083,111 54
Monson*.....	79,726 63			79,726 63	70,000 00	70,000 00	96,124 44	236,124 44
Phillips and Rangeley*.....	294,522 76		12,471 25	306,994 01	99,400 00	200,000 00	161,106 79	460,506 79
Portland and Rumford Falls Railway.....	2,550,541 16	1,825,181 98	476,391 72	4,852,114 86	2,000,000 00	1,842,000 00	151,675 85	3,993,675 85
Rumford Falls and Rangeley Lakes.....	962,255 15	4,152 17	97,616 74	1,064,024 06	300,000 00	678,000 00	36,189 64	1,014,189 64
Sandy River*.....	299,596 57	46,065 20	27,835 99	373,497 76	100,000 00	300,000 00	45,809 85	445,809 85
Sebasticook and Moosehead.....	In hands of Receiver.		No data given.					
Somerset Railway.....	1,416,177 55		38,538 11	1,454,715 66	736,648 76	397,500 00	237,187 46	1,371,336 22
Washington County Railway.....	4,975,882 71		123,409 07	5,099,291 78	2,500,000 66	2,500,000 00	110,636 18	5,110,636 18
Wiscasset, Waterville and Farmington*.....	923,631 95		33,632 60	957,264 55	243,900 00	672,860 00	147,716 41	1,064,476 41
York Harbor and Beach.....	300,000 00		44,380 74	344,380 74	300,000 00		666 66	300,666 66
Total.....	\$432,353,408 22	\$20,494,195 93	\$32,559,037 58	\$485,406,641 73	\$253,493,381 12	\$200,291,449 10	\$24,761,945 36	\$478,546,775 58
Assets exceed liabilities.....								\$6,859,966 15

* Narrow gauge—2 feet.

† Includes mortgage, \$594,300.00. Sinking and other special funds not included in liabilities.

‡ Includes \$2,837,218.90 premium on Boston and Maine Railroad common stock sold.

ASSETS AND LIABILITIES.

The Gross Assets and Liabilities of the Steam Railroad Corporations Doing Business in Maine June 30, 1903, 1904 and 1905, are classified and given in the following tables:

Gross Assets June 30, 1903, 1904 and 1905.

Assets.	1903.	Increase.	1904.	Increase.	1905.	Increase.
Construction	\$344,270,640 97	\$1,927,559 00	\$348,143,252 54	\$3,872,611 57	\$351,826,217 20	\$3,682,964 66
Equipment	78,994,852 98	2,073,009 49	79,821,931 38	827,078 40	80,527,191 02	705,259 64
Other permanent property	18,380,778 10	313,453 37	21,238,896 64	2,858,118 54	20,424,195 93	†744,700 71
Cash and current assets	18,144,365 19	†3,775,999 86	20,303,580 54	2,159,215 35	21,807,605 42	1,504,024 88
Miscellaneous assets	10,808,568 91	2,041,199 31	11,720,155 70	911,586 79	10,751,432 16	†968,723 54
Gross assets	\$470,599,206 15	\$2,579,221 31	\$481,227,816 80	\$10,623,610 65	\$485,406,641 73	\$4,178,824 93

Gross Liabilities June 30, 1903, 1904 and 1905.

Liabilities.	1903.	Increase.	1904.	Increase.	1905.	Increase.
Capital stock	\$242,808,912 27	\$366,600 00	\$250,668,281 12	\$7,859,368 85	\$253,493,381 12	\$2,825,100 00
Funded debt	197,037,111 25	1,268,592 09	200,503,472 69	3,466,361 44	199,696,649 10	†806,823 59
Real estate mortgages	594,800 00	.....	594,800 00	.....	594,800 00	.....
Current liabilities	17,567,889 67	1,031,719 31	16,154,451 18	†1,413,438 49	16,361,748 24	207,297 06
Accrued liabilities	7,872,423 13	†786,644 64	7,597,538 20	†274,884 93	8,400,197 12	802,653 92
†Gross liabilities	\$465,881,136 32	\$1,880,266 76	\$475,518,543 19	\$9,637,406 87	†\$478,546,775 58	\$3,028,232 39
Surplus	4,718,069 83	698,954 55	5,709,273 61	991,203 78	6,859,866 15	1,150,592 54
Sinking and other special funds	2,959,924 67	475,981 51	3,596,486 50	636,561 83	2,336,456 58	1,260,029 92

† Decrease.

‡ Sinking funds and other special funds not included.

It will be observed by a comparison of the foregoing tables that there was an increase of assets over the previous year of \$4,178,824.93 and an increase of liabilities of \$3,028,232.39—a balance of \$1,150,592.54 in favor of assets, increasing the surplus by that amount.

COMPARATIVE STATEMENTS OF CONDITION AND OPERATIONS OF STEAM RAILROADS DOING BUSINESS IN MAINE.

Railroads.	COST, CAPITAL STOCK AND NET DEBT PER MILE OF ROAD OWNED.						
	Construction.	Equipments.	Lands and other Permanent Property.	Total Permanent Investments.	Capital Stock.	Total Indebtedness.	Total Stock and Indebtedness.
Bangor and Aroostook	\$25,037 48	\$6,154 00	\$186 72	\$31,378 20	\$3,617 69	\$29,641 45	\$33,259 14
Boston and Maine	70,824 43	11,797 22	19,889 30	102,510 95	45,384 00	73,023 21	118,407 21
Bridgton and Saco River	10,581 47	2,264 43	.....	12,845 90	4,811 76	8,047 53	12,858 29
Canadian Pacific	39,374 30	2,841 81	316 08	42,532 19	12,863 61	29,668 57	42,532 18
Franklin and Megantic	9,122 47	669 59	.....	9,792 06	5,246 00	5,586 52	10,832 52
Georges Valley	9,527 29	490 87	.....	10,018 16	11,764 70	6,667 51	18,432 21
Grand Trunk	*112,588 60	.....	1,709 46	114,298 06	70,421 00	48,559 15	118,980 15
Kennebec Central	12,303 46	4,012 26	.....	16,315 72	8,250 00	6,222 28	14,472 28
Lime Rock	35,528 70	10,637 27	40,940 26	87,106 23	39,823 00	40,234 36	80,057 36
Maine Central	36,810 87	6,616 84	2,070 59	45,498 30	12,608 00	35,628 80	48,236 80
Monson	7,461 60	2,307 83	.....	9,769 43	8,578 00	20,358 38	28,936 58
Phillips and Rangeley	8,354 35	1,943 65	.....	10,298 00	3,475 52	12,625 06	16,100 58
Portland and Rumford Falls	34,629 51	5,316 31	28,585 46	68,531 28	31,323 00	31,224 88	62,547 83
Rumford Falls and Rangeley Lakes	24,146 17	2,590 56	115 34	26,852 07	8,336 00	19,844 11	28,180 11
Sandy River	12,355 11	4,289 15	2,559 17	19,203 43	5,556 00	19,211 65	24,761 65
Sebasticook and Moosehead	In hands of receiver.	Data not given.	.....	.....	.....	.....	.....
Somerset	24,882 28	3,239 75	.....	28,177 03	17,514 00	12,628 08	30,142 08
Washington County	35,006 82	1,435 86	.....	36,442 68	18,310 00	19,119 92	37,429 92
Wiscasset, Waterville and Farmington	*16,075 21	.....	.....	16,075 21	4,244 70	14,280 82	18,505 52
York Harbor and Beach	26,064 29	.....	.....	26,064 29	26,064 69	57 92	26,122 61

* Covers equipment.

Comparative Statements of Condition and Operations of Steam Railroads—Continued.

Railroads.	EARNINGS AND EXPENSES PER MILE OPERATED.			EARNINGS AND EXPENSES PER REVENUE-TRAIN MILE.		
	Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.	Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.
Bangor and Aroostook	\$5,039 26	\$3,213 24	\$1,826 02	\$1.610	\$1.026	\$0.584
Boston and Maine	16,059 88	11,788 64	4,271 24	1.797	1.319	0.478
Bridgton and Saco River.....	2,253 58	1,494 41	759 17	1.152	0.764	0.388
Canadian Pacific.....	3,223 45	3,685 96	*462 51	1.144	1.309	*0.165
Franklin and Megantic	1,471 49	1,089 41	382 08	0.831	0.615	0.216
Georges Valley	1,537 19	1,413 14	124 05	1.227	1.128	0.099
Grand Trunk.....	8,066 28	5,584 38	2,481 90	1.506	1.042	0.464
Kennebec Central	3,296 24	2,352 28	943 96	0.630	0.450	0.180
Lime Rock	6,583 60	3,600 07	2,983 53	Data not	given.	
Maine Central.....	8,887 45	5,976 25	2,911 20	2.054	1.381	0.673
Monson	1,566 66	1,031 14	535 52	0.765	0.503	0.262
Phillips and Rangeley.....	1,099 13	1,196 54	*97 41	0.771	0.840	*0.069
Portland and Rumford Falls.....	9,679 11	5,554 05	4,125 06	3.438	1.972	1.466
Rumford Falls and Rangeley Lakes	3,539 84	2,368 32	1,171 52	2.157	1.443	0.714
Sandy River.....	3,761 69	2,366 65	1,395 04	1.283	0.807	0.476
Sebasticook and Moosehead.....	1,610 18	1,162 58	447 60	1.166	0.842	0.324
Somerset	2,535 18	1,477 46	1,057 72	1.296	0.755	0.541
Washington County	2,556 65	1,959 36	597 29	1.198	0.918	0.280
Wiscasset, Waterville and Farmington	726 94	889 23	*162 29	0.635	0.777	*0.142
York Harbor and Beach	3,605 77	3,109 26	496 51	1.380	1.190	0.190

* Deficit.

RAILROAD COMMISSIONERS' REPORT.

Comparative Statements of Condition and Operations of Steam Railroads—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	\$0.1442	\$0.0088	\$0.0089	\$0.0255	\$0.0351	\$0.1653	\$0.1134	\$0.1695
Boston and Maine.....	.1044	.0049	.0140	.0631	.0744	.1276	.3173	.1452
Bridgton and Saco River.....	.1342	.....	.0019	.0399	.0164	.0326	.2791	.0705
Canadian Pacific.....	.2850	.0405	.0084	.0504	.1219	.0866	.1978	.2301
Franklin and Megantic.....	.1255	.....	.0097	.0146	.0038	.0902	.1652	.0816
Georges Valley.....	.2109	.....	.0002	.0638	.0208	.0104	.3776	.3759
Grand Trunk.....	.1118	.0150	.0245	.0770	.0391	.1213	.2352	.1811
Kennebec Central.....	.0861	.....	.0008	.0213	.0066	.3397	.1137	.0375
Lime Rock.....	No data.	.....	.....	.....	.....	.....	.....	.....
Maine Central.....	.1877	.0309	.0524	.0734	.0912	.1497	.3108	.2020
Monson.....	.0936	.....	.....	.0286	.....	.....	.1892	.0521
Phillips and Rangeley.....	.2900	.0002	.0017	.0222	.0717	.0345	.1858	.1053
Portland and Rumford Falls.....	.2816	.0570	.0307	.1342	.0849	.3225	.2634	.2251
Rumford Falls and Rangeley Lakes.....	.3420	.0550	.0986	.0729	.0489	.1406	.1517	.2411
Sandy River.....	.1307	.0129	.0016	.0422	.0388	.0559	.1875	.0886
Sebasticook and Moosehead.....	.2873	.....	.....	.0106	.0221	.0064	.1707	.1543
Somerset.....	.1611	.....	.0014	.0298	.0403	.0645	.1480	.1182
Washington County Railway.....	.2078	.0026	.0428	.0514	.0305	.2648	.1786	.1319
Wiscasset, Waterville and Farmington.....	.2188	.....	.0133	.0385	.6037	.0105	.2104	.1063
York Harbor and Beach.....	.1678	.0004	.2453	.....	.....	.....	.2007	.1053

Comparative Statements of Condition and Operations of Steam Railroads—Continued.

Railroads.	EARNINGS AND EXPENSES OF OPERATING.						
	Passenger earnings.	Freight earnings.	Other earnings from operation.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Per cent operating expenses to gross earnings from operation.
Bangor and Aroostook	\$570,205 58	\$1,490,889 43	\$97,977 09	\$2,159,072 10	\$1,376,713 21	\$782,358 89	63.76
Boston and Maine	14,291,615 40	21,670,939 67	250,690 43	36,213,245 50	26,619,740 19	9,593,505 31	73.51
Bridgton and Saco River	22,918 21	24,970 51		47,888 72	31,756 20	16,132 52	66.30
Canadian Pacific	236,987 41	513,481 52		750,418 93	858,091 03	*107,672 10	114.35
Franklin and Megantic	14,676 91	30,939 42		45,616 33	33,771 60	11,844 73	74.03
Georges Valley	2,537 63	10,528 48		13,066 11	12,011 67	1,054 44	91.92
Grand Trunk	9,814,426 84	17,947,415 58	751,091 60	28,512,934 02	19,739,843 17	8,773,090 85	66.41
Kennebec Central	6,577 14	9,797 01	107 03	16,481 18	11,762 42	4,718 76	71.37
Lime Rock		78,445 86	4,310 00	82,755 86	45,252 90	37,502 96	54.68
Maine Central	2,813,739 75	4,313,096 03	124,700 20	7,251,535 98	4,876,202 34	2,375,333 64	67.24
Monson	3,114 02	9,669 95		12,783 97	8,414 16	4,369 81	65.81
Phillips and Rangeley	13,558 66	40,980 65	417 00	54,956 31	59,826 79	*4,870 48	108.86
Portland and Rumford Falls	134,596 98	515,842 54	8,223 87	658,663 39	377,953 43	280,709 96	57.38
Rumford Falls and Rangeley Lakes	32,545 83	98,053 47	1,826 28	132,425 58	88,598 71	43,826 87	66.90
Sandy River	22,561 96	44,858 43		67,710 39	42,599 71	25,110 68	62.91
Sebasticook and Moosehead	9,968 45	14,184 25		24,152 70	17,438 80	6,713 90	71.00
Somerset	42,054 92	84,068 95	1,294 60	127,418 52	74,257 09	53,161 43	58.28
Washington County	180,889 41	167,959 25	235 85	349,084 51	267,531 39	81,553 12	76.63
Wiscasset, Waterville and Farmington	14,883 66	26,886 31		41,769 87	51,095 08	*9,325 21	122.00
York Harbor and Beach	25,391 62	15,933 92	176 82	41,502 36	35,787 53	5,714 83	86.23

* Deficit.

RAILROAD COMMISSIONERS' REPORT.

Comparative Statements of Condition and Operations of Steam Railroads—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 and Aroostook	\$688 29	\$376 09	\$35 74	38.38	100.62	29	178
Boston and Maine.....	1,799 67	503 04	65 70	18.17	90.24	61	212
Bridgton and Saco River	480 28	114 04	24 69	13.07	15.66		
Canadian Pacific	3,457 73	.....	42 00	88.52	163.41	51	201
Franklin and Megantic.....	490 24	32 55	44 19	16.48	23.54	9	39
Georges Valley	679 47	221 42	37 10	8.00	8.00		
Grand Trunk	1,874 04	385 34	49 16	.....	189.93	.....	240
Kennebec Central.....	346 55	32 13	71 03	4.95	5.00	11	14
Lime Rock.....	No data.			Data not given.			
Maine Central	1,651 12	709 32	45 50	35.05	83.85	57	263
Monson	239 50	361 41	.....	6.16	8.16	1	6
Phillips and Rangeley.....	250 48	438 26	13 34	25.25	16.48	2	23
Portland and Rumford Falls	2,078 63	854 64	104 03	25.74	33.38	46	297
Rumford Falls and Rangeley Lakes.....	1,214 47	459 91	46 01	24.43	25.44	21	95
Sandy River	380 92	130 68	11 96	13.41	14.76	12	42
Sebasticock and Moosehead	219 43	128 16	11 81	9.11	12.42		
Somerset.....	437 94	178 96	16 07	25.36	24.54	25	68
Washington County.....	1,207 57	225 14	71 22	25.99	66.22	30	98
Wiscasset, Waterville and Farmington.....	652 33	36 73	10 39	11.54	28.31		
York Harbor and Beach.....	.....	.....	.....	3.95	4.60	41	21

EARNINGS OF STEAM RAILROADS.

MAINE.

The following table gives the gross earnings from operation of all the steam railroads, which operate in Maine, excepting the Boston & Maine, Canadian Pacific and the Grand Trunk Railway, for the years ended June 30, 1895, to and including 1905. The object of this exhibit is to show the increase of earnings in Maine during the past ten years, as near as it practically can be done. None of the earnings of the three excepted roads, 246 miles, in Maine, are taken for operations in Maine, and only that part of the Maine Central Railroad, 166 miles, out of the State, so that the result as shown in the table is less favorable than if the actual earnings were taken, but it is sufficiently accurate to give an idea of the increase in the gross earnings in Maine for the periods mentioned.

Years.	Revenue from passenger service.	Revenue from freight service.	Other earnings from operation.	Gross earnings from operation.
1895	\$2,553,242 21	\$3,635,262 39	\$29,147 87	\$6,217,652 47
1896	2,764,052 99	3,472,456 26	28,103 43	6,264,612 68
1897	2,687,926 65	3,938,254 62	35,675 16	6,661,856 43
1898	2,717,512 69	3,788,349 07	53,843 78	6,559,705 54
1899	3,457,574 09	4,204,456 90	70,755 28	7,732,786 27
1900	3,112,799 51	4,971,749 09	34,902 39	8,119,450 99
1901	3,237,328 17	5,220,358 01	88,993 99	8,546,680 17
1902	3,403,373 39	5,721,465 95	176,199 05	9,301,038 39
1903	3,670,977 27	6,113,743 41	249,814 46	10,034,535 14
1904	3,790,822 67	6,484,403 21	228,676 11	10,503,901 99
1905	3,910,510 63	6,977,104 46	239,268 74	11,126,883 83

Increase of passenger revenue, 1905, over 1904, 9.69 per cent, and increase of freight revenue, 9.29 per cent.

EARNINGS OF STEAM RAILROADS IN MAINE.

The earnings of one hundred and sixty-six miles of Maine Central Railroad *outside* of Maine are *included* and the earnings of 246 miles of road in Maine, of the Boston & Maine, Canadian Pacific and Grand Trunk Railroads are *excluded* in the following exhibit showing the increase in passenger and freight traffic largely confined to Maine.

The following table shows the passenger and freight traffic, journey and haul, train mileage, and average number of passengers or tons carried per train mile, for eleven years, 1895-1905, exclusive of the Boston & Maine, Canadian Pacific and the Grand Trunk Railways.

PASSENGER AND FREIGHT TRAFFIC.

Passenger Traffic.

Years.	Passengers carried.	Average journey—miles.	Total passenger mileage.	Average passengers per train mile.
1895	2,828,544	33.71	95,362,342	40
1896	2,980,301	34.18	101,862,714	39
1897	2,849,031	32.53	96,703,241	36
1898	2,932,860	34.37	100,827,722	37
1899	3,070,096	33.61	103,195,503	37
1900	3,410,015	34.14	116,450,399	39
1901	3,664,713	33.98	124,528,007	40
1902	4,004,574	33.78	135,277,975	42
1903	4,318,554	33.55	144,923,305	43
1904	4,714,374	30.80	145,241,435	42
1905	4,913,534	29.51	145,000,352	45

Freight Traffic.

Years.	Tons of freight hauled.	Average haul—miles.	Total freight mileage.	Average tons per train mile.
1895	3,566,048	65.41	232,251,871	107
1896	3,971,409	64.49	256,143,081	109
1897	4,146,269	64.00	265,387,754	111
1898	4,207,147	62.76	264,044,343	113
1899	4,973,079	59.81	297,431,123	119
1900	5,617,262	67.78	380,750,712	145
1901	5,947,520	68.06	404,844,884	162
1902	6,309,458	71.65	452,076,796	178
1903	6,864,946	68.66	471,363,352	180
1904	7,295,390	68.95	503,048,405	192
1905	7,744,892	86.79	671,180,198	245

CAPITAL STOCK, DIVIDENDS, INTEREST, Etc.

The following exhibit gives the capital stock, dividends paid, and rate per cent, interest and other charges, surplus or deficit, for the year ended June 30, 1905, on all steam railroads operated in Maine, except the Boston & Maine, Canadian Pacific and the Grand Trunk Railways. The reason why the three railroads mentioned are not taken into consideration, is because their operations are largely out of the State; the object in this exhibit being to show the financial results of the operations of those roads almost entirely in Maine. It will be seen, that taken as a whole, the amount of dividends paid, would equal 4.11 per cent, on the capital stock, and if the actual surplus were used to pay dividends, it would equal 6.48 per cent. If the Boston & Maine Railroad, (which pays 7 per cent on common and 6 per cent on preferred stock,) were included in would increase, rather than lessen the rate of per cent, which the operations of Maine railroad mileage would pay on the capital stock.

Railroads.	Capital stock.	Dividends paid.	Rate—%.	Expense of operation and other charges.	Surplus.	Deficit.
Bangor & Aroostook ..	\$1,550,000 00	\$54,250 00	3 1/2	\$2,040,547 96	\$71,749 21	
Bridgton & Saco River*	102,250 00	5,112 50	5	41,119 06	2,074 55	
Franklin & Megantic*	87,600 00	3,504 00	4	41,957 62	291 53	
Georges Valley	100,000 00	.....	.....	17,960 29	.....	\$4,894 18
Kennebec Central*	41,250 00	2,400 00	6	13,599 47	481 71	
Lime Rock	450,000 00	18,000 00	4	65,826 70	3,001 23	
Maine Central	4,988,000 00	348,365 50	7	6,809,031 96	178,870 92	
Monson *	70,000 00	.....	.....	13,370 81	.....	586 84
Phillips & Rangeley *	99,400 00	.....	.....	75,150 54	.....	20,194 23
Portland and Rumford Falls	2,000,000 00	120,000 00	6	499,111 87	104,006 01	
Rumford Falls & Rangeley Lakes	300,000 00	.....	.....	125,306 60	7 957 32	
Sandy River*	100,000 00	4,000 00	4	60,332 62	4,772 77	
Sebasticook & Moosehead .....	.....	.....	.....	23,261 25	591 45	
Somerset	736,648 76	.....	.....	101,684 23	25,734 23	
Washington County	2,500,000 00	.....	.....	357,127 77	.....	6,557 54
Wiscasset, Waterville and Farmington*.....	243,900 00	.....	.....	85,227 59	.....	43,433 21
York Harbor & Beach.	300,000 00	6,000 00	2	36,555 66	374 34	
Total	\$13,669,048 76	\$561,632 00	.....	\$10,407,202 03	\$400,205 27	\$75,666 00

Average rate per cent of dividend 4.11. If actual surplus were used the rate per cent would be 6.48.

* Narrow gauge—2 feet.

ACCIDENTS IN MAINE UPON STEAM RAILROADS.

There were no passengers killed for the year ending June 30, 1905, and thirty-one (31) injured. Ten (10) of the injuries were caused by derailments of trains, two (2) from falling from trains, locomotives or cars, nine (9), from jumping from trains, locomotives or cars, 1 at station, and 9 from other causes.

In 1904, there was one passenger killed and 15 injured.

The ratio of passengers killed and injured during 1905, was none killed to 207,786,881 and 1 injured to 6,702,808 passenger miles accomplished. There were none killed to 7,725,333 carried and 1 injured to 249,204 carried.

TRAINMEN.

Sixteen (16) trainmen were killed and 70 injured. Coupling and uncoupling was responsible for 5 killed and 12 injured; derailments, 2 killed and 3 injured; parting of trains, 1 injured; falling from trains, locomotives or cars, 3 killed and 11 injured; jumping on or off trains, locomotives or cars, 2 killed and 8 injured; struck by trains, locomotives or cars, 2 killed and 2 injured; overhead obstructions, 1 killed and 4 injured; other causes, 1 killed and 29 injured.

There were 3 more trainmen killed and 4 more injured than in 1904.

There was 1 trainman killed to 104 employed and 1 injured to 23 employed. In 1904 there was 1 trainman killed to 127 employed and 1 injured to 22 employed. Of other employes, there were 3 killed and 21 injured, making a total of employes killed and injured, 19 killed and 91 injured.

TRESPASSERS,—NOT TRESPASSERS.

There were 13 trespassers killed and 20 injured, and not trespassing, 9 killed and 29 injured. In 1904, there were 8 trespassers killed and 11 injured; not trespassing, 8 killed and 5 injured.

Table B shows the accidents arising from causes not included in the foregoing statements. An examination of the tables appended will explain the cause and result of each accident.

ACCIDENTS TO PERSONS—STATE OF MAINE.

TABLE A.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS

Kind of Accident.	RAILWAY EMPLOYEES.									
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling	5	12							5	12
Collisions								1		1
Deraillments	2	3					1	2	3	5
Parting of trains		1								1
Falling from trains, locomotives, or cars	3	11		1		1		3	3	16
Jumping on or off trains, locomotives or cars	2	8		3		2		4	2	17
Struck by trains, locomotives, or cars	2	2	1			1	1	1	4	4
Overhead obstructions	1	4							1	4
Other causes	1	29						2	1	31
Total	16	70	1	4		4	2	13	19	91

Kind of Accident	Passengers.				OTHER PERSONS.					
	Postal clerks, express messengers, Pullman employees, etc.				Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Deraillments		10	1	1		1				1
Falling from trains, locomotives or cars		2				2		1		3
Jumping on or off trains, locomotives or cars		9				2		6	2	8
Struck by trains, locomotives or cars—										
At highway crossings						1		6	5	6
At stations		1				3		5	2	15
At other points along track						7		3	1	4
Other causes		9		4		1		2	10	12
Total		31	1	5		13		20	9	29

ACCIDENTS TO PERSONS--STATE OF MAINE--Concluded.

TABLE B.

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

Kind of Accident.	RAILWAY EMPLOYEES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employees.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling traffic.....		4						4		8
Handling tools, machinery, etc.....				39		11		7		57
Handling supplies, etc.....				10		9		11		30
Getting on or off locomotives or cars at rest.....				1				1		2
Other causes.....		2		6	1	2		1	25	38
Total.....		6		56	1	22		1	51	135

Kind of Accident.	Passengers.		Postal clerks, express messengers, Pullman employees, etc.		Other persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Getting on or off locomotives or cars at rest.....				5		
Other causes.....				4		
Total.....				9		5

SUMMARY. TABLES A AND B.	Total.	
	Killed.	Injured.
Table A:		
Railway employees.....	19	91
Passengers.....		31
Postal clerks, etc.....	1	5
Other persons.....	22	49
	42	176
Table B:		
Railway employees.....	2	135
Passengers.....		9
Other persons.....		5
Grand total.....	44	325

COMPARATIVE SUMMARY OF RAILWAY ACCIDENTS IN MAINE
FOR THE YEARS ENDED JUNE 30, 1895-1905.

Year.	EMPLOYEES.		PASSENGERS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1895	9	35	2	11	24	35	35	71
1896	6	61	4	11	8	28	18	100
1897	20	70	0	25	13	53	33	148
1898	9	122	5	100	18	32	32	254
1899	10	138	0	19	26	35	36	192
1900	14	144	4	24	21	30	39	198
1901	12	102	0	20	16	22	28	144
1902	8	136	2	23	15	33	25	192
1903	19	135	0	28	31	44	50	207
1904	20	94	1	15	16	16	37	125
1905	19	91	0	31	9	29	28	151
Total	146	1,128	18	307	197	347	361	1,782

ACCIDENTS RESULTING FROM THE MOVEMENTS OF TRAINS.

The following table shows upon what railroad the foregoing accidents occurred resulting from the movements of trains, locomotives or cars. This table does not take in those employed in the handling of traffic, nor postal clerks, express messengers, Pullman employes, etc., which are shown in a separate table.

Railroad.	PASSENGERS.		TRAIN-MEN.		OTHER EMPLOYEES		OTHER PERSONS.				Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Tres-passing.		Not tres-passing.		Killed.	Injured.
							Killed.	Injured.	Killed.	Injured.		
Bangor & Aroostook				12		3	2				2	15
Bridgton & Saco River				1								1
Boston & Maine			1	1		1	2				3	6
Canadian Pacific	1	1	3	3		1				1	1	2
Grand Trunk	7	1	1	1	1	6	3	1	1	3	6	18
Lime Rock			1	1							1	1
Maine Central	23	11	49	2	10		7	19	6	25	26	126
Portland & Rumford Falls				2								2
Rumford Falls & Rangeley Lakes				1								1
Washington County			1				1				2	
Total	31	16	70	3	21	15	20	7	29	41	171	

The following exhibit is taken from Bulletin No. 16 published by the Interstate Commerce Commission, showing the casualties in the United States for the year ending June 30, 1905. The number of passengers killed being 537, injured, 10,040, employes, killed, 3,261, injured, 45,426, making a total of passengers and employes killed and injured, 3,798 killed and 55,466 injured.

SUMMARY OF CASUALTIES TO PERSONS IN THE UNITED STATES, YEAR ENDING JUNE 30, 1905.

	PASSENGERS.		TRAINMEN.		TRAINMEN IN YARDS.		Yard TRAINMEN (switching crews).		OTHER EMPLOYEES.		TOTAL EMPLOYEES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions	198	3,493	259	1,922	49	804	38	366	64	526	410	3,618
Derailments	151	2,891	223	1,316	23	179	27	206	32	246	305	1,947
Miscellaneous train accidents (excluding the above), including locomotive-boiler explosions	1	114	51	972	15	295	6	129	11	91	83	1,487
Total train accidents	350	6,498	533	4,210	87	1,278	71	701	107	863	798	7,052
Coupling and uncoupling			77	864	61	702	97	1,457	8	87	243	3,110
While doing other work about trains or while attend- ing switches			64	5,392	52	2,677	55	2,132	87	2,397	258	12,598
Coming in contact with overhead bridges, structures at side of track, etc	8	38	65	537	12	284	12	311	3	53	92	1,185
Falling from cars or engines or while getting on or off Other causes	134	1,732	269	3,367	93	2,187	162	2,527	109	1,156	633	9,237
	45	1,772	147	431	81	401	96	280	913	11,132	1,237	12,244
Total (other than train accidents)	187	3,542	622	10,591	299	6,251	422	6,707	1,120	14,825	2,463	38,374
Total, all classes	537	10,040	1,155	14,801	386	7,529	493	7,408	1,227	15,688	3,261	45,426

RAILROAD COMMISSIONERS' REPORT.

ACCIDENTS UPON STREET RAILWAYS.

In the operation of street railways for the year ending June 30, 1905, there were 8 persons killed and 79 injured.

Of this number 2 passengers were killed and 72 injured. The death of the 2 passengers and 9 of the injured was caused "from their own misconduct or carelessness;" 63 being injured "from causes beyond their own control." Of the 63 injured, 61 were injured on the Portland Railroad, 54 of whom were injured in the accident which occurred upon the Portland Railroad, in collision with a train on the Portland & Rochester division of the Boston & Maine Railroad at Forest Avenue, a report of which is published on page 242, Part II. The injuries to the 54 mentioned were so slight in nearly all the cases that it is doubtful if they should appear in the list of casualties on that road.

Six "other persons," were killed and 7 injured, "from their own misconduct or carelessness."

For the year 1904, 5 persons were killed and 51 injured. Of those killed, none were passengers, but of the 51 injured, 39 were passengers, 34 being "from causes beyond their own control."

The following table shows the cause of each accident as reported and the railway upon which the accident occurred.

Railway.	PASSENGERS.				OTHER PERSONS.				Total.	
	From causes beyond their own control.		From their own misconduct or carelessness.		From causes beyond their own control.		From their own misconduct or carelessness.		Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Bangor, Orono and Old Town.....	1	1								2
Bangor Street.....	1	5					1	1		7
Bangor Railway and Electric Co.....		2					1	1	1	3
Biddeford and Saco.....			1							1
Benton and Fairfield.....							1	2		3
Lewiston, Brunswick and Bath.....							2	2		4
Portland Railroad.....	61						1	3	1	64
Portsmouth, Dover and York.....			1				1		2	3
Somerset Traction Co.....				1						1
	63	2		9			6	7	8	79

EMPLOYES AND WAGES.

The total number of employes upon the railroads operated by steam, in Maine, for the year ending June 30, 1905, including general officers was 8,773, being 402 more than in 1904. The number of employes, excluding general officers was 8,710 against 8,307 in 1904, an increase in employes of 403.

The total number of days worked, excluding general officers was 2,452,083, against 2,378,095 in 1904, a gain in days worked of 73,988.

The amount of money paid for wages, not including general officers, was \$4,619,639.07 and including general officers, \$4,789,393.20.

The average daily wages, not including general officers were \$1.88 against \$1.86 in 1904. The average daily wages, including general officers were \$1.93, against \$1.90 in 1904. The increase of wages paid employes exclusive of general officers was \$49,904.66.

STREET RAILWAYS.

Some of the street railways continue to neglect to make return of employes and wages to such an extent that absolute accuracy in the summary of the numbers employed and wages paid is impossible. However a statement can be made which is not far from correct. It is estimated that the number of persons employed for the year ending June 30, 1905, was 1,118 which was less than in 1904, when 1,229 were employed. The employment was more continuous for the amount of wages paid exceed those of 1904. The number of days worked were 359,917 and wages paid, \$717,038.97, against \$698,017.28, an increase in wages paid of \$19,021.69. The average daily wages, not including general officers were \$1.82.

The total compensation paid in wages, upon both steam and street railroads was \$5,506,432.17, or \$257,330.37 more than in 1904. The total number of persons employed was 9,891.

MILEAGE OF STREET RAILWAYS.

Mileage of Street Railways and Where Operated.*

	Miles.
Atlantic Shore Line Railway. Biddeford to Kennebunk, Springvale, Sanford, thence to Kennebunkport and Cape Porpoise.....	34.15
Augusta, Winthrop and Gardiner Railway. Augusta to Gardiner, Augusta to Togus, Augusta to Winthrop via lake Cobbosseecontee.....	26.64
Bangor, Hampden and Winterport Railway. Bangor to Winterport.....	4.52
Bangor, Orono and Old Town Railway. Bangor, Orono to Old Town.....	16.20
Bangor Street Railway (Public Works Company). In the city of Bangor..	9.07
Benton and Fairfield Railway. Fairfield to pulp mills in Benton.....	4.12
Biddeford and Saco Railroad. City of Biddeford and to Old Orchard.....	7.61
Calais Street Railway. In city of Calais and to St. Stephen, N. B.....	7.00
Fryeburg Horse Railroad. Maine Central Railroad, Fryeburg, to West Oxford Agricultural Fair grounds and Chatuaquan grounds.....	3.00
Lewiston, Brunswick and Bath Street Railway. Cities of Lewiston and Auburn, branch to Sabattus, Lewiston, Topsham, Brunswick and Bath..	57.77
Norway and Paris Street Railway. From Norway to South Paris.....	2.13
Penobscot Central Railway. City of Bangor to Charleston.....	26.25
Portland and Brunswick Street Railway. From Brunswick to Yarmouth via Freeport; connects with Portland Railroad at Yarmouth.....	15.40
Portsmouth, Dover and York Street Railway. Kittery to York Beach; Kittery to Eliot, Berwick, York Corner, Salmon Falls and Dover, N. H....	39.76
Portland Railroad. City of Portland to Cape Elizabeth; to city of Westbrook and Gorham, and South Windham; to Yarmouth, and from Portland to Old Orchard.....	78.50
Rockland, Thomaston and Camden Street Railway. City of Rockland, to Camden, to Thomaston and town of Warren.....	21.28
Rockland, South Thomaston and Owl's Head Railway. From Rockland to Crescent Beach.....	4.35
Somerset Traction Company. From Skowhegan to Madison.....	12.20
Waterville and Fairfield Railway and Light Company. In city of Waterville, to Fairfield.....	4.75
Waterville and Oakland Street Railway. From city of Waterville to Oakland.....	5.75
Total.....	380.45

For data showing when the different street railways were put in operation, see Report of 1904, page 37.

VOLUME OF PASSENGER TRAFFIC.

The following table gives the number of passengers carried, as returned by the companies, upon the street rail-ways, 1897 to 1905. Comparison with the number carried by steam railroads cannot be made, for the reason that nearly all the companies return a passenger carried for every fare taken, whether the same person pays one or more fares before leaving the car.

Railways.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
Atlantic Shore Line.....					73,709	92,758	90,806	226,165	1,428,690
Augusta, Winthrop and Gardner.....	823,920	816,115	899,586	788,351	825,903	1,193,748	1,815,356	1,791,657	1,894,011
Bangor, Hampden and Winterport.....		161,186	397,560	464,722	397,336	435,721	512,144	503,923	\$481,013
Bangor, Orono and Old Town.....	1,268,642	1,225,023	943,927	984,700	1,028,874	1,152,848	1,213,613	1,730,301	\$960,564
Bangor Street.....	1,560,771	1,523,837	1,522,966	1,563,051	1,309,518	1,208,216	1,404,694	1,656,293	\$1,309,905
Bangor Railway and Electric Company.....									||999,834
Benton and Fairfield.....			13,610	47,740	45,357	52,282	55,593	52,416	50,580
Bildeford and Saco Railroad.....	365,488	337,860	414,505	442,665	615,874	728,909	784,457	788,840	828,230
Calais Street.....	513,649	485,613	449,531	482,004	482,241	546,760	606,860	554,608	550,425
Fryeburg Horse Railroad.....	9,025	8,560	6,411	10,617	10,931	14,744	10,606	10,773	7,040
Kittery and Elliot Street.....							204,483	†	
Lewiston, Brunswick and Bath Street.....			3,088,000	3,416,141	4,231,885	4,237,065	4,351,114	4,332,258	4,338,961
Mousam River Railroad.....	91,923	124,247	116,055	24,809					*
Norway and Paris Street.....	185,531	172,831	120,632	143,235	110,064	139,909	144,527	163,259	159,702
Penobscot Central.....			1,000		12,216	245,548		311,801	276,965
Portland and Brunswick Street.....							532,880	668,950	693,088
Portland Railroad.....	4,982,809	5,444,897	6,129,440	7,729,072	8,410,263	10,839,056	12,336,160	13,352,092	13,314,983
Portland and Cape Elizabeth.....	1,191,714	1,095,666	1,031,486	†					
Portland and Yarmouth Electric.....			557,057	1,094,864	1,241,898	†			
Portsmouth, Dover and York Street.....								1,960,486	2,812,046
Portsmouth, Kittery and York Street.....		821,220	1,349,930	1,320,840	1,448,953	1,506,611	1,429,243	739,336	
Rockland, Thomaston and Camden Street.....	937,973	960,578	987,173	1,089,790	1,248,389	1,370,129	1,569,273	1,544,200	1,597,830
Sanford and Cape Porpoise.....				488,219	370,483	845,157	854,394	627,856	*
Skowhegan and Norridgewock.....	48,836	91,029	72,442	55,254	54,323	62,246	60,339	**	
Somerset Traction Company.....	90,253	92,384	117,448	108,566	120,780	164,647	148,576	144,488	111,062
Waterville and Fairfield.....	382,425	402,659	397,615	430,276	517,895	609,994	630,422	659,292	659,316
Westbrook, Windham and Naples.....				161,610	163,956	†			
Waterville and Oakland.....								487,101	502,242
Total.....	13,961,980	15,472,390	18,496,374	20,845,872	22,720,848	25,495,398	29,123,714	31,766,095	31,926,653
Increase.....		1,510,410	3,023,984	1,874,976	1,874,976	2,774,550	3,628,316	2,642,381	160,558

* Operated by the Atlantic Shore Line Railway. † Nine months operations ending March 31, 1905, then consolidated under name of Bangor Railway and Electric Company. † Three months operations, ending June 30, 1905.
 † Operated by the Portsmouth, Dover and York Street Railway. † Operated by Portland Railroad. **Not operated.

COMPARATIVE STATEMENTS.

The following table gives the mileage operated, gross earnings from operation, operating expenses, per cent of expenses to income, net earnings from operation per mile of road operated to June 30, 1904 and 1905, of the street railways doing business in Maine.

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

Railways.	1904.					1905.				
	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net earnings from operation per mile.	Per cent of operating expenses to earnings from operation.	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net earnings from operation per mile.	Per cent of operating expenses to earnings from operation.
Atlantic Shore Line	34.15	\$795 58	\$455 75	\$339 83	57.28	34.18	\$3,326 95	\$1,783 46	\$1,603 49	52.66
Augusta, Winthrop and Gardiner	26.64	3,438 15	2,251 81	1,186 34	65.49	26.64	3,673 26	2,217 65	1,460 61	60.28
Bangor, Hampden and Winterport	6.13	4,270 12	2,573 01	1,697 11	60.25	6.13	3,649 56	2,178 79	1,470 77	158.86
Bangor, Orono and Old Town	17.60	3,517 54	2,356 59	1,160 95	66.99	17.60	2,789 12	1,958 60	830 52	170.22
Bangor Street	10.56	8,218 80	5,180 62	3,038 18	63.03	10.56	6,555 97	4,218 76	2,337 21	164.34
Bangor Railway and Electric Company						29.79	1,750 87	819 64	931 23	158.38
Benton and Fairfield	4.12	2,237 19	2,272 51	*35 32	101.57	4.12	2,685 69	2,079 84	605 85	77.44
Biddeford and Saco Railroad	7.61	7,687 04	5,599 18	2,087 86	73.83	7.61	8,066 96	5,534 92	2,531 98	69.06
Calais Street	7.00	3,993 25	3,404 84	588 41	85.26	7.00	3,979 28	3,271 57	707 71	82.21
Fryeburg Horse Railroad	3.00	179 56	115 74	63 82	64.45	3.00	117 33	59 33	58 00	50.56
Lewiston, Brunswick and Bath Street	57.77	3,865 79	2,614 85	1,250 94	67.42	57.77	3,856 91	2,770 94	1,085 96	71.84
Norway and Paris Street	2.13	3,961 47	3,042 32	919 15	77.79	2.13	3,937 25	3,478 77	458 48	88.36
Penobscot Central	26.50	1,245 54	1,216 11	29 43	97.77	26.50	1,136 47	1,586 42	*449 95	140.05
Portland Railroad	77.82	8,890 57	6,310 09	2,580 48	76.97	78.50	8,773 61	6,336 41	2,437 20	72.22
Portland and Brunswick Street	15.40	2,272 88	1,898 72	374 16	83.56	15.40	2,279 48	1,856 27	423 21	81.43
Portsmouth, Dover and York Street	39.76	2,540 93	1,737 76	803 17	68.37	39.76	3,647 16	2,253 56	1,393 60	61.80
Rockland, Thomaston and Camden Street	21.07	4,965 06	3,696 09	1,288 97	74.14	21.28	4,757 72	2,949 77	1,807 95	52.12
Sanford and Cape Porpoise	23.40	2,448 03	1,909 45	538 58	78.17					
Somerset Traction Company	12.20	1,454 67	993 62	461 05	68.30	12.20	1,510 48	965 59	544 89	63.94
Waterville and Fairfield	4.75	6,966 73	5,697 25	1,269 08	81.78	4.75	7,143 94	6,392 72	751 22	89.48
Waterville and Oakland Street	5.75	4,052 60	2,639 63	1,412 97	65.13	5.75	4,164 06	2,775 30	1,388 76	66.64

* Deficit. † Nine months operation, then consolidated under name of Bangor Railway and Electric Company. ‡ Three months operation.

EARNINGS, CHARGES, INCOME, DIVIDENDS.

The following Table shows the Transportation Earnings, Other Earnings, Charges, Net Divisible Income, Dividends Paid, Per Cent, Surplus or Deficit from Operations for the Year Ended June 30, 1905.

Railways.	Transportation earnings.	Other earnings.	Miscellaneous income.	Gross income.	Operating expenses.	Interest taxes, and other charges.	Total charges.	Net divisible income.	Dividends paid.	Rate—%	Surplus for the year.	Deficit for the year.
Atlantic Shore Line	\$94,275 56	\$21,388 89		\$115,664 45	\$60,915 17	\$39,645 64	\$100,560 81	\$15,103 64	\$14,625 00	+	\$478 64	
Augusta, Winthrop and Gardiner	97,294 56	694 53		97,989 09	59,078 29	24,022 69	83,100 98	14,888 11			14,888 11	
Bangor, Hampden and Winterport	22,271 56	100 25	\$1,016 19	23,388 00	13,355 97	6,635 46	19,991 43	3,396 57			3,396 57	
Bangor, Orono & Old Town	47,214 82	1,873 77		49,088 59	34,471 39	10,570 23	45,041 62	4,046 97			4,046 97	
Bangor Street	65,694 43	3,536 70		69,231 13	44,550 15	8,837 71	53,387 86	15,843 27			15,843 27	
Bangor Railway and Electric Company	49,877 57	2,280 96		52,158 53	27,841 54	12,993 01	40,834 55	11,323 98			11,323 98	
Benton and Fairfield	11,038 04	27 00		11,065 04	8,568 96	41 68	8,610 64	2,454 40			2,454 40	
Biddeford and Saco R. R.	54,018 55	6,971 08		60,989 63	42,121 31	7,414 76	49,536 07	11,453 56	3,500 00	3½	7,953 56	\$601 20
Calais Street	27,460 80	394 18		27,854 98	22,901 03	5,555 15	28,456 18	*601 20				115 52
Fryeburg Horse Railroad	352 00			352 00	178 50	289 02	467 52	*115 52				
Lewiston, Brunswick and Bath Street	220,408 83	2,404 94	15,000 72	237,814 49	160,077 59	74,136 77	234,214 36	3,600 13			3,600 13	
Norway and Paris Street	8,218 43	167 93	5,926 13	14,312 49	7,409 80	9,559 87	16,969 67	*2,657 18				2,657 18
Penobscot Central Railroad	30,016 61			30,016 61	42,040 23	12,797 58	54,837 81	*24,821 20				24,821 20
Portland Railroad	684,741 22	3,987 17	36,070 11	724,798 50	497,408 79	156,428 96	653,837 75	70,960 75	59,922 00	3	11,038 75	
Portland and Brunswick St.	35,004 10	100 00	7,500 00	42,604 10	28,586 69	12,450 11	41,036 80	1,567 30			1,567 30	
Portsmouth, Dover & York Street	144,264 42	747 03		145,011 45	89,601 53	36,407 73	126,009 26	19,002 19			19,002 19	
Rockland, Thomaston and Camden Street	99,131 33	2,113 04	23,981 30	125,225 67	62,771 15	40,163 88	102,935 03	22,290 64	20,000 00	5	2,290 64	
Somerset Traction Company	18,305 68	122 23	9,761 41	28,189 35	11,781 30	17,767 20	29,548 50	*1,359 15				1,359 15
Waterville and Fairfield	32,965 80	967 95	16,468 95	50,402 70	30,365 44	17,358 17	47,723 61	2,679 09			2,679 09	
Waterville and Oakland St.	23,843 35	100 00	6,260 44	30,203 79	15,957 91	10,645 18	26,603 09	3,600 70			3,600 70	
Total	\$1,766,397 66	\$47,977 65	\$121,985 25	\$1,936,360 59	\$1,259,982 74	\$503,720 80	\$1,763,703 54	\$172,657 05	\$98,047 00		\$104,164 30	\$29,554 25

* Deficit.

† 9 months operations, ending March 31, 1905, then consolidated under name of Bangor Railway and Electric Company.

‡ 3 months operations ending June 30, 1905.

§ 3% on \$250,000; 2½% on \$285,000.

CAPITAL STOCK, DIVIDENDS PAID, ETC.

The following exhibit shows the capital stock, dividends paid, interest and other charges, surplus or deficit, of the several street railways.

It will be observed, that if the various roads were operated as one, a dividend of 1.46 per cent could have been paid, and if the amount of surplus for the year had been used to pay dividends, 2.67 per cent could have been paid. It is fair to assume that the net divisible income for the year of all the street railways, would have paid all charges and a dividend of 2.67 per cent on the amount of capital stock. The capital stock of the Bangor, Hampden & Winterport, Bangor, Orono & Old Town and Bangor Street Railways has been used in this calculation instead of the Bangor and Electric Company which operated them for the last three months, the capital stock of which is \$1,000,000.

Railways.	Capital stock.	Dividends paid.	Rate.	Operating expenses, interest and other charges.	Surplus.	Deficit.
Atlantic Shore Line.....	\$1,185,000 00	\$14,625 00	*	\$100,560 81	\$478 64	
Augusta, Winthrop and Gardiner.....	300,000 00	.....	..	85,100 98	14,888 11	
Bangor, Hampden and Winterport.....	60,000 00	.....	..	19,991 43	3,396 57	
Bangor, Orono and Old Town.....	125,000 00	.....	..	45,041 62	4,046 97	
Bangor Street.....	200,000 00	.....	..	53,387 86	15,843 27	
Bangor Railway and Electric Company.....	.....	.....	..	40,834 55	11,323 98	
Benton and Fairfield.....	20,000 00	.....	..	8,610 64	2,454 40	
Biddeford and Saco R. R. . .	100,000 00	3,500 00	3 1/2	49,536 07	7,953 56	
Calais Street.....	100,000 00	.....	..	28,456 18		\$601 20
Fryeburg Horse Railroad.	5,175 00	.....	..	467 52		115 52
Lewiston, Brunswick and Bath Street.....	633,300 00	.....	..	234,214 36	3,600 13	
Norway and Paris Street..	50,000 00	.....	..	16,969 67		2,657 18
Penobscot Central R. R. . .	250,000 00	.....	..	54,837 81		24,821 20
Portland Railroad.....	1,999,538 31	59,922 00	3	653,837 75	11,038 75	
Portland and Brunswick Street.....	300,000 00	.....	..	41,036 80	1,567 30	
Portsmouth, Dover and York Street.....	650,000 00	.....	..	126,009 26	19,002 19	
Rockland, Thomaston and Camden Street.....	400,000 00	20,000 00	5	102,935 03	2,290 64	
Somerset Traction Co.....	30,000 00	.....	..	29,548 50		1,359 15
Waterville and Fairfield..	200,000 00	.....	..	47,723 61	2,679 09	
Waterville and Oakland St	100,000 00	.....	..	26,603 09	3,600 70	
Total.....	\$6,708,013 31	\$98,047 00		\$1,763,703 54	\$104,164 30	\$29,554 25

Rate per cent of dividends to total capital stock, 1.46.

Rate per cent of dividends if surplus for the year was used to pay dividends, 2.67.

* 3% on \$250,000; 2 1/2% on \$285,000.

TABLES 1 AND 2—ASSETS AND LIABILITIES.

Table 1. Comparative Statements of Street Railways, Assets and Liabilities.

Street Railways.	Cost of railway.	Cost of equipment.	Cost of lands and buildings.	Other permanent property.	Cash and current assets.	Miscellaneous assets.	Total.	Balance deficit.
Atlantic Shore Line	*\$1,954,128 45				\$85,142 45	\$4,832 48	\$2,044,103 38	
Augusta, Winthrop and Gardiner	*807,384 42				10,880 25	11,402 47	829,667 14	
Bangor, Hampden and Winterport	74,260 78	37,236 74	6,195 12		2,536 93	373 82	120,603 39	
Bangor, Orono and Old Town	*309,158 60				4,224 96	136 85	313,520 41	41,396 99
Bangor Street§								
Bangor Railway and Electric Company|| ..								
Benton and Fairfield	33,403 20	11,675 39	4,328 92	735 12	2,584 80	1,642 22	54,369 65	2,664 21
Biddeford and Saco Railroad	116,856 12	81,622 36	53,533 12		12,021 79		264,033 39	
Calais Street	149,000 00	19,800 00	31,200 00		5 00		200,005 00	12,450 00
Fryeburg Horse Railroad	4,472 35	906 27	384 10				5,762 72	
Norway and Paris Street	43,177 96			125,149 38	3,947 21	3,602 34	175,876 89	1,029 08
Lewiston, Brunswick and Bath Street	*1,671,299 23				18,285 47	9,051 97	1,698,636 67	713 81
Penobscot Central†	285,308 89	88,449 04	48,179 19	37,503 24	3,026 18		462,466 54	147,562 09
Portland Railroad	1,589,777 61	368,947 96	665,671 02	1,753,934 48	6,144 33		4,384,475 40	
Portland and Brunswick	311,382 47	48,810 00	91,607 53	72,500 00	9,153 32		533,453 32	
Portsmouth, Dover and York Street	1,042,951 23	171,428 71	166,126 64	53,250 00	8,325 64	6,469 87	1,448,552 09	
Rockland, Thomaston and Camden Street	382,295 80	115,830 73	104,202 40	585,620 88	29,111 86	13,848 61	1,230,910 28	
Somerset Traction Company	97,253 47	26,286 66	9,442 48	21,749 24	5 62	1,000 00	155,737 47	
Waterville and Fairfield Railway and Light Company	*292,884 76			‡200,000 00	30,839 74	6,040 58	529,765 08	16,931 41
Waterville and Oakland Street	109,243 42	36,599 75	29,890 93	49,265 90	10,874 11		235,874 11	

* Covers other permanent property.

† Now Bangor Northern Railroad.

‡ Charter, franchise and water rights.

§ Data not returned—now operated by the Bangor Railway and Electric Company.

|| This company now owns and

operates the Bangor, Hampden and Winterport Railway, Bangor, Orono and Old Town Railway and Bangor Street Railway.

Table 2—Comparative Statements of Street Railways—Concluded.

Street Railways.	LIABILITIES.							Balance surplus.
	Capital stock common.	Capital stock preferred.	Funded debt.	Current liabilities.	Accrued liabilities.	Sinking or other special funds.	Total.	
Atlantic Shore Line.....	\$900,000 00	\$285,000 00	\$816,000 00	\$31,703 77	\$3,987 50		\$2,036,691 27	\$7,412 11
Augusta, Winthrop and Gardiner.....	300,000 00		401,500 00	95,099 19	1,263 55		797,862 74	31,804 40
Bangor, Hampden and Winterport.....	60,000 00		40,000 00	6,611 69	171 27		106,782 96	13,820 43
Bangor, Orono and Old Town.....	125,000 00		125,000 00	103,304 91	1,012 49		354,917 40	
Benton and Fairfield.....	20,000 00		*34,000 00	3,033 86			57,033 86	
Biddeford and Saco Railroad.....	100,000 00		150,000 00	14,000 00			264,000 00	33 39
Calais Street.....	100,000 00		100,000 00	2,500 00	9,935 00		212,455 00	
Fryeburg Horse Railroad.....	5,175 00			185 79			5,360 79	401 93
Norway and Paris Street.....	50,000 00		118,000 00	8,905 97			176,905 97	
Lewiston, Brunswick and Bath Street.....	633,300 00		845,000 00	51,657 31	14,993 17	*155,000 00	1,639,350 48	
Penobscot Central †.....	250,000 00		250,000 00	75,076 74	34,951 89		610,028 63	
Portland Railroad.....	1,999,538 31		2,250,000 00	42,500 00			4,292,038 31	92,437 09
Portland and Brunswick.....	300,000 00		225,000 00		3,750 00		528,750 00	4,703 32
Portsmouth, Dover and York Street.....	650,000 00		710,000 00	35,524 49	6,043 84		1,401,568 33	46,983 76
Rockland, Thomaston and Camden Street.....	400,000 00		800,000 00	21,517 18	25 00		1,221,542 18	9,368 10
Somerset Traction Company.....	30,000 00		75,000 00	40,610 94			145,610 94	10,126 53
Waterville and Fairfield Ry. and Lt. Co.....	200,000 00		240,000 00	54,061 91	47,902 68	*1,731 90	546,696 49	
Waterville and Oakland Street.....	100,000 00		125,000 00	2,566 00	1,562 50		229,128 50	6,745 61

* Real estate mortgages.

† Now Bangor Northern Railroad.

INCOME AND EXPENSES OF OPERATION.

STREET RAILWAYS.

The following table gives the gross income 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, 1902, 1903, 1904 and 1905, upon the street railways doing business in Maine.

Years.	Gross income from operation.	Operating expenses.	Percentage of expenses to earnings.	Income above operating expenses.
1896.....	\$659,998 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
1903.....	1,790,418 03	1,182,007 42	60	608,410 61
1904.....	1,888,952 14	1,243,289 39	60	645,662 75
1905.....	1,936,360 59	1,259,982 74	65	676,377 85

INSPECTION, PHYSICAL CONDITIONS.

In accordance with the provisions of statute, providing 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," the board has attended to that duty, and its report is herewith appended. Forty-eight petitions have been heard and decisions rendered thereon, which together with the examination of railroads, inspection of bridges, etc., has made the year an exceptionally busy one.

Part II contains the official report of the board upon all matters coming before it to November 30, 1905.

NEW RAILROADS AND EXTENSIONS.

There were in operation in Maine, on June 30, 1905, 2,022.63 miles of railroad operated by steam. Since June 30, there has been completed and put in operation the Northern Maine Seaport Railroad, running from South Lagrange, from a connection with the Bangor & Aroostook Railroad, to Stockton Springs and Searsport. Main line 54.60, spur to Cape Jellison 2.18, in all 56.21 miles. The Portland & Rumford Falls Railway, has built a branch track at Rumford Falls, running from their main track to a mill, 1.31 miles, making the total mileage on November 30, 2,080.15 miles.

There is under construction the extension of the Somerset Railway, from Dead Water to Birch Point, opposite Kineo, 43 miles which is expected to be put in operation sometime during next year.

STREET RAILWAYS.

The total mileage of street railways on June 30, 1905, was 380.45 miles, as will be seen in table published in this report. Since that date, the Auburn & Turner Railroad, running from the village of Turner to East Auburn, 8.50 miles has been put in operation. This would make the mileage of street railways, on November 30, 1905, 388.95 miles, all in operation except the Rockland, South Thomaston and Owl's Head Railway, 4.35 miles.

BANGOR AND AROOSTOOK RAILROAD.

The road-bed and track of the entire system are in very excellent condition.

The ballasting of the whole road was completed in a very thorough manner two years ago, so that there has been no occasion to do much of this work for the past year.

The track is all in good line and surface indicating faithful work upon the part of the section men. Five trestle bridges between Presque Isle and Caribou, aggregating 458 feet in length, have been replaced by five culverts and filled with earth. Also two trestles upon the Katahdin Iron Works branch have been succeeded by concrete culverts and earth embankments. There are now but three bridges upon this branch, one a Howe truss across Pleasant river and two steel plate girders of 54 feet spans.

There are now remaining but eleven wooden trestles between Houlton and Caribou, and ten upon the Ashland branch. They are all strongly constructed and first-class of their kind.

The line from Milo to Greenville is most excellently constructed. There are several stone arch culverts and the bridges are of steel. The most notable structure is the Bunker brook viaduct, which was erected in 1899 by the Penn. Steel Company. It is 438 feet in length with a center truss of 99 feet clear span, and ten plate girder spans of either 30 or 40 feet.

The addition to this system of the Northern Maine Seaport Railroad will require increased facilities for repair of rolling stock, and makes it advisable to change the location of its machine shops from Hartwell, near Old Town, to Milo Junction.

A large tract of land has been purchased and every provision is being made for the performance of the necessary work and

for the accommodation and comfort of employes. The buildings constituting the repair shops are an eight stall engine house, boiler house, machine shop, erecting shops, paint shops, and store house and office building. The buildings are of brick upon concrete foundations and neat and attractive in appearance.

Machinery will be installed and work be in full operation in the early part of next year.

An extensive boarding house is being erected, and a large number of dwelling houses, models of comfort and convenience, will provide homes for employes with families. A water supply has been furnished and suitable sanitary conditions assured.

The stations are neat and are well cared for.

The new colors adopted as the standard of the system form an attractive combination. All buildings are well kept and neat.

EQUIPMENT.

This road is liberally equipped, having 66 engines, 61 cars in passenger service and 3,181 freight cars in all, of which six locomotives, one combination, two baggage express and postal cars have been added during the year.

These locomotives and cars are all fitted with the Westinghouse train brake.

BOSTON AND MAINE RAILROAD.

EASTERN DIVISION.

The road-bed and track are in their usual good condition. Some new rails have been laid as well as new ties and ballasting.

The bridges are all in good condition. The bridge and draw at Turner's Island is completed and is a first-class structure.

WESTERN DIVISION.

The road-bed and track are in excellent condition. Rails and ties have been replaced and ballasting done wherever required, so that the regular policy of maintenance and improvement has been kept up.

The bridges are all excellent structures, and well cared for in all respects.

NORTHERN DIVISION.

The road-bed, track and bridges on this division are all up to the high standard of maintenance of this railroad. The same is to be said referring to the Kennebunkport branch.

WORCESTER, NASHUA AND PORTLAND DIVISION.

Improvements upon a large scale have been going on during the year on road-bed and track. About fourteen miles of seventy-five pound steel, twenty-three miles of ballasting and about thirty-five thousand ties have been put in. The entire line in this State has been practically renewed.

The bridges and culverts are all in excellent condition.

The Boston and Maine system, in all its divisions in this State is not only kept up to a high standard of efficiency but is improved year by year according to a well formed plan.

Its motive power and equipment are good and well maintained.

The station buildings are well kept in all particulars.

CANADIAN PACIFIC RAILWAY.

Our annual inspection of the main line in Maine showed the road-bed and track to be in first-class condition in all particulars. Ninety miles of the 144.5 miles from Mattawamkeag to the boundary have received a liberal supply of ballast, and all low places in the embankments have been brought up to the true grade. Some 60,000 new ties have been put into the track the past year, while double that number were renewed the year previous.

The standard rail weighs eighty pounds per yard, and but seven miles of lighter rail now remain in the track. The track has all been carefully lined; the ends of the curves, which are spiraled, being designated by posts upon which are marked the degree of the curve and the elevation to be put into the outer rail. Tie plates are used upon all ties in the curves, and joint ties upon the straight lines. The track is laid *broken jointed* and fastened with continuous joints so designed as to have great strength.

No pains or care has been spared to make the track first-class in every respect.

A long siding has been built at the west outlet of Moosehead lake to accommodate the interchange of traffic with the Somerset Railway, which is expected to cross the Canadian Pacific Railway at this point in the near future.

Two pile trestles between Onawa and Elliott have been replaced by eight foot stone arch culverts. There are twenty-

five wooden trestles remaining, but they are all strongly built of the best material and are in thorough repair.

The station buildings at Brownville Junction and Greenville have been somewhat remodeled and made more attractive and convenient. All buildings and steel bridges are well painted.

GEORGES VALLEY RAILROAD.

We cannot commend the present condition of this small road. Apparently little or no work has been done upon the track the past season. Many of the ties are badly decayed; some of them practically of no use to hold spikes.

The track is grass-grown and has but little ballast under it.

The road needs many new ties and ballast its entire length.

There is but one wooden pile bridge. The piles are of oak and appear sound and strong. The caps and stringers are of white pine, and twelve years old, and should not be required to serve much longer.

However, the light traffic and very slow rate at which the train is run, insure immunity from serious accident in case of derailment.

GRAND TRUNK RAILWAY.

The road-bed and track are in their usual excellent condition. The rails have been laid but a comparatively short time. Some improvements at joints have been made during the year, ties replaced where needed, and ballast put on so that the line and surface are good.

The bridges and culverts are all in good condition, the former being modern structures, the latter in many instances new, and all being well cared for.

The equipment is excellent in all particulars and kept up to the high standard of efficiency necessary for the demands of the large traffic of the line.

Its stations and buildings, generally are in good order. A new station at Yarmouth is to be erected at an early date, plans being made and some preliminary work done.

LIME ROCK RAILROAD.

This short line, constructed for the purpose of conveying lime rock only, has received its customary care in road-bed and track.

The hard pine trestles which constitute quite a portion of the road have reached an age requiring more or less renewals each year, which work has been carefully done when necessary.

We have no hesitation in pronouncing the road in excellent condition for the service required of it.

The road has four locomotives and four hundred and nine dump cars for carrying stone, upon which eight thousand dollars have been expended in repairs the past year.

MAINE CENTRAL RAILROAD.

The condition of this line is excellent in all its departments, being constantly improved under a well ordered plan for perfecting the road in all respects.

The road-bed and track on the line from Portland to Bangor has been improved by laying new eighty-five pound steel in considerable quantities at such points on the line as required it most. Ballasting has been done in large quantities, heavy lifts being made in places where the benefits to the track are apparent for the better operation of the road.

The depression of grade, rearrangement of yard, new freight house and other improvements at Pittsfield are a great aid in the operation of trains and business at that station.

The "back road," so called, from Cumberland Junction to Waterville, has been cared for and improved on the same general plan.

The replacing of rails and improved joint splices, with ballasting and ties have improved the line from Woolwich to Rockland. From Bangor to Vanceboro, new rails, ties and ballasting are noticeable improvements.

The Belfast branch and the Piscataquis branch are in good condition, showing the usual care and improvements in all particulars.

The Bucksport branch is much improved in rails, ties and ballast.

The Mount Desert branch has been well cared for and improved under the general plan.

The Mountain Division has been well maintained and improved in rails, ties and ballasting. To name any division of the system is only to particularize the general excellent methods of the company and the efficiency of its officers in the maintenance and improvement of the property.

The bridges are all in excellent condition. The Lewiston bridge has been greatly improved in masonry and superstructure, so that it is now up to the high standard of this company. The new arch and walls at Hermon Center are a particularly good piece of work, creditable to all concerned in it.

The equipment is in its usual first-class condition with additions and improvements. Considerable addition has been made to the motive power by replacing the lighter locomotives with heavier and also increasing the number of heavy engines adapted to the ever increasing traffic on this road. The passenger equipment is first-class in every respect, and the freight equipment is being increased.

The station buildings are in excellent condition. A new station is under construction at Bangor involving a large expenditure of money, and sure to be a great convenience to the city and the patrons of all railroad lines connecting there. Nothing seems to have been spared in plan or design, either of time, care or money, to make it a structure to be proud of.

The new station at Belgrade is not only commodious and convenient, but of pretty design and well adapted to the increasing business, especially the summer travel, at this point. The new station at West Farmington is a model structure. Other stations have been rebuilt and repaired so that the system is splendidly equipped in this particular.

NORTHERN MAINE SEAPORT RAILROAD.

This new road connects with the Bangor and Aroostook Railroad at South Lagrange, and runs through the towns of Bradford, Hudson, Glenburn, the northern part of the city of Bangor, Hermon, Winterport, Frankfort, Prospect, Stockton Springs and Searsport. It passes over the Maine Central Railroad at a point about four miles from Bangor station, and one mile from Hermon station. The distance from the junction at South Lagrange to the station in Searsport is 54.60 miles.

A branch track extends along the westerly side of Cape Jellison to extensive docks and wharves where freight may be transferred to and from vessels, barges and steamers. When completed there will be a mile of frontage at which vessels of large size may lie.

Another large wharf, intended especially for passenger business, has been built at Kidder's Point, so called, to which a spur

track has been laid. Another branch extends to Mack's Point, so called, where an extensive coal handling plant is in process of erection.

This road has been located and built especially with reference to transporting the products of Northern Maine to the seacoast. Consequently the gradients opposed to this south-bound traffic are very light, in no case exceeding one-half of one per cent. To accomplish this result no expense has been spared, and on the southern half of the road are many deep excavations and high embankments. There are also several high bridges and viaducts of the very best construction. Concrete has been freely used in construction, and there are many abutments and culverts of this material. In most structures the masonry has been constructed with reference to double-tracking the road in the near future.

The track is of eighty-five pound steel, fastened with Weber joints laid on cedar ties, with tie-plates upon curves.

There is good ballast on the line of the road which has been used liberally, but this work can not be fully completed this year.

Plate girders have been used for all the steel bridges. Several wooden trestles have been put in upon bogs to facilitate construction; but they are very strongly constructed and will ultimately be filled.

Several diversions of highways have been made in order to put them under the track, or to avoid crossings altogether. The most important of these is at North Bangor, where the highway and the track of the Bangor and Northern Electric Railway are spanned by a fine steel girder bridge.

The crossing of the Maine Central Railroad and the Hermon road, is a notable piece of work requiring some one-half mile of heavy embankment and an extensive bridge.

The station houses are neat and attractive and of appropriate size.

There is an engine house of eight stalls at Mack's Point and one of two stalls at the junction with the Cape Jellison branch.

The standard colors are the same as those adopted for the Bangor & Aroostook Railroad and present pleasing contrasts.

This road will be operated under lease to the Bangor & Aroostook Railroad and will be under the same efficient management.

PORTLAND AND RUMFORD FALLS RAILWAY.

The physical condition of this road has been still further improved during the past year, but its degree of perfection is such that no large outlay has been required.

Still its report shows an expenditure of seventy-three thousand dollars upon repairs on roadway, and renewal of rails and ties.

Several bridges have been renewed or strengthened,—notably the bridge over the Little Androscoggin at Mechanic Falls, where new girders give an additional strength of thirty per cent. The bridge structures are all of great strength and the most approved construction.

The equipment has been kept up to a high standard by the outlay of seventy-seven thousand dollars.

The Otis Falls branch is a finely located and constructed line of nearly ten miles. It has one oak pile trestle of seventy-one feet, and a very fine bridge across the Androscoggin river of three spans of 195.5 feet each.

A very handsome stone depot has been built at Mechanic Falls. It is neat, convenient and attractive in every way.

A new station building of wood has been built at Poland, well adapted for the use and comfort of the patrons of the road.

RUMFORD FALLS AND RANGELEY LAKES RAILROAD.

No extension of track has been made during the past year, and Oquossoc remains the northern terminus.

The roadbed and track have received careful attention and are in good condition.

Four concrete arch culverts have replaced former short bridges. A plate girder bridge has succeeded a former Howe truss near Houghton.

Apparently no detail has been omitted by the Department of Maintenance of Way in its supervision of the road.

There seems to be nothing to add to our report of last year.

SEBASTICOOK AND MOOSEHEAD LAKE RAILROAD.

This short road has been economically and carefully managed the past year and what was said in our report last year would apply equally well this year.

A new turn-table has been put in at the Main Stream terminal since our last inspection. A gravel pit has been purchased and the intention is to thoroughly ballast the track between Pittsfield and Hartland next season.

The track has been kept in good line and surface the past season, but has little ballast to protect it against the action of frost and wet weather.

Several culverts have been rebuilt in a substantial manner.

SOMERSET RAILWAY.

The roadbed and track are in excellent condition. About three and one-half miles of new steel have been laid, fifteen thousand ties replaced and all needed repairs made.

The bridges are all in good condition, well built and well maintained in all particulars.

The motive power is good and well cared for. Two new locomotives have been added during the year. The station buildings are in their usual fine condition.

The extension from Bingham to Dead Water has been thoroughly ballasted and put in excellent condition. The further extension of this line for a distance of forty-three miles is now under construction, with the prospect of an early opening of a part of it.

WASHINGTON COUNTY RAILWAY.

The roadbed and track are in good condition, improved over last year, and improvements are going on under the management of the Maine-Central Railroad Company. The development of the water power at Sprague's Falls necessitated a change of line on the Princeton branch for a long distance, as well as the moving of the bridge from that point some distance up the stream.

The bridges on this system are well cared for and in good condition, considerable improvement having been made and more anticipated.

The motive power is in good condition and equipment generally well maintained and improved.

YORK HARBOR AND BEACH RAILROAD.

The roadbed and track are in good line and surface, well ditched and generally well maintained.

The bridges have been repaired wherever necessary and improved in some particulars, over the regular course of repairing.

The Boston and Maine Railroad furnishes the equipment.

The station buildings are in good repair and kept in a condition of order and neatness that meets all demands.

NARROW GAUGE RAILROADS.

BRIDGTON AND SACO RIVER RAILROAD.

The roadbed and track are in their usual first-class condition, maintained under an excellent system of improvements.

The bridges are all first-class steel spans, set on good masonry. There is also a stone arch, well maintained.

The motive power and equipment are excellent and the buildings are in good condition.

This is one of the narrow gauge—two feet—lines that perform a very satisfactory service to a thrifty manufacturing district. The care and management of this road reflect credit upon those in charge.

FRANKLIN AND MEGANTIC RAILWAY.

The roadbed and track are in good condition in all respects, and continually improving.

Its bridges are good, substantial structures, not only well maintained but improved.

Its station buildings are in good repair.

The Kingfield and Dead River Railroad with its extension to Bigelow, is a part of the narrow gauge system under the same management as the above named road, and is kept in all its departments in the same excellent condition, as are all the lines managed and operated by the gentlemen in control.

KENNEBEC CENTRAL RAILROAD.

This narrow gauge railroad extends from Randolph to Togus, a distance of five miles. Its principal business is the freight business of the Soldiers' Home.

We find the track in good surface and line, ballasted fairly well with cinders.

The bridges are short trestles, of good construction, with hard pine stringers.

The equipment consists of two locomotives, five passenger and combination cars and ten freight cars, and is in a good state of preservation.

MONSON RAILROAD.

This little road has been carefully and economically handled. There has been no occasion for renewals of rails, ties or bridges, and but small outlays upon locomotives and cars.

The road is in good, safe condition for the light service and slow speed required.

PHILLIPS AND RANGELEY RAILROAD.

The roadbed and track are in excellent condition, greatly improved over last year by the use of about 13,000 yards of ballast, 20,000 new ties and a general readjustment of curves and gradients.

Its bridges are in good condition, extensive repairs having been made. The truss bridge across the Sandy river at Phillips has been thoroughly repaired, replacing the old chords by new, being the main item. All the culverts have been rebuilt or repaired. The motive power and equipment are in good condition. The station buildings are in good repair generally.

The Eustis branch has been improved in line and surface, by the use of about 9,000 yards of ballast. Ditching and sloping to a considerable extent has been done throughout the system. On what is known as the Queen Hill extension a good deal has been done in ballasting and laying steel.

The rolling stock and equipment are in excellent order.

The extension to the round house of the Sandy River Railroad will furnish the best of housing for locomotives of this line.

The line has been improved in every detail, in a thorough and economical manner, reflecting credit upon all concerned.

SANDY RIVER RAILROAD.

The roadbed and track are in excellent condition.

The bridges are first-class structures of their several types and well maintained in all details.

The motive power and equipment are excellent and kept in the best of repair. The line is a demonstration of efficiency that would hardly seem possible for a two-foot gauge road.

An extension to the round house at Phillips is nearing completion. It is in all respects a duplicate of the brick and iron building lately erected by this company and is for the housing of engines of the Phillips and Rangeley Railroad.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD.

The unfavorable condition under which this road is operated has not materially changed during the past year. No additions have been made to the equipment, and but slight expenditure has been made upon the roadbed and track. Some needed repairs have been made upon a number of trestle bridges,—one being practically rebuilt. Most of the bridges south of Weeks' Mills were built eleven years ago, largely of spruce lumber, and have nearly reached their limit of age. Thorough reconstruction will be required very soon, to insure safety.

We believe the management has done the best it could with the means furnished, but the means have been limited.

A substantial sum should be expended upon the bridges, ballast, ties and rolling stock to bring the road to a state of efficiency.

The track was in fairly good line and surface when inspected.

The road is now in the hands of a receiver, who will doubtless do all that he can to improve the physical condition of the road and equipment.

STREET RAILROADS.

ATLANTIC SHORE LINE RAILWAY.

Improvements have been made in the roadbed and track by new ties, ballasting, and some changes in alignment, that bring the line up to a good standard of efficiency.

The bridges are all good structures of their several types and abundant in strength to carry the traffic put upon them.

The equipment is first class, considerably improved by painting and repairs. The power is enhanced by a supplemental steam plant. A dam is in process of construction, which will add largely to the water power upon which the company may draw.

The pleasure resort at Old Falls is much improved, and with the Casino at Cape Porpoise, has been well patronized during the past summer.

AUGUSTA, WINTHROP AND GARDINER RAILWAY.

No special change or improvement has been made upon this road during the past year, but nearly ten thousand dollars have been expended in repairs of roadbed, track and electric lines. Consequently the track is in excellent condition. Especially is this true of the Winthrop line, upon which there is a large amount of broken-stone ballast. The Togus line has received considerable attention and is in good line and surface.

The State Street track has also been much improved. A considerable sum has been spent upon "Island Park," an amusement resort upon Lake Cobbosseecontee.

Over five thousand dollars have been expended upon electric equipment and the condition of all the cars is now very creditable.

The system of block signals installed a year ago has proved a great safeguard in the operation of cars at good rates of speed.

The new brick car barn is a model of convenience, and is

attractive in appearance, which, with the beautifying of the grounds by flowers and vines, is greatly appreciated by the patrons of the road.

The employees of the road, so far as we observed, are efficient, careful and polite.

BANGOR, HAMPDEN AND WINTERPORT RAILWAY.

This road became a part of the Bangor Railway and Electric Company on April 1st, 1905, and for some years has been operated by the Public Works Company.

The roadbed and track have not required much outlay to keep them in good condition. A thousand dollars have been expended in repairing of cars and electric equipment.

There is but one bridge upon this road,—a Howe truss of recent and approved construction.

BANGOR, ORONO AND OLD TOWN RAILWAY.

This road also was merged in the Bangor Railway and Electric Company on April 1st, 1905. Under the efficient management of the Public Works Company the roadbed and track have been put in fine condition as to ballast, surface and alignment. Forty-three thousand dollars have been expended in repairs upon the three roads operated by this corporation during the nine months ending March 31st, 1905.

Each car is now equipped with four 40-horsepower motors and uniform and rapid speed can be easily maintained. In fact, cars upon the several routes are run with the promptness and accuracy of our best steam railroads. Cars now run from Old Town to Great Works,—one and a quarter miles.

The equipment is all in excellent condition.

We renew our recommendation of last year that the old wooden bridge at Orono be replaced by a modern steel structure. This bridge has been harshly and frequently criticised and we have been urged to pronounce it unsafe for travel. This we do not feel warranted in doing, as we anticipate no danger of serious accident from the absolute failure of the structure; but we believe that both the municipality and the railway should protect themselves from criticism, and any possibility of accident, by replacing this ancient relic of the bridge builder's art, with an up-to-date steel bridge. This will *have* to be done at no distant date.

BANGOR STREET RAILWAY.

There has been no extension during the past year, and no special work has been done upon the track, the surface of which is generally good on all the lines.

The cars are run with frequency and dispatch, and excellent service is being offered the patrons of the road.

The equipment consists of fourteen box passenger cars and seventeen open passenger cars, most of which are modern; but some of the four-wheeled box cars are of old design.

The waiting room and general offices at Bangor are probably the finest in the State. Nothing that would make them attractive or convenient has been omitted, and they are highly appreciated by employees and the general public.

BANGOR RAILWAY AND ELECTRIC COMPANY.

The Bangor Street Railway, Bangor, Orono and Old Town Railway, and Bangor, Hampden and Winterport Railway were merged in this corporation April 1st, 1905, which has operated them since that date.

This consolidation makes no change in the practical management of the roads.

BENTON AND FAIRFIELD STREET RAILWAY.

This road of about four miles in length connects the pulp mills in Benton with Fairfield and the Maine Central Railroad. Its business is chiefly freight.

About seven hundred dollars have been expended upon the roadbed and track and some thirteen hundred dollars upon electric equipment.

The track has never had any real ballasting, but is kept in fair condition for the slow service to which it is subjected.

BIDDEFORD AND SACO RAILROAD.

The roadbed and track are in good condition, improved during the year. The replacing of rails over a part of the line in Biddeford will be done at an early date.

The bridges are in good condition, well maintained in all respects.

The rolling stock is good. The road in all its departments is managed and operated on the plan of the Portland Railroad Company, who operate it in connection with their lines.

CALAIS STREET RAILWAY.

This road appeared to be in fairly good order upon our inspection in June. There was no increase in the volume of business the past year, and no large surplus to expend upon renewals. Some two thousand dollars were put into the roadbed, track and electric line construction, and about three thousand six hundred dollars were expended upon repairs of cars and electric equipment.

The equipment is in good condition, and ample for the limited business of a short road.

The bridges over the St. Croix river, crossed by this road, are kept in fairly good condition by the municipalities.

FRYEBURG HORSE RAILROAD.

The roadbed and track are not in good condition. Nearly all the ties should be replaced with new ones. There are no bridges on the road.

The equipment is hardly in good condition. This is the only railroad in the State operated by horse power, and is only operated during the summer months and during the time of the West Oxford Agricultural Fair.

While public safety might not require a road as well constructed as one operated by electricity, the convenience of the public demands that this road should be put in good condition, and its rolling stock well cared for.

LEWISTON, BRUNSWICK AND BATH STREET RAILWAY.

This company owns and operates nearly sixty miles of track, all of which is generally in very good condition as regards line and surface.

The main line from Lewiston to Bath is laid with a heavy rail and in substantial manner. In some of the branches the original light rail is still in service, and cannot give so good results as the heavier rail, but rides fairly well.

Considerable work has been done the past year upon the roadbed and track.

Ten trestle bridges have been filled.

The Sabattus branch has received some attention in ballasting and raising track.

The company has also had some extraordinary expenses the past year. New electric power station and machinery, a storage

battery building and new car barn completed, have required an outlay of more than twenty thousand dollars. Also new supplies and equipment to replace those destroyed by fire, have cost some eight thousand dollars more.

The heavy grades between Brunswick and Lewiston add very much to the cost of operation. If they could be materially reduced, the saving in the power used would add greatly to the net revenue.

The bridge over the Androscoggin river, upon which the track is laid, has been carefully examined by an expert bridge engineer. Copies of his report upon the conditions found, and his recommendations, have been given to the railroad officers and the municipal officers of the towns of Brunswick and Topsham.

We presume these recommendations will receive their careful attention.

The new Auburn and Turner Electric Railroad, about being opened to traffic, will undoubtedly give much additional business to the Lake Auburn line.

NORWAY AND PARIS STREET RAILWAY.

This line is in all respects in good condition. Its roadbed and track, its single bridge, and its equipment, show that the property is well cared for. Running between the thriving villages of Norway and South Paris, it serves its patrons well and adds not a little to the prosperity of these places.

PENOBSCOT CENTRAL RAILWAY.

This road was operated at a considerable loss to its owners during the past year and consequently but little was done to improve its physical condition. It has now been sold to the Bangor and Northern Railroad Company, and will probably be operated under the same general management as the other Bangor electric railways.

Under the new ownership much work has been done upon the roadbed and track during the fall months. Considerable ballast has been used, many new ties have been put in, and the rails newly bonded.

The electric power is being supplied from the large generating plant of the Bangor Railway and Electric Company at Veazie. Cars are being run with regularity and dispatch.

The truss bridge over the Kenduskeag stream, near Kenduskeag, was destroyed last year and a temporary trestle has been erected which is still in use. This trestle will not withstand the ice when it breaks up, in the spring. A truss bridge of some kind should be erected during the winter, and probably will be.

The other bridges are in good condition, being cared for by the different municipalities.

PORTLAND RAILROAD.

The roadbed and track are in their usual first-class condition. The readjustment and rebuilding of the curve at the corner of Commercial and India streets, with the siding opposite the Grand Trunk Railway station, is a great improvement in alignment and adds much to the convenience of the public and the traffic on the highways. Changes in alignments and gradient in South Portland, and relaying track in Westbrook, are notable improvements.

The bridges are in good condition, those built by the company being modern structures, well built of good material and well maintained.

The equipment is of the best and kept in an excellent state of repair. The new car barn and repair shop are model buildings, equipped with the best and most modern machinery, well designed and thoroughly built, with generous regard for the comfort of the employees, as well as designed for and adapted to the accomplishment of best results in the care and maintenance of the company's property.

The pleasure resorts of the company have been maintained and operated on the same high plane always apparent, furnishing entertainment that has been well patronized and appreciated.

PORTLAND AND BRUNSWICK STREET RAILWAY.

The roadbed and track are in very good condition and improved over that of last year.

The bridges are in good repair, not old, and are well maintained.

The equipment is of good design and well cared for in all respects.

PORTSMOUTH, DOVER AND YORK STREET RAILWAY.

The roadbed and track are in good condition, not only well maintained but improved under a well ordered plan.

The bridges that were built by the company are in the main well built and of good material,—those of early date being extensively repaired,—and in instances of pile or trestle, where general repairs were required, filled or in process of filling. The viaduct at Eliot station is a modern steel structure in excellent condition. All repairs and renewals,—referring to the older line,—are made fully as soon as they are required, and in a thoroughly substantial manner.

The equipment is of the best and well maintained in all particulars.

At times during the summer the demand is large, in fact larger than its promoters could have prophesied, but it is well met and the patrons well served. The line promises to be of great convenience to the people of Western Maine as well as to the border cities and towns of New Hampshire.

ROCKLAND, SOUTH THOMASTON AND OWL'S HEAD RAILWAY.

This road has been completed, four and thirty-five hundredths miles, to Crescent Beach, but has not been put in operation.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY.

Some nine thousand dollars have been put into roadbed and track, and electric line the past year.

The tracks upon the streets in the city of Rockland are ballasted generally with stone chips from the lime rock quarries, some being used each year. Also the track through Rockport has been ballasted with the same. The track might be still more improved by further use of this excellent material.

All the track of this railway, about twenty-one miles, is well cared for and rides smoothly.

The line from Thomaston to Warren is fairly well ballasted with good gravel.

Nearly six thousand dollars have been put into repairs of cars and electric equipment. The equipment of the road is modern and in good repair.

No accident to any person in the operation of the road has been reported, nor was there any the year preceding. A most remarkable record,—as more than a million and a half of fares were taken,—which speaks volumes for the efficiency of the management and caretaking service of employees.

SOMERSET TRACTION COMPANY.

Unfortunately the volume of business has not warranted large outlays upon this property; nevertheless some two thousand dollars have been put into the track and one thousand dollars into repairs of electric equipment.

There are two trestles upon this road, one 208 and the other 272 feet in length. These were built ten years ago, but are well preserved and in good order. Naturally they will need some renewals of timber in the near future.

The general condition of the road is very commendable.

WATERVILLE AND FAIRFIELD RAILWAY AND LIGHT COMPANY.

An expenditure of more than five thousand dollars upon the roadbed and track has materially improved their condition. Liberal repairs have also been put upon the cars.

The track and equipment are now in a most creditable condition.

WATERVILLE AND OAKLAND STREET RAILWAY.

This short and new road has enjoyed a prosperous year. Well and substantially constructed, with a heavy rail and ballasted its entire length with broken stone, it has required but slight repairs upon the roadbed and track.

The passenger equipment consists of four box and two open cars. They are new, modern, comfortable and attractive. The service has been prompt and reliable.

The attractive fair grounds, park and theatre, situated upon the line, have proved great attractions and added greatly to the revenues of the road.

The bridges are of steel, and of approved construction.

No accidents to passengers or employees have been reported.

The combination car barn, dance hall and restaurant at the Oakland terminal is unique and suggests favorable comment.

Respectfully submitted,

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

Railroad Commissioners of Maine.

November 30, 1905.

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, 1905.

TABULATED STATEMENTS FROM RETURNS OF STEAM RAILROAD CORPORATIONS.

Operating Railroads.	1—BANGOR AND AROOSTOOK.	2—BOSTON AND MAINE.	3—BRIDGTON AND SACO RIVER.	4—CANADIAN PACIFIC.
ASSETS.				
Construction	\$10,727,308 46	\$43,365,091 58	\$224,856 30	\$6,957,438 43
Equipment	2,636,685 39	7,223,320 26	48,119 28	502,147 66
Other permanent property	80,001 24	12,178,023 04	.....	55,852 34
<i>Total permanent investments.</i>	13,443,995 09	62,766,434 88	272,975 58	7,515,438 43
Cash and current assets	845,829 72	8,468,701 27	8,203 34	.....
Miscellaneous assets	287,990 91	4,975,658 62	946 23	.....
Gross assets	14,577,815 72	76,210,794 77	282,125 15	7,515,438 43
LIABILITIES.				
Capital stock, common	1,550,000 00	24,638,080 70	102,250 00	2,273,000 00
Capital stock, preferred .....	.....	3,149,800 00	.....	.....
<i>Total capital stock</i>	1,550,000 00	27,787,870 70	102,250 00	2,273,000 00
Funded debt	12,292,000 00	30,808,743 91	163,000 00	3,514,000 00
Real estate mortgages .....	.....	594,800 00	.....	.....
Current liabilities	407,880 04	6,488,549 15	1,897 66	55,852 34
Accrued liabilities .....	.....	3,982,071 12	6,112 50	1,672,586 00
<i>Total indebtedness</i>	12,699,880 04	44,711,383 08	171,010 16	5,242,438 43
Sinking and other special funds .....	.....	1,217,400 43	.....	.....
Gross liabilities	14,249,880 04	73,716,654 21	273,260 16	7,515,438 43
INCOME.				
Revenue from passengers	501,095 20	12,530,472 23	16,042 45	181,683 88
Revenue from mails	37,720 72	458,318 55	1,366 36	29,430 29
Revenue from express	24,076 37	1,156,871 28	5,208 88	11,305 98
Revenue from extra baggage and storage	7,313 29	145,953 34	301 02	.....
Revenue from other passenger service .....	.....	.....	.....	14,517 31
<i>Total passenger revenue</i>	570,205 58	14,291,615 40	22,918 21	236,937 41
Revenue from freight	1,490,889 43	21,353,017 21	24,970 51	513,481 52
Revenue from other freight service .....	.....	317,922 46	.....	.....
<i>Total freight revenue</i>	1,490,889 43	21,670,939 67	24,970 51	513,481 52
<i>Total passenger and freight revenue.</i>	2,061,095 01	35,962,555 07	47,888 72	750,418 93
Other earnings from operation	97,977 09	250,690 43	.....	.....
<i>Gross earnings from operation</i>	2,159,072 10	36,213,245 50	47,888 72	746,661,978 18
Income from other sources	7,475 07	587,588 96	417 39	.....
Gross income	2,166,547 17	36,800,834 46	48,306 11	750,418 93

* Premium on Boston and Maine railroad, common stock sold.

† Operations for entire line.

‡ Maine.

EXPENDITURES.				
Operating expenses	1,376,713 21	26,619,740 19	31,756 20	858,091 03
Interest on funded and other debts	550,903 52	1,486,169 36	6,520 00	60,440 00
Taxes	7,931 23	1,605,489 77	592 86	33,962 58
Rentals paid		5,069,577 71		1,680 00
Other charges upon income	105,000 00	136,285 00	2,250 00	4,435 09
Dividends paid	54,250 00	1,806,646 00	5,112 50	
Gross expenditures	2,094,797 96	36,723,908 03	46,231 56	958,638 70
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	782,358 89	9,593,505 31	16,132 52	1107,672 10
Income from other sources	7,475 07	587,588 86	417 39	
<i>Total income above operating expenses</i>	789,833 96	10,181,094 27	16,549 91	1107,672 10
Interest, taxes, rentals and other charges	663,834 75	8,297,521 84	9,362 86	100,547 67
<i>Net divisible income</i>	125,999 21	1,883,572 43	7,187 01	1208,219 77
Amount of dividends declared	54,250 00	1,806,646 00	5,112 50	
Percentage of dividends declared	33%	†	5	
SURPLUS.				
Surplus June 30, 1904	256,186 47	1,538,074 95	8,864 99	
Surplus for the year	71,749 21	76,926 43	2,074 55	1208,219 77
Additions during the year		879,139 18		
Deductions during the year			2,074 55	
Total surplus June 30, 1905	327,935 68	2,494,140 56	8,564 99	1208,219 77
VOLUME OF TRAFFIC, ETC.				
Passengers carried	529,468 00	41,874,810 00	26,917	152,087
Passengers average length of journey	38.38	18.17	15.07	88.52
<i>Total passenger mileage</i>	20,322,508	702,490,018	351,838	13,461,998
Average fare per mile on local tickets	3.75 cts.	*1.738 cts.	4.72 cts.	
Average fare for commutation tickets		§		
Average fare for mileage tickets	2.37 cts.	||		
Average fare for season tickets		0.712 cts.		
Average fare for joint tickets	2 cts.	1.853 cts.	4.43 cts.	
Tons of freight hauled	1,213,533	20,546,826	25,222	601,458
Average length of haul	100.62	90.24	15.66	163.41
<i>Total freight mileage</i>	122,106,091	1,854,130,258	395,009	98,283,191
Miles run by revenue passenger trains	653,268	11,272,913		167,160
Miles run by revenue freight trains	648,864	8,605,773		333,134
Miles run by revenue mixed trains	58,818	158,045	41,545	94,909
<i>Total mileage of trains earning revenue</i>	1,340,950	20,036,731	41,545	655,503
<i>Total non-revenue train mileage</i>	433,609	9,169,248	6,800	29,545

* Not including electric street railroads.

|| 500 miles, 2½ cents; 1,000 miles, 2 cents.

† 7 per cent, on common stock; 6 per cent on preferred stock.

§ Within suburban circuits 1 cent to 2 cents; outside suburban circuits 2 cents to 2½ cents.

‡ Deficit.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued

Operating Railroads.	1—BANGOR AND AROOSTOOK.	2—BOSTON AND MAINE.	3—BRIDGTON AND SACO RIVER.	4—CANADIAN PACIFIC.
EQUIPMENT.				
Number of locomotives	66	1,025	4	10
Number of passenger and combination cars	44	1,177	3	
Number of dining, parlor and sleeping cars		9		
Number of baggage, express and mail cars	17	310	2	
Number of other passenger service cars		*130	1	
Number of freight cars (basis 8 wheels)	3,181	17,027	55	1,000
Number of officers' and pay cars	2	7		
Number of gravel and other cars	116	853		6
MISCELLANEONS.				
Whole number of stockholders	29	7,642	83	50
Whole number in Maine	20	649	70	17
Amount of stock held in Maine	\$1,526,500 00	\$1,689,700 00	\$93,000 00	\$7,500 00
Total miles of road operated	428.45	2,286.59	21.25	
Total miles of road operated in Maine	428.45	157.43	21.25	
Highway grade crossings in Maine	198	152	17	27
Number of highway crossings over railroad	2	44		
Number of highway crossings under railroad	3	19	1	3
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			
Number of railroad crossings, street railways at grade	1	9		
Number of railroad crossings over street railways		4		
Number of railroad crossings under street railway	1	11		
Average number of employees	1,389	23,509	44	647
Total number of freight cars equipped with grab irons	3,358	All.		1,006
Total number of freight cars equipped with automatic couplers	3,280	16,504		1,006
Total number of engines equipped with "driving wheel" brakes	66	1,024		10
Total number of engines equipped with "air brakes"	66	1,018	4	10

* Includes 61 electric cars.

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	\$152,345 31	\$80,982 00	*\$330,833,732 39	\$61,517 32
Equipment	11,182 23	4,172 36	5,023,146 46	20,061 33
Other permanent property			333,856,878 85	81,578 65
<i>Total permanent investments</i>	163,527 54	85,154 36	9,728,637 24	5,972 69
Cash and current assets	10,463 87	751 76	4,064,542 10	912 60
Miscellaneous assets	588 64			88,463 94
Gross Assets	174,580 05	85,906 12	349,650,058 19	
LIABILITIES.				
Capital stock, common	87,600 00	100,000 00	206,926,242 76	41,250 00
Capital stock, preferred				
<i>Total capital stock</i>	87,600 00	100,000 00	206,926,242 76	41,250 00
Funded debt	24,000 00	50,000 00	133,837,353 19	30,000 00
Real estate mortgages				
Current liabilities	68,115 18	6,673 86	7,467,088 53	963 92
Accrued liabilities	1,180 00		1,383,246 40	147 50
<i>Total indebtedness</i>	93,295 18	56,673 86	142,687,688 12	31,111 42
Sinking and other special funds				
Gross Liabilities	180,895 18	156,673 86	349,613,930 88	72,361 42
INCOME.				
Revenue from passengers	11,762 56	1,689 90	8,433,761 97	5,746 05
Revenue from mails	1,363 60	242 25	416,401 02	256 78
Revenue from express	1,439 33	570 06	964,263 85	574 31
Revenue from extra baggage and storage	87 65			
Revenue from other passenger service	23 77	35 42		
<i>Total passenger revenue</i>	14,676 91	2,537 63	9,814,426 84	6,577 14
Revenue from freight	30,939 42	10,528 48	17,947,415 58	9,797 01
Revenue from other freight service				
<i>Total freight revenue</i>	30,939 42	10,528 48	17,947,415 58	9,797 01
<i>Total passenger and freight revenue</i>	45,616 33	13,066 11	27,761,842 42	16,374 15
Other earnings from operation			751,091 60	107 03
<i>Gross earnings from operation</i>	45,616 33	13,066 11	28,512,934 02	16,481 18
Income from other sources	136 82		1,016,501 28	
Gross Income	45,753 15	13,066 11	29,529,064 28	16,481 18

* Includes equipment.

† Earnings in Maine, included in entire line.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Returns of Railroad Corporations—Continued.

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RAILROAD COMMISSIONERS' REPORT.

Operating Railroads.	5--FRANKLIN AND MEGANTIC.	6--GEORGES VALLEY.	7--GRAND TRUNK.	8--KENNEBEC CENTRAL.
EXPENDITURES.				
Operating expenses	\$33,771 60	\$12,011 67	\$19,739,843 17	\$11,762 42
Interest on funded and other debts.....	4,025 83	3,000 00	5,211,738 77	1,500 00
Taxes	400 19	.....	352,330 92	337 05
Rentals paid	3,760 00	.....	755,336 22	.....
Other charges upon income .....	.....	2,948 62	.....	.....
Dividends paid	3,504 00	.....	3,475,172 54	2,400 00
Gross Expenditures.....	45,461 62	17,960 29	29,534,421 62	15,999 47
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	11,844 73	1,054 44	8,773,090 85	4,718 76
Income from other sources.....	136 82	.....	1,016,130 26	.....
<i>Total income above operating expenses.</i>	11,981 55	1,054 44	9,789,221 11	4,718 76
Interest, taxes, rentals, and other charges.....	8,186 02	5,948 62	6,319,405 91	1,837 05
<i>Net divisible income</i>	3,795 53	*4,894 18	3,469,815 20	2,881 71
Amount of dividends declared.....	3,504 00	.....	3,475,172 54	2,400 00
Percentage of dividends declared.....	4%	.....	.....	6%
SURPLUS.				
Surplus June 30, 1904.....	*6,606 66	*65,822 18	21,234 28	15,620 81
Surplus for the year.....	291 53	*4,894 18	*5,357 34	451 71
Additions during the year.....	.....	.....	20,250 37	.....
Deductions during the year.....	.....	51 38	.....	.....
Total Surplus June 30, 1905.....	*6,315 13	*70,767 74	36,127 31	16,102 52
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	19,148	5,451	9,602,445	59,088
Passengers average length of journey.....	16.48	8.00	.....	4.95
<i>Total passenger mileage</i>	215,478	43,608	.....	292,760
Average fare per mile on local tickets.....	.....	5 cts.	2.131 cts.	2 cts.
Average fare for commutation tickets.....	.....	.....	1.690 cts.	.....
Average fare for mileage tickets.....	.....	.....	2.000 cts.	.....
Average fare for season tickets.....	.....	.....	1.111 cts.	.....
Average fare for joint tickets.....	.....	5 cts.	2.054 cts.	.....
Tons of freight hauled.....	34,978	30,455	13,606,708	6,832
Average length of haul	23.54	8.00	189.93	5.00
<i>Total freight mileage</i>	823,548	243,640	2,584,330,699	34,160

* Deficit.

Miles run by revenue passenger trains.....	33,780		8,172,688	24,041
Miles run by revenue freight trains.....	20,462		10,131,914	
Miles run by revenue mixed trains.....	598	10,642	626,187	2,091
<i>Total mileage of trains earning revenue.....</i>	<i>54,840</i>	<i>10,642</i>	<i>18,930,789</i>	<i>26,132</i>
<i>Total non-revenue train mileage.....</i>	<i>12,314</i>		<i>1,056,074</i>	<i>1,600</i>
EQUIPMENT.				
Number of locomotives.....	2	1	822	2
Number of passenger and combination cars.....	3	1	602	5
Number of dining, parlor and sleeping cars.....			23	
Number of baggage, express and mail cars.....	1		204	
Number of other passenger service cars.....				
Number of freight cars (basis 8 wheels).....	43	2	26,557	10
Number of officers' and pay cars.....			11	
Number of gravel and other cars.....	1		1,146	
MISCELLANEOUS.				
Whole number of stockholders.....		102		73
Whole number in Maine.....	4	99		65
Amount of stock held in Maine.....	\$87,600 00	\$89,000 00		\$37,200 00
Total miles of road operated.....	31	8.50	3,534.83	5.00
Total miles of roads operated in Maine.....	31	8.50	89.51	5.00
Highway grade crossings in Maine.....	13	4	82	5
Number of highway crossings over railroad.....			5	
Number of highway crossings under railroad.....	2		3	
Number of railroad crossings other steam railroads at grade.....				
Number of crossings over other steam railroads.....			3	
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.....	57	11	*471	10
Total number of freight cars equipped with grab irons.....			28,543	
Total number of freight cars equipped with automatic couplers.....			28,543	
Total number of engines equipped with "driving wheel" brakes.....	2	1	748	
Total number of engines equipped with "air brakes".....	2	1	822	2

RAILROAD COMMISSIONERS' REPORT.

* Maine.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	9—LIME ROCK.	10—MAINE CENTRAL.	11—MONSON.	12—PHILLIPS AND RANGELEY.
ASSETS.				
Construction	\$401,475 44	\$14,562,748 85	\$60,886 68	\$233,934 48
Equipment	120,201 22	2,617,687 93	18,839 95	55,588 28
Other permanent property	462,625 00	819,148 50		
<i>Total permanent investments</i>	984,301 66	17,999,585 28	79,726 63	294,522 76
Cash and current assets	26,326 36	2,080,153 43		12,467 26
Miscellaneous assets	7,326 13	1,191,756 45		3 99
Gross assets	1,017,954 15	21,271,495 16	79,726 63	306,994 01
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	425,000 00	11,892,192 00	70,000 00	200,000 00
Real estate mortgages				
Current liabilities	29,548 25	909,863 77	96,124 44	142,871 49
Accrued liabilities		1,293,055 77		18,235 30
<i>Total indebtedness</i>	454,548 25	14,084,111 54	166,124 44	361,106 79
Sinking and other special funds		1,010,055 21		
Gross liabilities	904,548 25	20,093,166 75	236,124 44	460,506 79
INCOME.				
Revenue from passengers		2,436,159 99	2,382 74	10,013 46
Revenue from mails		188,684 04	259 59	1,402 79
Revenue from express		128,847 21	519 01	1,664 23
Revenue from extra baggage and storage		47,705 75	151 77	
Revenue from other passenger service		12,342 74	1 00	478 18
<i>Total passenger revenue</i>		2,813,739 75	3,114 02	13,558 66
Revenue from freight	78,445 86	4,262,252 87	9,669 95	40,980 65
Revenue from other freight service		50,843 16		
<i>Total freight revenue</i>	78,445 86	4,313,096 03	9,669 95	40,980 65
<i>Total passenger and freight revenue</i>	78,445 86	7,126,835 78	12,783 97	54,539 31
Other earnings from operation	4,310 06	124,700 20		417 00
<i>Gross earnings from operation</i>	82,755 86	7,251,535 98	12,783 97	54,956 31
Income from other sources	4,072 07	84,732 40		
Gross income	86,827 93	7,336,268 38	12,783 97	54,956 31

EXPENDITURES.

Operating expenses.....	45,252 90	4,876,202 34	8,414 16	59,826 79
Interest on funded and other debts.....	17,000 00	631,860 00	4,865 21	14,970 97
Taxes.....	3,401 99	260,400 00	91 44	352 78
Rentals paid.....		545,875 76		
Other charges upon income.....	171 81	494,693 86		
Dividends paid.....	18,000 00	348,365 50		
Gross expenditures.....	83,826 70	7,157,397 43	13,370 81	75,150 54

CONDENSED EXHIBIT FOR THE YEAR.

Net income from operation.....	37,502 96	2,375,333 64	4,369 81	*4,870 48
Income from other sources.....	4,072 07	84,732 40		
Total income above operating expenses.....	41,575 03	2,460,066 04	4,369 81	*4,870 48
Interest, taxes, rentals, and other charges.....	20,573 80	1,982,829 62	4,956 65	15,323 75
Net divisible income.....	21,001 23	527,236 42	*586 84	*20,194 23
Amount of dividends declared.....	18,000 00	348,365 50		
Percentage of dividends declared.....	4%	7%		

SURPLUS.

Surplus June 30, 1904.....	\$110,439 67	\$283,114 57	*155,887 04	*133,318 55
Surplus for the year.....	3,001 23	178,870 92	*586 84	*20,194 23
Additions during the year.....		895,213 84	76 07	
Deductions during the year.....	35 00	178,870 92		
Total surplus June 30, 1905.....	113,405 90	1,178,328 41	*156,397 81	*153,512 78

VOLUME OF TRAFFIC, ETC.

Passengers carried.....		3,446,683	5,177	11,585
Passengers, average length of journey.....		35.05	6.16	25.25
Total passenger mileage.....		128,787,694	31,890	292,469
Average fare per mile on local tickets.....				3.424 cts.
Average fare for commutation tickets.....				3.424 cts.
Average fare for mileage tickets.....		All 2.017 cts.		
Average fare for season tickets.....				
Average fare for joint tickets.....				3.424 cts.
Tons of freight hauled.....	147,240	4,731,443	12,178	64,949
Average length of haul.....		83.85	8.16	16.48
Total freight mileage.....		396,734,697	99,372	1,070,209
Miles run by revenue passenger trains.....		2,021,263		24,440
Miles run by revenue freight trains.....		1,392,339	1,700	26,851
Miles run by revenue mixed trains.....		115,668	15,000	19,908
Total mileage of trains earning revenue.....		3,529,270	16,700	71,199
Total non-revenue train mileage.....		260,519		7,796

* 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	4	166	2	7
Number of passenger and combination cars		185	1	3
Number of dining, parlor and sleeping cars				
Number of baggage, express and mail cars		73		1
Number of other passenger service cars		2		
Number of freight cars (basis 8 wheels)	413	5,162	22	121
Number of officers' and pay cars		2		
Number of gravel and other cars	7	510		3
MISCELLANEOUS.				
Whole number of stockholders	8	776	13	34
Whole number in Maine	4	386	3	26
Amount of stock held in Maine		\$1,355,900		\$98,100
Total miles of road operated	12.57	815.93	8.16	50
Total miles of roads operated in Maine	12.57	649.77	8.16	50
Highway grade crossings in Maine	9	592	8	15
Number of highway crossings over railroad		38		1
Number of highway crossings under railroad		25		
Number of railroad crossings, other steam railroads at grade	1	9		
Number of crossings over other steam railroads		1		
Number of crossings under other steam railroads		1		
Number of railroad crossings, street railways at grade	3	30		
Number of railroad crossings over street railways		6		
Number of railroad crossings under street railways		4		
Average number of employees	43	3,713	14	80
Total number of freight cars equipped with grab irons	420	5,162		
Total number of freight cars equipped with automatic couplers		5,162		
Total number of engines equipped with "driving wheel" brakes	4	166		1
Total number of engines equipped with "air brakes"		166		7

RAILROAD COMMISSIONERS' REPORT.

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	\$2,211,094 37	\$869,020 98	\$222,391 39	
Equipment	339,446 79	33,234 17	77,204 68	
Other permanent property	1,825,181 98	4,152 17	46,065 20	
<i>Total permanent investments</i>	4,375,723 14	966,407 32	345,661 77	
Cash and current assets	337,231 15	62,817 66	27,155 99	
Miscellaneous assets	139,160 57	34,799 08	680 00	
Gross assets	4,852,114 86	1,064,024 06	373,497 76	
LIABILITIES.				
Capital stock, common	2,000,000 00	300,000 00	100,000 00	
Capital stock, preferred				
<i>Total capital stock</i>	2,000,000 00	300,000 00	100,000 00	
Funded debt	1,842,000 00	678,000 00	300,000 00	
Real estate mortgages				
Current liabilities	130,895 85	19,336 31	44,067 63	
Accrued liabilities	20,780 00	16,853 33	1,742 22	
<i>Total indebtedness</i>	1,993,675 85	714,189 64	345,809 85	
Sinking and other special funds	99,421 78	9,579 16		
Gross liabilities	4,093,097 63	1,023,768 80	445,809 85	
INCOME.				
Revenue from passengers	116,085 03	28,992 09	18,424 50	7,431 26
Revenue from mails	6,724 48	1,606 08	1,335 84	516 03
Revenue from express	8,856 42	1,912 66	2,524 75	2,021 16
Revenue from extra baggage and storage	1,493 50		212 72	
Revenue from other passenger service	1,438 55	35 00	354 15	
<i>Total passenger revenue</i>	134,596 98	32,515 83	22,851 96	9,968 45
Revenue from freight	501,898 84	98,053 47	44,858 43	14,184 25
Revenue from other freight service	13,943 70			
<i>Total freight revenue</i>	515,842 54	98,053 47	44,858 43	14,184 25
<i>Total passenger and freight revenue</i>	650,439 52	130,599 30	67,710 39	24,152 70
Other earnings from operation	8,223 87	1,826 28		
<i>Gross earnings from operation</i>	658,663 39	132,425 58	67,710 39	24,152 70
Income from other sources	64,454 49	838 34	1,395 00	
Gross income	723,117 88	133,263 92	69,105 39	54,152 70

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.
EXPENDITURES.				
Operating expenses	\$377,953 43	\$88,598 71	\$42,599 71	\$17,438 80
Interest on funded and other debts	74,446 66	31,369 83	16,475 65	1,960 00
Taxes	25,045 12	2,338 06	1,257 26	185 06
Rentals paid				
Other charges upon income	21,666 66	3,000 00		3,677 39
Dividends paid	120,000 00		4,000 00	
Gross expenditures	619,111 87	125,306 60	64,332 62	23,261 25
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	280,709 96	43,826 87	25,110 68	6,713 90
Income from other sources	64,454 49	838 34	1,335 00	
Total income above operating expenses	345,164 45	44,665 21	26,505 68	6,713 90
Interest, taxes, rentals and other charges	121,158 44	36,707 89	17,732 91	5,822 45
Net divisible income	224,006 01	7,957 32	8,772 77	891 45
Amount of dividends declared	120,000 00		4,000 00	
Percentage of dividends declared	6%		4%	
SURPLUS.				
Surplus June 30, 1904	659,154 68	\$33,226 78	*77,084 86	
Surplus for the year	104,006 01	7,957 32	4,772 77	891 45
Additions during the year				
Deductions during the year	4,143 46	928 84		
Total surplus June 30, 1905	759,017 23	40,255 26	*72,312 09	
VOLUME OF TRAFFIC, ETC.				
Passengers carried	179,637	28,152	35,698	20,516
Passengers, average length of journey	25.74	24.43	13.41	9.11
Total passenger mileage	4,624,073	687,777	478,882	186,947
Average fare per mile on local tickets	2.48 cts.	4.29 cts.		
Average fare for commutation tickets .....	.84 cts.	1.18 cts.		
Average fare for mileage tickets	500 m. 2½ c. 1,000 m. 2c.		All 3,847 cts.	
Average fare for season tickets				
Average fare for joint tickets	2.96 cts.	4.61 cts.		
Tons of freight hauled	808,187	158,582	74,097	25,513
Average length of haul	33.38	25.44	14.76	12.42
Total freight mileage	26,975,261	4,034,545	1,093,445	317,080

* Deficit.

Miles run by revenue passenger trains.....	100,608	18,781	26,906	11,578
Miles run by revenue freight trains.....	90,965	29,096	11,282	9,120
Miles run by revenue mixed trains.....		13,506	14,556	
<i>Total mileage of trains earning revenue.....</i>	191,573	61,382	52,744	20,698
<i>Total non-revenue train mileage.....</i>	25,187	5,525	1,350	
EQUIPMENT.				
Number of locomotives.....	14	4	6	2
Number of passenger and combination cars.....	8	2	5	2
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).....	282	130	121	5
Number of officers' and pay cars.....				
Number of gravel and other cars.....	32	8		1
MISCELLANEOUS.				
Whole number of stockholders.....	74	25		
Number in Maine.....	58	21	3	
Amount of stock held in Maine.....	\$1,850,100 00	\$259,000 00	\$100,000 00	
Total miles of road operated.....	68.05	37.41	18	
Total miles of roads operated in Maine.....	68.05	37.41	18	
Highway grade crossings in Maine.....	56	20	14	
Number of highway crossings over railroad.....	1			
Number of highway crossings under railroad.....	3		2	
Number of railroad crossings, other steam railroads at grade.....	1			
Number of crossings over other steam railroads.....	2			
Number of crossings under other steam railroads.....				
Number of railroad crossings, street railways at grade.....				
Number of railroad crossings over street railways.....				
Number of railroad crossings under street railways.....				
Average number of employees.....	307	81	50	
Total number of freight cars equipped with grab irons.....	314	40		
Total number of freight cars equipped with automatic couplers.....	314	40		
Total number engines equipped with "driving wheel" brakes.....	13	4	6	
Total number of engines equipped with "air brakes".....	13	2	6	

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	17—SOMERSET RAILWAY.	18—WASHINGTON COUNTY.	19—WISCASSET, WATERVILLE AND FARMINGTON.	20—YORK HARBOR AND BEACH.
ASSETS.				
Construction	\$1,250,583 51	\$4,779,831 72	†\$923,631 95	\$300,000 00
Equipment	165,594 04	196,650 99		B. & M. R. R.
Other permanent property				
<i>Total permanent investments.</i>	1,416,177 55	4,975,882 71	923,631 95	300,000 00
Cash and current assets	25,138 11	89,759 87	33,614 96	44,380 74
Miscellaneous assets	13,400 00	33,649 20	17 64	
Gross Assets	1,454,715 66	5,099,291 78	957,264 55	344,380 74
LIABILITIES.				
Capital stock, common	736,648 76	2,500,000 00	243,900 00	300,000 00
Capital stock, preferred				
<i>Total capital stock.</i>	736,648 76	2,500,000 00	243,900 00	300,000 00
Funded debt	397,500 00	2,500,000 00	672,860 00	
Real estate mortgages				
Current liabilities	237,187 46	106,449 29	147,716 41	666 66
Accrued liabilities		4,186 89		
<i>Total indebtedness.</i>	634,687 46	2,610,636 18	820,576 41	666 66
Sinking and other special funds				
Gross Liabilities	1,371,336 22	5,110,636 18	1,064,476 41	300,666 66
INCOME.				
Revenue from passengers	35,078 27	152,382 46	9,687 01	24,450 55
Revenue from mails	3,103 56	16,338 40	3,011 61	
Revenue from express	3,146 40	8,468 72	1,994 94	823 33
Revenue from extra baggage and storage	726 69	3,219 83		117 74
Revenue from other passenger service		480 00		
<i>Total passenger revenue.</i>	42,064 92	180,889 41	14,883 56	25,391 62
Revenue from freight	84,068 95	160,119 19	26,886 31	15,933 92
Revenue from other freight service		7,840 06		
<i>Total freight revenue.</i>	84,068 95	167,959 25	26,886 31	15,933 92
<i>Total passenger and freight revenue.</i>	126,123 87	348,848 66	41,769 87	41,325 54
Other earnings from operation	1,294 60	235 85		176 82
<i>Gross earnings from operation.</i>	127,418 52	349,084 51	41,769 87	41,502 36
Income from other sources		1,485 72	24 51	1,457 64
Gross Income	127,418 52	350,570 23	41,794 38	42,960 00

† Covers equipment.

EXPENDITURES.					
Operating expenses	\$74,257 09	\$267,531 39	51,095 08		35,787 53
Interest on funded and other debts	25,611 31	87,500 00	33,815 23		
Taxes	1,815 89	2,096 38	317 28		798 13
Rentals paid					
Other charges upon income					
Dividends paid					6,000 00
Gross Expenditures	101,684 29	357,127 77	85,227 59		42,585 66
CONDENSED EXHIBIT FOR THE YEAR.					
Net income from operation	53,161 43	81,553 12	*9,325 21		5,714 83
Income from other sources		1,485 72	24 51		1,457 64
Total income above operating expenses	53,161 43	83,038 84	*9,300 70		7,172 47
Interest, taxes, rentals, and other charges	27,427 20	89,596 38	34,132 51		798 13
Net divisible income	25,734 23	*6,557 54	*43,433 21		6,374 34
Amount of dividends declared					6,000 00
Percentage of dividends declared					2
SURPLUS.					
Surplus June 30, 1904	57,645 20	*6,318 76	*63,778 65		43,339 74
Surplus for the year	25,734 23	*6,557 54	*43,433 21		374 34
Additions during the year		1,531 90			
Deductions during the year					
Total surplus June 30, 1905	83,379 44	*11,344 40	*107,211 86		43,714 08
VOLUME OF TRAFFIC, ETC.					
Passengers carried	52,118	222,176	28,521		243,199
Passengers, average length of journey	25.36	25.99	11.54		3.95
Total passenger mileage	1,321,958	5,774,058 00	329,060		961,815
Average fare per mile on local tickets	1.93 cts.				3 cts.
Average fare for commutation tickets					3 cts.
Average fare for mileage tickets	2 cts.	all 2.639 cts.			1 1/2 cts. to 2 1/2 cts.
Average fare for season tickets					about 1 ct.
Average fare for joint tickets	2.654 cts.				3 cts.
Tons of freight hauled	125,361	190,061	26,975		29,484
Average length of haul	24.54	66.22	28.31		4.60
Total freight mileage	3,073,603	12,586,140	763,746		135,575
Miles run by revenue passenger trains	53,177	162,368	2,913		23,535
Miles run by revenue freight trains	45,108	98,790	7,333		6,521
Miles run by revenue mixed trains		30,022	55,456		
Total mileage of trains earning revenue	98,285	291,180	65,702		30,056
Total non-revenue train mileage	18,989	13,700	2,025		9,698

* Deficit.

Tabulated Statements from Returns of Steam Railroad Corporations—Concluded.

Operating Railroads.	17—SOMERSET RAILWAY.	18—WASHINGTON COUNTY.	19—WISCASSET, WATERVILLE AND FARMINGTON.	20—YORK HARBOR AND BEACH.
EQUIPMENT.				
Number of locomotives	8	13	4	†
Number of passenger and combination cars	9	18	4	
Number of dining, parlor and sleeping cars				
Number of baggage, express and mail cars	3	4	1	
Number of other passenger service cars			1	
Number of freight cars (basis 8 wheels)	181	479	64	
Number of officers' and pay cars				
Number of gravel and other cars	13	16	22	
MISCELLANEOUS.				
Whole number of stockholders	41	2	125	89
Whole number in Maine	38	2	116	33
Amount of stock held in Maine	\$690,400 00	\$2,500,000 00	48,500	\$23,550 00
Total miles of road operated	50.26	136.54	57.46	11.51
Total miles of roads operated in Maine	50.26	131.79	57.46	11.51
Highway grade crossings in Maine	23	79	47	17
Number of highway crossings over railroad		2	1	4
Number of highway crossings under railroad	1	1		
Number of railroad crossings other steam railroads at grade			1	
Number of crossings over other steam railroads				
Number of crossings under other steam railroads				
Number of railroad crossings, street railways at grade		1		
Number of railroad crossings over street railways				
Number of railroad crossings under street railways		1		3
Average number of employees	74	206	70	36
Total number of freight cars equipped with grab irons	194	275		
Total number of freight cars equipped with automatic couplers	194	275		
Total number of engines equipped with "driving wheels" brakes	8	13		
Total number of engines equipped with "air brakes"	8	13		

† Equipment furnished by Boston & Maine Railroad.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year Ending June 30, 1905.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

Street Railways.	ASSETS JUNE 30, 1905.							
	1—Construction.	2—Equipment.	3—Lands and Buildings.	4—Other Permanent Property.	5—Total Permanent Investments.	6—Cash and Current Assets.	7—Miscellaneous Assets.	8—Gross Assets.
Atlantic Shore Line	\$1,954,128 45				\$1,954,128 45	\$85,142 45	\$4,832 48	\$2,044,103 38
Augusta, Winthrop and Gardiner.....	||807,384 42				807,384 42	10,880 25	11,402 47	829,667 14
Bangor, Hampden and Winterport*	74,260 78	\$37,236 74		\$6,195 12	117,692 64	2,536 93	373 82	120,603 39
Bangor, Orono and Old Town* .....	||309,158 60				309,158 60	4,224 96	136 85	313,520 41
Bangor Street*	Data not given.							
Bangor Railway and Electric Company † ..	Data not given.							
Benton and Fairfield	33,403 20	11,675 39	\$4,328 92	735 12	50,142 63	2,584 80	1,642 22	54,369 65
Biddeford and Saco Railroad	116,856 12	81,622 36	53,533 12		252,011 60	12,021 79		264,033 39
Calais Street.....	149,000 00	19,800 00	31,200 00		200,000 00	5 00		200,005 00
Fryeburg Horse Railroad.....	4,472 35	906 27	384 10		5,762 72			5,762 72
Lewiston, Brunswick and Bath Street.....	||1,671,299 23				1,671,299 23	18,285 47	9,051 97	1,698,636 67
Norway and Paris Street .....	||168,327 34				168,327 34	3,947 21	3,602 34	175,876 89
Penobscot Central Railroad †	285,308 89	88,449 04	48,179 19	37,503 24	459,440 36	3,026 18		462,466 54
Portland Railroad	1,589,777 61	368,947 96	665,671 02	1,753,934 48	4,378,331 07	6,144 33		4,384,475 40
Portland and Brunswick Street	311,382 47	48,810 00	91,607 53	72,500 00	524,300 00	9,153 32		533,453 32
Portsmouth, Dover and York Street.....	1,042,951 23	171,428 71	166,126 64	53,250 00	1,433,756 58	8,325 64	6,469 87	1,448,552 09
Rockland, Thomaston and Camden Street.	382,295 80	115,830 73	104,202 40	585,620 88	1,187,949 81	29,111 66	13,848 61	1,230,910 28
Somerset Traction Company	97,253 47	26,286 66	9,442 48	21,749 24	154,731 85	5 62	1,000 00	155,737 47
Waterville and Fairfield .....	||292,884 76			\$200,000 00	492,884 76	30,839 74	6,040 58	529,765 08
Waterville and Oakland Street	109,243 42	36,599 75	29,890 93	49,265 90	225,000 00	10,874 11		235,874 11
Total	\$9,399,388 14	\$1,007,593 61	\$1,204,566 33	\$2,780,753 98	\$14,392,302 06	\$237,109 66	\$58,401 21	\$14,687,812 93

* Operations for nine months ending March 31, 1905.

† Operations for three months ending June 30, 1905.

‡ Includes operations of the Penobscot Central Railway.

|| Covers all property.

§ Franchise and water rights.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	LIABILITIES JUNE 30, 1905.						
	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	\$1,185,000 00	\$816,000 00	.....	\$31,703 77	\$3,987 50	.....	\$2,036,691 27
Augusta, Winthrop and Gardiner	300,000 00	401,500 00	.....	95,099 19	1,263 55	.....	797,862 74
Bangor, Hampden and Winterport	60,000 00	40,000 00	.....	6,611 69	171 27	.....	106,782 96
Bangor, Orono and Old Town	125,000 00	125,000 00	.....	103,904 91	1,012 49	.....	354,917 40
Bangor Street.....	Data not given.	.....	.....	.....	.....	.....	.....
Bangor Railway and Electric Company.....	Data not given.	.....	.....	.....	.....	.....	.....
Benton and Fairfield	20,000 00	.....	\$34,000 00	3,033 86	.....	.....	57,033 86
Biddeford and Saco Railroad	100,000 00	150,000 00	.....	14,000 00	.....	.....	264,000 00
Calais Street	100,000 00	100,000 00	.....	2,500 00	9,955 00	.....	212,455 00
Fryeburg Horse Railroad	5,175 00	.....	.....	185 79	.....	.....	5,360 79
Lewiston, Brunswick and Bath Street.....	633,300 00	845,000 00	155,000 00	51,057 31	14,993 17	.....	1,699,350 48
Norway and Paris Street.....	50,000 00	118,000 00	.....	8,905 97	.....	.....	176,905 97
Penobscot Central Railroad	250,000 00	250,000 00	.....	75,076 74	34,951 89	.....	610,028 63
Portland Railroad	1,999,538 31	2,250,000 00	.....	42,500 00	.....	.....	4,292,038 31
Portland and Brunswick Street.....	300,000 00	225,000 00	.....	3,750 00	.....	.....	528,750 00
Portsmouth, Dover and York Street.....	650,000 00	650,000 00	*60,000 00	35,524 49	6,043 84	.....	1,401,568 33
Rockland, Thomaston and Camden Street	400,000 00	800,000 00	.....	21,517 18	25 00	.....	1,221,542 18
Somerset Traction Company	30,000 00	75,000 00	.....	40,610 94	.....	.....	145,610 94
Waterville and Fairfield.....	200,000 00	240,000 00	4,731 90	54,061 91	47,902 68	.....	546,696 49
Waterville and Oakland Street.....	100,000 00	125,000 00	.....	2,566 00	1,562 50	.....	229,128 50
Total	\$6,508,013 31	\$7,210,500 00	\$253,731 90	592,609 75	\$121,868 89	.....	\$14,686,723 85

* Second mortgage bonds.

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							
Augusta, Winthrop and Gardiner.....	\$7,260 75	\$6,394 88	\$273 03		\$13,928 66		\$13,928 66
Bangor, Hampden and Winterport.....							
Bangor, Orono and Old Town							
Bangor Street.....							
Bangor Railway and Electric Company.....							
Benton and Fairfield	18 75		1,361 24		1,379 99		1,379 99
Biddeford and Saco Railroad.....			46 96	\$210 29	257 25	\$42 00	215 25
Calais Street							
Fryeburg Horse Railroad				87 75	87 75		87 75
Lewiston, Brunswick and Bath Street	1,015 28		20,511 23	8,847 32	30,373 83	2,111 25	28,262 58
Norway and Paris Street.....				125,149 38	125,149 38		125,149 38
Penobscot Central Railroad	698 52	51 05	171 25	63 00	983 82		983 82
Portland Railroad	3,653 15	325 67	100,980 40		104,959 22		104,959 22
Portland and Brunswick Street.....							
Portsmouth, Dover and York Street.....	16,160 04	8,354 31	10,957 53	2,631 84	38,103 72	14,027 80	24,075 92
Rockland, Thomaston and Camden Street	1,775 83	856 26	282 01	1,274 42	4,188 52		4,188 52
Somerset Traction Company	1 05	7 29		374 65	382 99		382 99
Waterville and Fairfield	3,284 08			926 79	4,211 47		4,211 47
Waterville and Oakland Street.....							
Total	\$33,868 05	\$15,989 46	\$134,583 65	\$139,565 44	\$324,006 60	\$16,181 05	\$307,825 55

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	INCOME FOR THE YEAR ENDING JUNE 30, 1905.						
	23—From Passengers.	24—From Mails, Mer- chandise, Freight, etc.	25—From Tolls, Rents, Adver- tising, etc.	26—Total Earnings from Operations.	27—Rentals from Lease of Railway.	28—Miscel- laneous Income.	29—Gross Income.
Atlantic Shore Line	\$63,767 15	\$30,508 41	\$21,388 89	\$115,664 45			\$115,664 45
Augusta, Winthrop and Gardiner.....	94,700 55	2,594 01	694 53	97,989 09			97,989 09
Bangor, Hampden and Winterport*.....	21,532 46	739 10	100 25	22,371 81		1,016 19	23,388 00
Bangor, Orono and Old Town*.....	47,214 82		1,873 77	49,088 59			49,088 59
Bangor Street*.....	65,694 43		3,536 70	69,231 13			69,231 13
Bangor Railway and Electric Company †.....	49,785 47	92 10	2,280 96	52,158 53			52,158 53
Benton and Fairfield.....	2,529 00	8,509 04	27 00	11,065 04			11,065 04
Biddeford and Saco Railroad.....	54,018 55		6,971 08	60,989 63			60,989 63
Calais Street.....	27,460 80		394 18	27,854 98			27,854 98
Fryeburg Horse Railroad.....	352 00			352 00			352 00
Lewiston, Brunswick and Bath Street.....	212,775 63	7,633 20	2,404 94	222,813 77		15,006 72	237,814 49
Norway and Paris Street.....	7,985 10	233 33	167 93	8,386 36		5,926 13	14,312 49
Penobscot Central Railroad.....	13,848 27	16,168 34		30,016 61			30,016 61
Portland Railroad.....	682,767 68	1,973 54	3,987 17	688,728 39		36,070 11	724,798 50
Portland and Brunswick Street.....	33,004 10	2,000 00	100 00	35,104 10		7,500 00	42,604 10
Portsmouth, Dover and York Street.....	140,602 34	3,662 08	747 03	145,011 45			145,011 45
Rockland, Thomaston and Camden Street.....	79,891 72	19,239 61	2,113 04	101,244 37		23,981 30	125,225 67
Somerset Traction Company.....	17,515 67	790 01	122 23	18,427 91		9,761 44	28,189 35
Waterville and Fairfield.....	32,965 80		967 95	33,933 75		16,485 95	50,402 70
Waterville and Oakland Street.....	23,574 85	268 50	100 00	23,943 35		6,260 44	30,203 79
Total	\$1,671,986 39	\$94,411 27	\$47,977 65	\$1,814,375 31		\$121,985 28	\$1,936,360 59

* 9 months operations ending March 31, 1905.

† 3 months operations ending June 30, 1905.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1905.						
	30—Salaries	31—Office Expenses and Supples.	32—Legal Expenses.	33—Insurance.	34—Other General Expenses.	35—Total General Expenses.	36—Repair of Roadbed and Track.
Atlantic Shore Line	\$4,395 40	\$177 09	\$210 00	\$1,155 00	\$1,280 97	\$7,218 46	\$3,157 14
Augusta, Winthrop and Gardiner	2,348 22	501 90		2,123 20	2,463 26	7,434 58	8,304 32
Bangor, Hampden and Winterport*	625 06	236 56		234 81		1,096 43	641 45
Bangor, Orono and Old Town*	1,924 94	632 05		682 25		3,239 24	3,763 13
Bangor Street*	2,625 36	1,570 43		811 10	233 45	5,240 34	2,367 54
Bangor Railroad and Electric Company †	1,815 59	885 73		664 43	864 89	4,230 64	2,307 32
Benton and Fairfield		45 01		64 98		109 99	622 82
Biddeford and Saco Railroad	2,400 00	209 90		1,325 67	920 62	4,856 19	1,683 36
Calais Street	1,556 00	145 32		899 54	1,143 63	3,744 49	1,826 27
Fryeburg Horse Railroad	25 00					25 00	30 00
Lewiston, Brunswick and Bath Street	4,659 71	109 81		3,898 04	2,852 34	11,519 90	13,773 07
Norway and Paris Street	499 96			542 49	1,139 37	1,981 82	599 19
Penobscot Central Railroad	2,299 96	367 99	2 00	494 67	242 76	3,406 78	4,376 76
Portland Railroad	14,773 04	1,446 29		9,385 99	14,239 28	39,844 60	35,437 99
Portland and Brunswick Street	1,293 70	331 71		1,140 00		2,765 41	1,920 67
Portsmouth, Dover and York Street	3,743 92	265 53		2,595 88	1,706 64	8,311 97	3,268 67
Rockland, Thomaston and Camden Street	3,211 47	543 67	65 00	935 76	1,088 23	5,844 13	6,711 80
Somerset Traction Company	817 50	231 21		322 68		1,371 39	1,831 21
Waterville and Fairfield	2,409 96	147 47	17 76	993 15	1,664 77	5,233 11	5,317 82
Waterville and Oakland Street	1,086 55	411 77		668 10		2,166 42	867 23
Total	\$52,509 34	\$8,259 44	294 76	\$28,737 14	\$29,840 21	\$119,640 89	\$98,807 88

* 9 months operations, ending March 31, 1905.

† 3 months operations, ending June 30, 1905.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1905—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	\$2,331 70	\$3,516 08	\$987 02	\$9,991 94	\$5,166 17	\$3,538 21	
Augusta, Winthrop and Gardiner.....	1,377 38	2,102 85	163 79	11,948 34	3,819 08	2,641 43	
Bangor, Hampden and Winterport §	202 01	389 18	69 25	1,301 89	559 89	503 80	†745 66
Bangor, Orono and Old Town §	1,128 88	1,140 98	186 23	6,199 22	2,251 34	1,285 85	
Bangor Street §	832 75	1,706 65	621 86	5,528 80	2,965 26	3,843 42	
Bangor Railway and Electric Company || .....	892 44	9 10	181 65	3,390 57	2,148 32	1,090 69	
Benton and Fairfield	27 12	65 56	27 93	743 49	*1,339 54		
Biddeford and Saco Railroad	556 20	1,340 25	39 34	3,619 15	802 54	439 44	
Calais Street.....	307 80	1,170 00	304 16	3,608 23	2,060 85	1,548 38	
Fryeburg Horse Railroad				80 00			
Lewiston, Brunswick and Bath Street	3,884 27	4,420 77	3,030 94	25,109 05	16,076 00	11,610 54	††4,953 62
Norway and Paris Street.....	124 57	381 24	34 42	1,139 42	1,292 71		†149 66
Penobscot Central Railroad	127 26	4,238 40	104 61	8,847 03	2,041 90	4,558 12	
Portland Railroad	9,266 57	24,801 04	5,349 66	74,945 26	34,796 42	30,647 31	598 71
Portland and Brunswick Street.....	474 30	963 35	157 97	3,516 29	1,506 12	2,299 45	†115 82
Portsmouth, Dover and York Street.....	1,789 93	1,999 26	138 32	7,196 18	4,223 01	3,227 27	**488 46
Rockland, Thomaston and Camden Street	1,941 51	2,432 89	268 79	11,354 99	4,607 59	1,166 45	
Somerset Traction Company	241 70	263 25		2,336 16	451 39	1,017 15	
Waterville and Fairfield		400 28		5,718 10	1,765 45		
Waterville and Oakland Street.....	180 04	737 90	63 40	1,848 57	1,887 30	1,964 00	
Total.....	\$25,686 43	\$52,169 03	\$11,709 34	\$188,372 68	\$88,760 88	\$71,381 51	\$7,051 93

* Includes repair of electric equipment of cars.

† Includes repair of electric plant.

‡ Car cleaning.

§ 9 months operations, ending March 31, 1905.

|| 3 months operations, ending June 30, 1905.

†† Repair of Electric Plant.

** Miscellaneous shop expense.

‡‡ Car House expenses and supplies.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1905—Continued.						
	44—Total Maintenance of Equipment.	45—Cost of Electric Power.	46—Provider for Horses.	47—Wages of Employees.	48—Damages for Injuries.	49—Tolls for Trackage Rights.	50—Rents of Buildings, etc.
Atlantic Shore Line	\$8,704 38	\$8,196 94		\$16,439 11	\$28 00		\$5 00
Augusta, Winthrop and Gardiner	7,206 17	15,555 48		15,136 47			
Bangor, Hampden and Winterport	1,063 69	3,638 02		4,652 11	274 00	\$669 03	493 14
Bangor, Orono and Old Town	3,537 19	7,874 41		11,312 98	685 00	546 95	422 12
Bangor Street	6,808 68	5,631 34	\$265 50	16,926 42	1,096 00	937 79	165 54
Bangor Railway and Electric Company	3,239 01	4,284 99	151 77	10,300 50	682 50		289 04
Benton and Fairfield	1,339 54	1,613 25		4,645 89			55 00
Biddeford and Saco Railroad	1,241 98	17,574 55		14,286 85	433 65		
Calais Street	3,609 23	6,649 90		5,289 18			
Fryeburg Horse Railroad				123 50			
Lewiston, Brunswick and Bath Street	32,640 16	31,831 86	\$918 20	41,037 07	10,524 75	||2,540 34	1,964 46
Noiway and Paris Street	1,442 37	1,131 87		1,714 32			
Penobscot Central Railroad	6,600 02	12,015 04		7,745 86	573 70	500 01	499 92
Portland Railroad	66,042 44	90,331 06	2,792 35	194,677 46	18,220 89	†4,000 00	4,755 03
Portland and Brunswick Street	3,921 39	11,223 72		5,909 79	20 00		700 79
Portsmouth, Dover and York Street	7,938 74	24,722 33	‡1,172 91	28,060 54	3,000 00		364 92
Rockland, Thomaston and Camden Street	5,774 04	13,238 56		16,879 64	2,644 29		
Somerset Traction Company	1,468 54	2,170 54	*207 38	3,743 24	210 09		209 04
Waterville and Fairfield	1,765 45			5,872 77	70 00		2,332 04
Waterville and Oakland Street	2,851 30	3,707 06		3,818 70		400 00	122 02
Total	\$167,194 32	\$261,391 82	\$7,508 15	\$408,572 40	\$38,502 87	\$9,594 12	\$12,318 06

* Miscellaneous car service expense. † Miscellaneous car service expense and track oiling. § Cleaning, oiling and sanding track.

‡ Superintendence of transportation.

† Tukey's bridge.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1905—Continued.						
	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.	57—Taxes.
Atlantic Shore Line.....	\$10,331 34	\$35,000 39	\$60,915 17	52.66	\$36,020 00		\$1,194 35
Augusta, Winthrop and Gardiner.....	1,797 25	32,489 20	59,078 29	60.28	13,767 38	\$9,593 02	862 29
Bangor, Hampden and Winterport.....	167 66	9,893 96	13,355 97	58.86	1,500 00		171 27
Bangor, Orono and Old Town.....	654 28	21,495 74	34,471 39	70.22	5,625 00	4,510 56	434 67
Bangor Street.....	2,009 74	26,972 33	44,550 15	64.34	7,500 00		1,337 71
Bangor Railway and Electric Company.....	1,272 52	16,981 32	27,841 54	53.38	8,261 46	3,321 76	1,409 79
Benton and Fairfield.....	61 80	6,375 94	8,568 96	77.44			41 63
Biddeford and Saco Railroad.....	108 94	32,403 99	42,121 31	69.06	6,000 00	591 67	823 09
Calais Street.....		11,939 08	22,901 03	82.21	5,000 00		555 15
Fryeburg Horse Railroad.....		123 50	178 50	50.56			1 27
Lewiston Brunswick and Bath Street.....	*1,991 80	90,808 48	160,077 56	71.84	50,000 00	486 42	2,999 18
Norway and Paris Street.....		2,846 19	7,409 80	88.36	2,752 72	125 83	80 94
Penobscot Central Railroad.....	1,851 87	23,186 40	42,040 23	140.05	12,500 04		297 54
Portland Railroad.....	1,799 66	316,576 49	497,408 79	72.22	85,666 67	6,447 90	15,525 77
Portland and Brunswick Street.....	529 30	18,383 60	28,586 69	81.43	11,250 00		1,200 11
Portsmouth, Dover and York Street.....	6,833 94	66,154 64	89,601 53	61.80	32,250 00	2,738 40	1,419 33
Rockland, Thomaston and Camden Street.....	6,995 50	39,797 99	62,771 15	52.12	32,000 00	93 05	1,984 33
Somerset Traction Company.....	64 92	6,605 21	11,781 30	63.94		2,386 78	113 83
Waterville and Fairfield.....	9,373 97	17,648 78	30,365 44	89.48	6,122 50	1,330 80	1,225 78
Waterville and Oakland Street.....	1,042 94	9,091 62	15,957 91	66.64	6,250 00		352 65
Total.....	\$46,887 43	\$784,774 85	\$1,259,982 74		\$322,465 77	\$31,426 19	\$32,030 73

* Includes miscellaneous car service supplies, \$1,304.59.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1905—Continued.						
	58—Rentals of Leased Railways.	59—Pay- ments to Sinking Funds, etc.	60—Other Charges on Income.	61—Total Charges on Income.	62—Divi- dends Paid.	63—Per- centage of Dividends Paid.	64—Gross Expendi- tures.
Atlantic Shore Line		\$300 00	\$2,131 29	\$39,645 64	\$14,625 00	†	\$115,185 81
Augusta, Winthrop and Gardiner				24,022 69			83,100 98
Bangor, Hampden and Winterport §			4,964 19	6,635 46			19,991 43
Bangor, Orono and Old Town §				10,570 23			45,041 62
Bangor Streets				8,837 71			53,387 86
Bangor Railway and Electric Company || .....				12,993 01			40,834 55
Benton and Fairfield				41 68			8,610 64
Piddeford and Saco Railroad				7,414 76	3,500 00	3½%	53,036 07
Calais Street				5,555 15			28,456 18
Fryeburg Horse Railroad			287 75	289 02			467 52
Lewiston, Brunswick and Bath Street			20,651 17	74,136 77			234,214 36
Norway and Paris Street			16,600 38	9,559 87			16,969 67
Penobscot Central Railroad				12,797 58			54,837 81
Portland Railroad			48,788 62	156,428 96	59,922 00	3%	713,759 75
Portland and Brunswick Street				12,450 11			41,036 80
Portsmouth, Dover and York Street				36,407 73			126,009 26
Rockland, Thomaston and Camden Street			6,086 50	40,163 88	20,000 00	5%	122,935 03
Somerset Traction Company			15,266 59	17,767 20			29,548 50
Waterville and Fairfield			8,679 09	17,358 17			47,723 61
Waterville and Oakland Street			*4,042 53	10,645 18			26,603 09
Total		\$300 00	\$117,495 11	\$503,720 80	\$98,047 00		\$1,861,750 54

* Park expenses. † 3% on \$250,000; 2½% on \$285,000.

§ Nine months operation.

† Operating expense of electric lighting.

|| Three months operation.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	CONDENSED EXHIBIT FOR THE YEAR—Continued.						
	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.....	\$54,749 28		\$54,749 28	\$39,645 64	\$15,103 64	\$14,625 00	\$478 64
Augusta, Hallowell and Gardiner Railroad.....	38,910 80		38,910 80	24,022 69	14,888 11		14,888 11
Bangor, Hampden and Winterport.....	9,015 84	1,016 19	10,032 03	6,635 46	3,396 57		3,396 57
Bangor, Orono and Old Town.....	14,617 20		14,617 20	10,570 23	4,046 97		4,046 97
Bangor Street.....	24,680 98		24,680 98	8,837 71	15,843 27		15,843 27
Bangor Railway and Electric Company.....	24,316 99		24,316 99	12,993 01	11,323 98		11,323 98
Benton and Fairfield.....	2,496 08		2,496 08	41 68	2,454 40		2,454 40
Biddeford and Saco Railroad.....	18,868 32		18,868 32	7,414 76	11,453 56	3,500 00	7,953 56
Calais Street.....	4,953 95		4,953 95	5,555 15	*601 20		
Fryeburg Horse Railroad.....	173 50		173 50	289 02	*115 52		
Lewiston, Brunswick and Bath Street.....	62,736 18	15,000 72	77,736 90	74,136 77	3,600 13		3,600 13
Norway and Paris Street.....	976 56	5,926 13	6,902 69	9,559 87	*2,657 18		
Penobscot Central Railroad.....	*12,023 62		*12,023 62	12,797 58	*24,821 20		
Portland Railroad.....	191,319 60	36,070 11	227,389 71	156,428 96	70,960 75	59,922 00	11,038 75
Portland and Brunswick Street.....	6,517 41	7,500 00	14,017 41	12,450 11	1,567 30		1,567 30
Portsmouth, Dover and York Street.....	55,409 92		55,409 92	36,407 73	19,002 19		19,002 19
Rockland, Thomaston and Camden Street.....	38,473 22	23,981 80	62,454 52	40,163 88	22,290 64	20,000 00	2,290 64
Somerset Traction Company.....	6,646 61	9,761 44	16,408 05	17,767 20	*1,359 15		
Waterville and Fairfield.....	3,568 31	16,468 95	20,037 26	17,358 17	2,679 09		2,679 09
Waterville and Oakland Street.....	7,985 44	16,260 44	14,245 88	10,645 18	3,600 70		3,600 70
Total.....	\$554,392 57	\$121,985 28	\$676,377 85	\$503,720 80	\$172,657 05	\$98,047 00	\$104,164 30

RAILROAD COMMISSIONERS' REPORT.

† Nine months operation.

§ Three months operation.

* Deficit.

† Income from parks.

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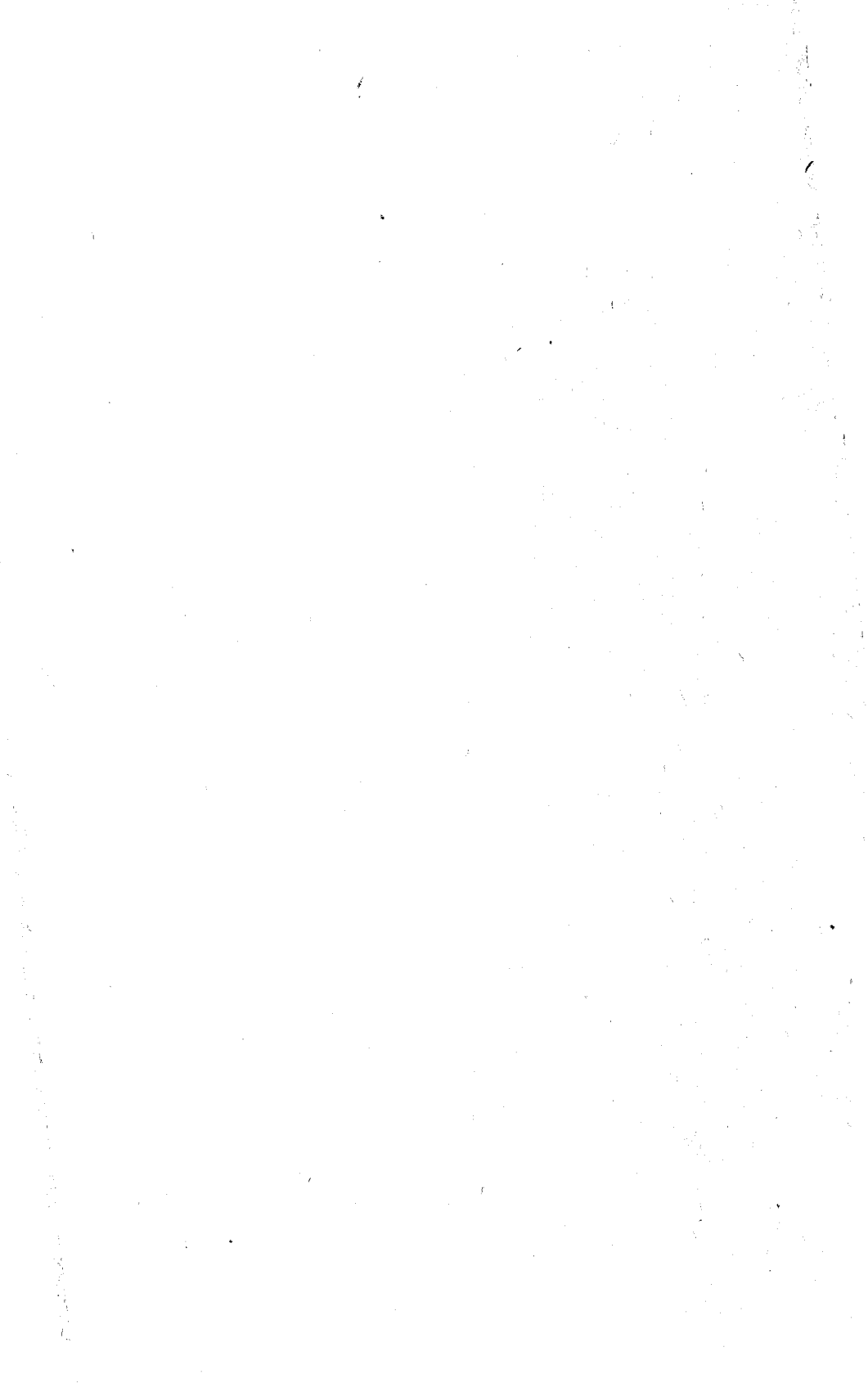
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PETITIONS AND DECISIONS OF THE BOARD.

Petition for approval by the Board, of Articles of Association of the Bridgton Street Railway Company. Approved December 27, 1904.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned directors of the company, formed for the purpose of constructing, maintaining and operating a street railroad from the landing, on the shore of Long pond, of the Sebago Lake, Songo River and Bay of Naples Steamboat Company, in the town of Bridgton, Maine, through the village of Bridgton, in said town, to a convenient point in Main street, so called, near the Bridgton House, in said Bridgton, to be known as the Bridgton Street Railway Company, request your Honorable Board to approve the articles of association of said company hereto annexed and endorse your approval in writing upon said articles.

Dated at Portland, Maine, this fifth day of December, A. D. 1904.

Chas. L. Goodridge,
Nellie L. Goodridge,
Llewellyn Barton,
Lyman B. Chadbourne,
Fred C. Knight.

STATE OF MAINE.

Know all men by these presents, that we, Charles L. Goodridge, Nellie L. Goodridge and Llewellyn Barton, all of Portland; Charles E. Cobb, Lyman B. Chadbourne and Fred C. Knight, all of Bridgton, citizens of the State of Maine, do hereby associate ourselves together to form a company for the purpose of constructing, maintaining and operating by electricity, com-

pressed air or animal power, a street railroad for public use for street traffic, for the conveyance of persons and property; and for the accomplishment of that purpose do agree as follows:

Art. I. The name of the company shall be the Bridgton Street Railway Company.

Art. II. The gauge of the road shall be four feet and eight and one-half inches.

Art. III. The places from which, in which and to which the road of said company is to be constructed, maintained and operated, are in the town of Bridgton, in the county of Cumberland.

Art. IV. Said road shall be about one and a half miles long.

Art. V. The capital stock of said road shall be six thousand dollars (\$6,000), divided into six hundred shares of the par value of ten dollars (\$10) each.

Charles L. Goodridge, Nellie L. Goodridge and Llewellyn Barton, all of said Portland; and Lyman B. Chadbourne and Fred C. Knight, both of said Bridgton, shall act as directors of said company and manage its affairs until others are chosen in their places.

In witness whereof we do hereunto subscribe our names, on the fifth day of December, A. D. 1904, and do severally agree each to take the number of shares set against our respective names in the capital stock of said corporation.

Charles L. Goodridge, Portland, Maine, 350 shares; Nellie L. Goodridge, Portland, Maine, 50 shares; Llewellyn Barton, Portland, Maine, 50 shares; Charles E. Cobb, Bridgton, Maine, 50 shares; Lyman B. Chadbourne, Bridgton, Maine, 50 shares; Fred C. Knight, Bridgton, Maine, 50 shares.

We the undersigned, Charles L. Goodridge, Nellie L. Goodridge, Llewellyn Barton, all of Portland, Maine, and Lyman B. Chadbourne and Fred C. Knight, both of Bridgton, Maine, being all the directors named in the annexed articles of association of the Bridgton Street Railway Company, on oath depose and say, that six hundred shares of the capital stock of said company, being the total amount of said stock, have been subscribed for in good faith by responsible parties, and that 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.

December 3, 1904.

STATE OF MAINE.

Cumberland ss.

December 5, 1904.

Then personally appeared Charles L. Goodridge, Nellie L. Goodridge and Llewellyn Barton and made oath that the above affidavit by them subscribed is true.

Before me,

SCOTT WILSON, Justice of the Peace.

STATE OF MAINE.

Cumberland ss.

December 6, 1904.

Then personally appeared Lyman B. Chadbourne, Fred C. Knight and made oath that the above affidavit by them subscribed is true.

Before me,

EDWARD C. WALKER, 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 two and three of chapter fifty-three of the Revised Statutes have been complied with, this certificate of such facts and this approval in writing are hereunto endorsed upon the foregoing articles of association of the Bridgton Street Railway Company.

Dated at Augusta this 27th day of December, A. D. 1904.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition and Action of the Board, relating to the issue of bonds by the Atlantic Shore Line Railway. Certificate granted January 31, 1905.

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

Respectfully represents Atlantic Shore Line Railway, a corporation existing under the laws of the State of Maine; that it has acquired by purchase the Mousam River Railroad, which has outstanding bonds to the amount of \$55,000 secured by a mortgage dated December 15, 1892, and that in the construction and equipment of said railroad there was actually expended in cash the sum of \$92,000.

Also the Sanford & Cape Porpoise Railway Company, which has outstanding bonds to the amount of \$250,000 secured by a mortgage dated January 1, 1899, and that in the construction and equipment of said railway there was actually expended in cash the sum of \$347,418.68 up to November 20th, A. D. 1901.

Also Sanford Power Company, which has outstanding bonds to the amount of \$90,000, secured by a mortgage dated January 1, 1898, of which debt \$46,000 has been paid in as a sinking fund, leaving the bonded indebtedness at \$44,000 over and above the sinking fund, which property cost in actual cash up to April 1, 1904, the sum of \$200,000.

That up to the 15th day of August, A. D. 1904, said Atlantic Shore Line Railway had actually expended in cash in the construction and equipment of so much of its railway as lies between Biddeford and the draw bridge in Kennebunkport, the sum of \$235,845.49 on which part of its system there are outstanding bonds to the amount of \$125,000.

That since November 20, 1901, there has been expended in cash upon Sanford and Cape Porpoise Railway Company in permanent improvements and additional equipment up to April 1, 1904, the sum of \$30,000.

That since August 15, 1904, there has been actually expended in cash upon Atlantic Shore Line Railway, in straightening its line, purchasing and improving additional water storage, extending and permanently improving its railway system, the sum of \$133,658.21.

That all of the above named properties were consolidated under the Atlantic Shore Line Railway on April 1, 1904.

That in a certain trust deed of said Atlantic Shore Line Railway dated April 1, 1904, provisions are made for taking up and cancelling the underlying bonds of the several companies, and for future extensions and improvements, a copy of which is filed herewith.

That in the construction and equipment of said railway, up to this date, the actual cost of its power plant, storage privileges, the actual cash disbursements for road-bed, overhead construction, equipment of cars, car barns, coal pockets, and electrical equipment, amount to \$1,038,923.38.

That the amount of bonds outstanding at this date amount to \$760,000.

Wherefore your petitioner prays, that you will make such an investigation 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 cost thereof, and thereupon you will file a certificate as provided in section 23 of chapter 48 of the Revised Statutes of Maine.

Sanford, Maine, January 2, 1905.

Atlantic Shore Line Railway,

By FRED J. ALLEN, Its Attorney.

On the foregoing petition,

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 Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least five days before Tuesday the 31st day of January, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23rd day of January, A. D. 1905.

STATE OF MAINE.

*In Board of Railroad Commissioners.**To the Honorable Secretary of State:*

The Railroad Commissioners of said State hereby certify that the whole amount of bonds issued by the Atlantic Shore Line Railway is seven hundred sixty thousand (\$760,000) dollars.

And we hereby certify that the amount of money which has been expended in the construction of said railway, and the constituent companies consolidated therewith, is as follows:

On the 20th day of November, 1901, we certified that there had been expended in the construction of Sanford and Cape Porpoise Railway, up to November 20, A. D. 1901, the sum of three hundred forty-seven thousand four hundred eighteen dollars and sixty-eight cents (\$347,418.68) and filed our certificate in accordance therewith, and since said November 20, 1901, and up to April 1, 1904, when said railways were consolidated, we hereby certify that there was expended in the construction and permanent improvement of said Sanford and Cape Porpoise Railway the additional sum of twelve thousand eight hundred thirty (\$12,830) dollars.

We hereby certify that there has been expended in the construction of Mousam River Railroad up to April 1, 1904, the sum of ninety-two thousand (\$92,000) dollars.

We hereby certify that there has been expended in the construction of Sanford Power Company up to April 1, 1904, the sum of two hundred thousand (\$200,000) dollars.

On the 15th day of August, A. D. 1904, we certified that there had been expended in the construction of Atlantic Shore Line Railway up to August 5, 1904, the sum of two hundred thirty-five thousand eight hundred forty-five dollars and forty-nine cents (\$235,845.49).

And we further certify that since August 5, 1904, there has been expended in the construction and improvement of Atlantic Shore Line Railway the further sum of one hundred fifty-seven thousand nine hundred fifty-two dollars and fifteen cents (\$157,952.15), making the whole amount expended in the construction and improvement of the consolidated companies up to this date the sum of one million forty-six thousand forty-six dollars and thirty-two cents (\$1,046,046.32), 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 31st day of January, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition and Action of the Board, for the revival of the charter of the Biddeford Pool Electric Railroad Company. Petition granted February 20, 1905.

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

Respectfully represents the undersigned, Charles M. Moses of Saco, Charles B. Harmon, Charles E. Atwood, Nathaniel B. Walker, and Ernest L. Harmon of Biddeford, all in the county of York and State of Maine.

That they are, and each of them, duly and legally elected and qualified directors of the Biddeford Pool Electric Railroad Company, a street railroad company, legally organized under the general law of the State of Maine.

That the articles of association of said company were duly endorsed by your Honorable board, by a certificate of your approval in writing, dated the twenty-seventh day of January, A. D. 1902.

That said articles of association and said certificate of approval were duly filed and recorded in the office of the secretary of State for the State of Maine, on the twelfth day of February, A. D. 1902, and recorded in volume I, page 345, and the certificate of the Secretary of State, dated the thirteenth day of February, A. D. 1902, was issued as required by law.

That the route of said railroad lies wholly within the city of Biddeford, and all the authority required by law to locate, construct, maintain and operate its railroad has been granted to said company by the municipal officers of said city.

That the location of the proposed route of the railroad of said company has been duly approved by your Honorable Board.

That by reason of unavoidable events, and with no lack of diligence on the part of said company, its officers or agents, said Biddeford Pool Electric Railroad Company has failed to begin the construction of its road and expend thereon ten per cent of its capital, in the time limited by, and as provided in Revised Statutes of Maine, chapter 53, section 10.

That said company has expended large sums of money thereon and intends in good faith to construct and operate its road, complying with all the provisions and requirements of law.

Wherefore, your petitioners, directors as aforesaid of the Biddeford Pool Electric Railroad Company, for and in behalf of said company, do pray your Honorable Board that you will revive the corporate existence and power of said Biddeford Pool Electric Railroad Company, which has ceased by its failure to proceed with its construction as hereinbefore set forth.

Dated at Biddeford this thirteenth day of February, A. D. 1905.

Chas. M. Moses,
Charles B. Harmon,
Charles E. Atwood,
Nathaniel B. Walker,
Ernest L. Harmon,

Directors of the Biddeford Pool Electric Railroad Company.

On the foregoing petition,

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 Biddeford Daily Journal a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least three days before the 20th day of February, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Biddeford three days before said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this thirteenth day of February, A. D. 1905.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the Railroad Commissioners' Office at Augusta on the twentieth day of February, A. D. 1905, at ten o'clock in the forenoon and gave a hearing to all parties interested.

Mr. Chas. M. Moses, Mr. Charles B. Harmon, Mr. Chas. E. Atwood and Nathaniel B. Walker appeared for the petitioner.

No one appeared in opposition.

This is a petition by the directors of the Biddeford Pool Electric Railroad Company, which company was duly organized under the laws of Maine, as per certificate of the Railroad Commissioners, dated January twenty-seventh, A. D. 1902, and which articles of association were filed and recorded in the office of the Secretary of State on February twelfth, A. D. 1902, by which petition it asks that its corporate existence and power may be revived, because of its failure to proceed with its construction within the time limited, between the twelfth day of February, A. D. 1902, and the twelfth day of February, A. D. 1905, as provided by statute.

After notice and hearing thereon, we hereby revive said company's corporate existence and power, so that said company shall have and possess all the power and authority to construct said railway in its prescribed location which it had under its previous charter and corporate existence. And we hereby decree that its corporate existence and power be and is hereby revived and that said company may take land in its prescribed location for the purpose of constructing said railroad.

Dated at Augusta this twentieth day of February, A. D. 1905.

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

Railroad Commissioners of Maine.

SOMERSET RAILWAY 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 the Somerset Railway from the junction of the main line of the Somerset Railway Company to Dead Water, a distance of nine 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 22d, day of February, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the Somerset Railway Company for approval of crossing at grade a highway in the town of Moscow. Decision February 22, 1905.

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

The Somerset Railway Company respectfully represents that its line of railroad, the location of which has been made and recorded as provided by law, now on file in your office, is laid out across the highway and public way described as follows:

The highway known as the Connors road, and which leads westerly from the highway in the town of Moscow, which leads northerly from the Mayfield road, so called, on the east side of the Austin stream.

Your petitioner respectfully represents that it is impossible to so construct said railroad as to pass either over or under said way. Wherefore your petitioner requests that your Honorable Board, after notice and hearing, will authorize a crossing of said

way at grade, and further, that your Honorable Board will determine the manner and condition that said railroad may cross such way, and how the expense of building and maintaining so much thereof as may be within the limits of said railroad shall be finally borne.

Dated this sixteenth day of February, A. D. 1905.

Somerset Railway Company,

By WILLIAM T. HAINES, Its Attorney.

On the foregoing petition,

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 Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least three days before Wednesday the 22nd day of February, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at 10 o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the selectmen of Moscow.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this seventeenth day of February, A. D. 1905.

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.

We hereby approve the crossing of the highway known as the Connors road, and which leads westerly from the highway in the town of Moscow, which leads northerly from the Mayfield road, so called, on the east side of the Austin stream.

The crossing shall be at grade of the railroad and the approaches thereto shall be as gradual as practicable.

The crossing shall be constructed and hereafter maintained within the limits of the said railway company, so that the same shall be safe and convenient for travelers with horses, teams and carriages.

Suitable provision shall be made for surface drainage and the approaches shall not be narrower than the highway now is.

Dated at Augusta this 22d, day of February, A. D. 1905.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition and Decision of the Board, on petition of the Northern Maine Seaport Railroad Company for approval of location of their proposed road from LaGrange to Belfast. Approved March 2, 1905.

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

The Northern Maine Seaport Railroad Company respectfully represents that its capital stock is now four hundred and twenty thousand dollars (\$420,000) and that all thereof has been subscribed for in good faith by responsible parties, and is now held by such parties, and that five per cent thereon in cash has been paid into the treasury of said company, and it herewith presents a location of its line of railroad from a point of connection with the Bangor and Aroostook Railroad in LaGrange in Penobscot county to a point of connection with the Maine Central Railroad in Belfast in Waldo county, defining its courses, distances and boundaries accompanied with the map first presented to your Honorable Board, and with a profile of the line on the relative scale of profile paper in common use, and with a report and estimate prepared by a skillful engineer from actual survey, and said company petitions your Honorable Board to approve said location.

Northern Maine Seaport Railroad Company,

By APPLETON & CHAPLIN, Its Attorneys.

February 11, 1905.

(Description of location as to courses, distances and boundaries is here omitted).

To the municipal officers of the cities of Bangor and Belfast, and the towns of LaGrange, Alton, Bradford, Hudson, Glen-

burn, Hermon, Hampden, Winterport, Frankfort, Stockton Springs and Searsport, and to the Maine Central Railroad Company:

You are hereby notified that the Northern Maine Seaport Railroad Company, has filed with the Board of Railroad Commissioners, the foregoing petition for approval of its location, and that a hearing will be had upon the same at the Bangor House, in the city of Bangor, on the twenty-third day of February, A. D. 1905, at ten o'clock in the forenoon, at which time and place all persons and corporations interested may appear and be heard in relation to the matter.

Said petitioner shall cause to be published a true copy of said petition and this order of notice thereon three days successively in the Daily News and in the Daily Commercial, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least five days before the day of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this fifteenth day of February, A. D. 1905.

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. Hugh R. Chaplin appeared for the petitioners.

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

Mr. Ruel W. Rogers appeared for himself and others.

This is a petition of the Northern Maine Seaport Railroad Company, under chapter 51 of the Revised Statutes.

All the provisions of the general law have been complied with, and we do hereby approve the proposed location of the Northern Maine Seaport Railroad, as shown by the petition and plan, defining its courses, distances and boundaries, which said peti-

tion and plan are hereby filed with the Board of Railroad Commissioners.

Dated this 2nd day of March, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition and Decision of the Board on petition of the Northern Maine Seaport Railroad Company for a change in the location in the towns of Hermon and Hampden. Approved March 25, 1905.

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

Respectfully represents the Northern Maine Seaport Railroad Company that it deems it necessary and expedient that a change be made in the location of the line of its road;

That said change is in the towns of Hampden and Hermon in Penobscot county, and begins at station 574+08.4 B. C. of part 2 of present location in said Hampden, and ends at station 770+11.7 of the present location in said Hermon;

That the line changed as asked for between said points will be described as follows:

Beginning at a point in the town of Hampden at station 574+08.4 B. C. of part No. 2, on the center line of the Northern Maine Seaport Railroad, as approved by the Railroad Commissioners of the State of Maine; thence on a tangent bearing N. 1° 35' E. one hundred and ten (110) feet to station 575+18.4 B. C.; thence on a curve to the right with a radius of 5,730 feet eleven hundred fifty-three (1,153) feet to station 586+71.4 E. C.; thence on a tangent bearing N. 13° 07' E. crossing the line between the towns of Hampden and Hermon at about station 629+39 seventy-five hundred fifty and six-tenths (7,550.6) feet more or less to station 662+22 B. C.; thence on a curve to the right with a radius of 5,730 feet twenty-four hundred and fifty (2,450) feet to station 686+72 E. C.; thence on a tangent bear-

ing N. 37° 37' E. crossing over the Maine Central Railroad at station 699+10.1 fifteen hundred seventy-one and four-tenths (1,571.4) feet more or less to station 702+43.4 B. C.; thence on a curve to the right with a radius of 5,730 feet nineteen hundred sixty-six and seven-tenths (1,966.7) feet to station 722+10.1 E. C.; thence on a tangent bearing N. 57° 17' E. thirty-one hundred thirty-three and one-tenths (3,133.1) feet more or less to station 753+43.2 B. C.; thence on a curve to the left with a radius of 1,910 feet nine hundred sixty-one and one-tenth (961.1) feet to a point in the town of Hermon at station 763+04.3 E. C.; =770+11.7 of the line approved by the commissioners, the end of the change.

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 accompany this petition. Said change is asked to facilitate an overhead crossing of Maine Central Railroad and to avoid expense of construction.

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.

Northern Maine Seaport Railroad Company,
By APPLETON & CHAPLIN, Its Attorneys.

March 22, 1905.

On the foregoing petition,

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 Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least two days before, and the last publication on Saturday, March 25, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to Mr. Geo. F. Evans, General Manager of the Maine Central Railroad Company, Portland, Maine, two days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 22d day of March, A. D. 1905.

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. Hugh R. Chaplin appeared for the Northern Maine Seaport Railroad Company.

Mr. Theo. L. Dunn appeared for the Maine Central Railroad Company.

We believe the change in the line of the Northern Maine Seaport Railroad, as shown by the description in said petition, and by the plan on file in this office, will be a great improvement in the line of said road, permitting a crossing with the Maine Central Railroad, over head, instead of at grade.

We therefore approve the proposed change in said line, as prayed for in said petition.

Dated at Augusta this 25th day of March, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

Petition and Action of the Board, on petition of the municipal officers of the city of Portland for approval of Dartmouth street, crossing the Boston & Maine and the Maine Central Railroad in Portland. Approved March 25, 1905.

To the Honorable Board of Railroad Commissioners:

Respectfully represents 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 eighth day of December, A. D. 1903, laid out, located, and established a certain street, or way, in said city of Portland, and known as Dartmouth street, said street being located as follows:

Beginning at a point on the westerly side line of Forest avenue two hundred and thirty-eight and seventy-two hundredths

(238.72) feet northerly from the northwesterly corner of Forest avenue and William street; thence westerly making an angle of eighty-two degrees and fifty-seven minutes ($82^{\circ} 57'$) with the northerly direction of Forest avenue, a distance of one thousand two hundred and seventy-eight and sixty-seven hundredths (1,278.67) feet to a point in the easterly line of Deering avenue, said point being distant northerly along said line of Deering avenue two hundred and fifty-three and five-tenths (253.5) feet from the intersection of said line of Deering avenue with the northerly line of William street, said street to be sixty (60) feet wide and situated wholly on the northerly side of the above described line; that said street as laid out crosses the tracks of the W. N. & P. division of the Boston and Maine Railroad, now located westerly of and running parallel with said Forest avenue, as shown on a plan of said Dartmouth street herewith filed and made a part of this petition:

That said city of Portland desires to construct and open said street to public travel, and that it will be necessary to construct the same across the tracks of said division of said Boston and Maine Railroad:

Wherefore your petitioners pray that your Honorable Board will, after due notice and hearing, determine whether said street, when constructed, shall cross said tracks at grade therewith, or not, and the manner and conditions of crossing the same, and also determine how the expense of constructing and maintaining so much of said street as lies within the limits of the location of said railroad shall be borne, whether by said railroad company, or by the city of Portland, or whether the same shall be apportioned between said railroad company and said city.

Dated at Portland this fifteenth day of February, 1904.

James P. Baxter,

Mayor of Portland:

Arthur I. Hamilton,

E. W. Murphy,

Walter H. Lyseth,

Frederick L. Jerris,

Geo. F. Kavanough,

C. H. Carter,

James H. McDonald,

Wm. L. Cobb,

Aldermen of the city of Portland.

On the foregoing petition,

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 Daily Press a newspaper published at Portland, in the county of Cumberland, the first publication in said paper to be at least five days before Monday the nineteenth day of September, A. D. 1904, on which day the Board of Railroad Commissioners will be in session at the West End Hotel in the city of Portland at two o'clock in the afternoon for the purposes indicated in said petition.

Said petitioner shall send by mail copies of the foregoing petition and order to Lucius Tuttle, general manager of the Boston & Maine Railroad, Boston, Mass., and to Symonds, Snow, Cook and Hutchinson, attorneys for the Boston & Maine Railroad, Portland, Maine, seven days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this first day of September, A. D. 1904.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Scott Wilson, city solicitor, appeared for the city of Portland.

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

The matter was then continued for hearing to the fifth day of October, A. D. 1904, at ten o'clock in the forenoon at the same place, and has been thence continued from term to term until the present time.

At said hearing the Boston and Maine Railroad Company contended by its counsel that that portion of the company's location across which Dartmouth street had been laid by the city of Portland, was a part of said railroad company's land or right of way which was used for station purposes; and that therefore the

street was not legally laid, because the Railroad Commissioners had not been called upon in the first instance by the city to determine whether public necessity required the laying of said street, as required by statute.

The city contended, through its solicitor, Mr. Scott Wilson, that this part of the railroad location was not used for station purposes, and therefore that the street was legally laid.

We listened very carefully to the testimony in relation to the matter and have considered it in all its bearings. We have also carefully considered a large number of authorities cited by the counsel for the Boston and Maine Railroad.

The decisions as to what constitutes station grounds differ so widely in different jurisdictions, that we find but little help in the determination of the matter at issue.

In this State we think the question is one of law and fact. We cannot incorporate into this decision enough of the facts to give the court such full knowledge as would be required if the matter goes forward.

We therefore simply decide that from the facts developed at the hearing before this Board we believe that this portion of the Boston and Maine Railroad location covered by Dartmouth street is not used for station purposes, within the meaning of the statute.

We therefore decree that said Dartmouth street, as laid out, may cross the Boston and Maine Railroad track at grade. That within the limits of said railroad company's land the street shall be constructed at the expense of said city of Portland, or it may be done under the direction of the Boston and Maine Railroad Company at the expense of said city, but afterwards it shall be maintained within the limits of said railroad company's location at the expense of said Boston and Maine Railroad.

Dated at Augusta this 25th day of March, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

Petition, and Decision of the Board, on petition of the European and North American Railway, for a change in location in the city of Bangor. Approved April 11, 1905.

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

The European and North American Railway, a corporation established under the laws of the said State of Maine, located and having its principal place of business at city of Bangor in the county of Penobscot and State aforesaid, respectfully represent:

That it owns a line of railroad running from said Bangor to Vanceboro in the county of Washington and State aforesaid, which said railroad is leased and operated by Maine Central Railroad Company; that your petitioner and said lessee deem it necessary and expedient for the safe and convenient operation of its said railroad to make a change in the location of said railroad where said railroad crosses Kenduskeag river in the city of Bangor and on each side thereof so that the main track shall diverge from its present location at a point about 528 feet westwardly from center of said Kenduskeag river to point about 2,024.7 feet eastwardly thereof.

The line of proposed change commences at an iron rod marked 11+50 at point 6.5 feet opposite and southeasterly of station 11+50 of location of European and North American Railway Company recorded in volume 7, page 42, of records of county commissioners of Penobscot county, Maine, said last named station 11+50 being on a tangent "north 42° 08' east 627 feet" long and said proposed station 11+50 being in Front street between May and Union streets; runs thence on a curve north-eastwardly, or to the right, of 716.8 radius, a distance of 385.6 feet to station 15+35.6, said station being in Kenduskeag river;

Thence on a tangent, bearing north 72° 59' east, and crossing Kenduskeag river, a distance of 1,277.4 feet to an iron rod at station 28+13;

Thence on a curve to the left, or northeastwardly, of 955.4 feet radius, a distance of 265.3 feet to an iron rod at station 30+78.3;

Thence on a tangent bearing north 57° 4' east, a distance of 408.7 feet to an iron rod at station 34+87;

Thence on a curve to the right, or northeastwardly, of 4,911.1 feet radius, a distance of 215.7 feet to an iron rod at station 37+2.7 said station being opposite and 13 feet distant, south-eastwardly, from station 37+22 of said original location of European and North American Railway Company.

The line described above is intended to be the centre line of east bound track of a double track.

Said location is to cover widths as follows :

From station 12+93, on the easterly side of Union street to station 18+40, being on the easterly side of Kenduskeag river, three rods on each side of centre line. From station 18+40 to westerly line of location of Bucksport and Bangor Railroad Company which crosses said European and North American Railway's location at or near station 33+50, the entire width between southerly line of Washington street and Penobscot river, said width being necessary for the purposes of a passenger station, approaches thereto, and necessary tracks and side tracks, all said premises to be included in railroad yard appurtenant to said station. From westerly line of location of Bucksport and Bangor Railroad Company, at or near station 33+50, to station 37+2.7, three rods on each side of said centre line.

Your petitioner has filed hereto a map or plan on an appropriate scale and profile on the relative scales of profile paper in common use, dated March, 1905, signed by Theo. L. Dunn, chief engineer, showing both the original location of European and North American Railway Company and the new location covered by said change.

Your petitioner further represents that the railroad on said changed location would cross the Penobscot Central Railway at or near station 12+10, Union street at or near station 12+60, Kenduskeag river on each side of station 16+78, the highway between the cities of Bangor and Brewer, formerly the Bangor toll bridge, at or near station 29+60, and the Bucksport and Bangor Railroad, now leased by Maine Central Railroad Company, at or near station 33+70, as will fully appear on said plan.

Wherefore your petitioner requests your Honorable Board to approve the said change in location of said railroad to be made under the direction of your Honorable Board; that you will determine the manner and conditions of construction and maintenance of crossing of Penobscot Central Railway; determine the

manner and conditions of crossing of Union street; approve the change of location of the bridge across the Kenduskeag river (sometimes called stream) in accordance with the provisions of an act of the legislature approved February 28, 1905, authorizing your petitioner and its said lessee to change the location of its railroad bridge across the Kenduskeag stream in Bangor; determine the manner and conditions of crossing the highway between the cities of Bangor and Brewer and apportion the expense of building and maintaining so much as is within the limits of the location, and determine how the crossing of the Bucksport and Bangor Railroad, now leased to Maine Central Railroad Company, shall be constructed and maintained.

Your petitioner further requests your Honorable Board to consent that its trains, or the trains of its lessee, over said railroad between Bangor and Vanceboro, may deviate from the track originally built and be run over the track constructed upon the new or changed location hereinbefore described.

The said Maine Central Railroad Company, lessee as aforesaid, hereby joins in the requests herein made.

March 27, 1905.

European and North American Railway,

By C. F. WOODARD, Its Attorney.

Maine Central Railroad Company,

By GEO. F. EVANS,

Vice-President and General Manager.

On the foregoing petition,

Ordered, That the petitioners cause to be published a true copy of said petition and this order of notice thereon, three days successively in the Bangor Daily Commercial and in the Bangor Daily News, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least five days before the 11th day of April, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the Bangor House, in Bangor at ten o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall serve notice upon the Penobscot Central Railway, by giving in hand to Erastus C. Ryder, attorney of said Penobscot Central Railway a copy of said petition with this order of notice thereon; and also serve upon the mayor of the city of Bangor a copy of said petition with this order of notice

thereon; also serve a like copy upon the Eastern Maine Railway Company; also serve a like copy upon the mayor of the city of Brewer, five days before said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 28th day of March, A. D. 1905.

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. Charles F. Woodard appeared for the European and North American Railway, and for the Maine Central Railroad Company.

Mr. E. C. Ryder appeared for the Penobscot Central Railway.

Mr. P. H. Coombs, the city engineer, appeared for the city of Bangor.

The principal object of this proceeding seems to be to obtain from the Board of Railroad Commissioners an approval of the change in location of the railroad bridge across the Kenduskeag river or stream, in the city of Bangor, in accordance with the provisions of an act of the legislature of Maine approved February 28, 1905, authorizing said European and North American Railway and its lessee, the Maine Central Railroad Company, to change the location of said railroad bridge under the direction of the Railroad Commissioners.

The object of the change of location of said bridge is to obtain a better alignment of the tracks of said railroad company, made necessary by the building of a new passenger station on the easterly side of said stream; and for this purpose the westerly end of said bridge is to be located about twenty feet further south, and the easterly end to be located about sixty feet further south. To obtain a better grade the bridge is to be built about two feet higher than the present bridge.

All these details are shown on a plan made by Theo. L. Dunn, chief engineer of the European and North American Railway, and herewith approved by the Railroad Commissioners.

By this petition the railroad company also asks the right, under another statute, to cross the Penobscot Central Railway with another or second track, on Union street, and to determine the manner and condition of said crossing, and how the expense of the same shall be borne.

We therefore hereby determine that said Maine Central Railroad Company may cross the said Penobscot Central Railway on Union street according to the location detailed upon the plan aforesaid, with another or second track, the manner and condition of crossing to be as follows :

The angle of the crossing frogs shall conform to the angle of the crossing, and the rails therein shall conform in all respects to the rails used by the Penobscot Central Railway, and by the Maine Central Railroad Company. Said crossing being on the eastbound track of said double track, of said Maine Central Railroad, and shall be constructed and maintained by said Maine Central Railroad Company at its own expense.

The conditions of crossing by the cars of the Penobscot Central Railway shall be the same as those now in existence as to the crossing of the single track, made by the Railroad Commissioners in their decision of June 3d, 1897.

The said company also asks by authority of still another statute, to change the grade of Union street at the crossing of said street by said double tracks made necessary by the raising of the bridge across the Kenduskeag river ; and we hereby decree that the crossing of Union street by the tracks of said railroad company shall be made at grade after the said street shall have been raised above its present grade three inches.

All the expense of raising the grade of said Union street shall be at the expense of the Maine Central Railroad Company.

Said European and North American Railway, and its lessee, the Maine Central Railroad Company are hereby authorized to change and enlarge the original location of said railway as detailed on the aforesaid plan, and are hereby allowed to deviate from the tracks originally built, and are hereby allowed to run their trains over the tracks constructed upon the new or changed location.

The manner and condition of crossing the highway, formerly the approach to the old toll bridge is hereby authorized under another statute, as follows :

The bridge over the tracks shall be raised to the level of the new steel span in the toll bridge across Penobscot river, or about two feet and four inches higher than the said bridge over said tracks is at present.

Said European and North American Railway and its lessee, the Maine Central Railroad Company may have the right to excavate on their own land to the southerly line of Washington street, for the purpose of laying the railroad tracks; covering said excavation with a steel riveted bridge supported on a steel trestle at the southerly end, and a stone abutment on the northerly end, at the same height of the bridge when raised as aforesaid.

The grade of Washington street shall be raised to correspond with the grade of the new highway bridge, and the grade of said Washington street, easterly and westerly of said highway bridge shall be raised so that the grade shall not exceed three feet in one hundred east and west from said highway bridge.

All the expense of raising said highway bridge and of raising the grade of Washington street to the new grade, shall be done at the expense of the Maine Central Railroad Company.

All the land or right of way to be used for the changes hereby authorized is owned or leased by the European and North American Railway and the Maine Central Railroad Company, and we therefore have no occasion to give any authority to use or to take land for any of the purposes herein authorized.

Dated at Augusta this eleventh day of April, A. D. 1905.

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 Lewiston and Portland Railroad Company. Approved April 21, 1905.

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 city of Auburn in the county of Androscoggin, in and through the towns of New Gloucester, Gray, Cumberland and Falmouth in the county of Cumberland, and in and through the city of Portland, in said county of Cumberland, connecting with the Portland Railroad, to be known as the "Lewiston & Portland Railroad," 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.

Lewiston, Maine, April 17, 1905.

Winfield S. Libbey,
Henry M. Dingley,
Julius E. Parkhurst,
J. Frank Boothby,
John A. Morrill.

Articles of Association.

We, the undersigned, Winfield S. Libbey, Henry M. Dingley, Julius E. Parkhurst and J. Frank Boothby, all of Lewiston, in the county of Androscoggin and State of Maine, and John A. Morrill of Auburn, 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 or compressed air, 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 "Lewiston and Portland Railroad."

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 as follows: Commencing at or near the corner of Minot avenue and Washington street in the city of Auburn, in the county of Androscoggin, thence in and through said city of Auburn and in and through the towns of New Gloucester, Gray, Cumberland and Falmouth, all in the county of Cumberland, to the city of Portland in said county of Cumberland, thence in and through said city of Portland, connecting with the Portland Railroad.

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

The amount of capital stock is one hundred and fifty thousand dollars (\$150,000).

The number of shares of which said stock shall consist shall be fifteen hundred (1,500).

Winfield S. Libbey, Henry M. Dingley, Julius E. Parkhurst and J. Frank Boothby, all of Lewiston, in the county of Androscoggin and State of Maine, and John A. Morrill of Auburn, in said county, 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 fifteenth day of April, in the year of our Lord, one thousand nine hundred and five.

Winfield S. Libbey, Lewiston, Maine, seven hundred and forty-eight shares, (748).

Henry M. Dingley, Lewiston, Maine, seven hundred and forty eight shares, (748).

Julius E. Parkhurst, Lewiston, Maine, two shares, (2).

J. Frank Boothby, Lewiston, Maine, one share, (1).

John A. Morrill, Auburn, Maine, one share, (1).

STATE OF MAINE.

We, the undersigned, Winfield S. Libbey, Henry M. Dingley and Julius E. Parkhurst, all of Lewiston, in the county of Androscoggin and State of Maine, being a majority of the directors named in the annexed articles of association of the proposed Lewiston and Portland Railroad, on oath depose and say, that

the fifteen hundred 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 section three of chapter fifty-three of the Revised Statutes of the State of Maine.

Lewiston, Maine, April 15, 1905.

Winfield S. Libbey,
Henry M. Dingley,
Julius E. Parkhurst.

STATE OF MAINE.

Androscoggin ss.

April 15, 1905.

Then personally appeared Winfield S. Libbey, Henry M. Dingley and Julius E. Parkhurst and made oath that the foregoing affidavit by them signed is true.

Before me,

JOHN A. MORRILL, Notary Public.

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 two and three of chapter fifty-three of the Revised Statutes have been complied with, this certificate of such facts and this approval in writing are hereunto endorsed upon the foregoing articles of associaton of the Lewiston and Portland Railroad.

Dated at Augusta this 21st day of April, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition for Approval of Articles of Association of the Portland and Lewiston Railway. Approved April 26, 1905.

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 Portland & Lewiston Railway, for the purpose of constructing, maintaining and operating a street railway of standard gauge, beginning at a point at or near Morrills Corner, so called, in the Deering district of the city of Portland; thence through the villages of West Falmouth in the town of Falmouth, West Cumberland in the town of Cumberland, Gray and North Gray in the town of Gray, New Gloucester and Upper Gloucester in the town of New Gloucester and in the city of Auburn at a point at or near the junction of Minot avenue and Court street in said city of Auburn.

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 Portland, Cumberland county, Maine, April 13, 1905.

Edward W. Gross,
John W. True,
Lewis A. Goudy,
L. M. Leighton,
Thomas M. Johnston,
Jabez True,
Frank Ridlon.

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 in pursuance of the provisions of sections two and three of chapter fifty-three of the Revised Statutes of Maine, 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 Portland and Lewiston Railway.

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

Article 3. 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 at or near Morrill's corner, so called, in the Deering district of the city of Portland; thence through the villages of West Falmouth in the town of Falmouth, West Cumberland in the town of Cumberland, Gray and North Gray in the town of Gray, New Gloucester and Upper Gloucester in the town of New Gloucester, and in the city of Auburn to a point at or near the junction of Minot avenue and Court street in said city of Auburn.

Article 4. The length of the road of said company, as nearly as may be, is to be thirty-two miles.

Article 5. The amount of the capital stock of said company shall be one hundred thirty thousand dollars.

Article 6. The number of shares of which said capital stock shall consist shall be thirteen hundred shares of the par value of one hundred dollars each.

Article 7. 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:

Edward W. Gross, Auburn, Maine; John W. True, New Gloucester, Maine; Lewis A. Goudy, Portland, Maine; L. M. Leighton, Portland, Maine; Thomas M. Johnston, Portland, Maine; Jabez True, Portland, Maine; Frank Ridlon, Boston, Massachusetts.

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.

Edward W. Gross, Auburn, Me., 130 shares; Lewis A. Goudy, Portland, Me., 130 shares; John W. True, New Gloucester, Me., 65 shares; Charles P. Chandler, New Gloucester, Me., 65 shares; Fred H. Chandler, New Gloucester, Me., 44 shares; Jabez True, Portland, Me., 130 shares; Andrew C. Chandler, New Gloucester, Me., 43 shares; Norman True, Portland, Me., 130 shares; Edward C. Reynolds, Portland, Me., 130 shares; Llewellyn M.

Leighton, Portland, Me., 130 shares; Thomas M. Johnston, Portland, Me., 130 shares; Frank L. Clark, Gray, (five), 5 shares; Lee B. Hunt, Gray (five), 5 shares; James E. Hancock, Gray, 5 shares; Arthur S. Noyes, West Falmouth, Me., 10 shares; Geo. L. Hale, West Falmouth, Me., 10 shares; Percy H. Richardson, Portland, Me., 8 shares; Frank Ridlon, Boston, Mass., 130 shares.

We being the directors named in the foregoing articles of association, a majority 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, heretofore annexed, has 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.

Edward W. Gross,
John W. True,
Lewis A. Goudy,
L. M. Leighton,
Thomas M. Johnston,
Jabez True,
Frank Ridlon.

STATE OF MAINE.

Cumberland ss.

April 20, A. D. 1905.

Then personally appeared the above named Thomas M. Johnston and made affirmation to the truth of the foregoing statement by him subscribed.

Before me,
EDWARD C. REYNOLDS, Justice of the Peace.

STATE OF MAINE.

Cumberland ss.

April 20, A. D. 1905.

Then personally appeared Edward W. Gross, John W. True, Lewis A. Goudy, L. M. Leighton, Frank Ridlon and Jabez True and made oath to the truth of the foregoing statement by them severally subscribed.

Before me,
EDWARD C. REYNOLDS, 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 two and three of chapter fifty-three of the Revised Statutes have been complied with, this certificate of such facts and this approval in writing are hereunto endorsed upon the foregoing articles of association of the Portland and Lewiston Railway.

Dated at Augusta this 26th day of April, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition and Decision of the Board, on petition of the Northern Maine Seaport Railroad Company, for changes in location in several towns on its line. Approved April 28, 1905.

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

Respectfully represents the Northern Maine Seaport 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 Lagrange, Alton, Bradford, Hudson and Glenburn, all in Penobscot county, and begins at station 974+88.1 E. C., being the junction with the Bangor and Aroostook Railroad in Lagrange and ends at station 334+85.8 of the location heretofore approved by your Honorable Board.

The second change is in said Glenburn and begins at station 289+69 of the old location and ends at station 209+66.3 E. C. of the old location.

The third change is in said Glenburn and begins at station 137+26.8 of the old location and ends at station 1001+21.8 B. C. of the old location, near dividing line between Bangor and Glenburn.

The fourth change is in Bangor in Penobscot county and begins at station 968+48.7 old location and ends at 937+96.3, old location.

The fifth change is in Hampden in said Penobscot county and begins at station 545+87.9 old location and ends at station 530+38.8 old location.

The sixth change is in Winterport in Waldo county and begins at station 318+74.8 of old location and ends at station 292+31.2 old location.

The seventh change is in Frankfort in said Waldo county and begins at station 51+65.1 old location and ends at station 23+52.7 old location.

The eighth change is in said Frankfort and begins at station 58+22.9 old location and ends at station 121+32.7 old location.

The ninth change is in said Frankfort and Prospect in said Waldo county and begins at station 132+42.7 old location and ends at station 224+92 old location.

The tenth change begins at station 289+52.1 of old location in said Prospect and ends at station 383+45.5 of old location in Stockton Springs in said Waldo county.

The eleventh change is in said Stockton Springs and begins at station 359+38.7 old location and ends at station 383+45.5 old location.

The twelfth change begins in said Stockton Springs at station 477+41.3 old location, and ends in Searsport in said Waldo county at station 881+05 of location changed as prayed for, which point is on the line already approved.

The thirteenth change begins at station 905+25 of location changed as prayed for in said Searsport, which point is on location heretofore approved and ends in Belfast in said Waldo county at station 1225+63.3 of location changed as prayed for, and there connects with the Maine Central Railroad.

Other changes are on the spur which runs to Cape Jellison in Stockton Springs. Maps on an appropriate scale showing the line as it will be if changed as prayed for in blue, and the corresponding line as already approved in red, together with corresponding profiles on the relative scales of profile paper in common use, accompany this petition.

There is also accompanying this petition a description by courses and distances of the line as it will be if changed from its

point of connection with the Bangor and Aroostook Railroad to the southerly end of said fourth change; a description by courses and distances of the fifth to the tenth changes, both inclusive, in said line, and a description by courses and distances of the line as it will be if changed from the beginning of the twelfth change to the connection with the Maine Central Railroad in Belfast.

Said descriptions are of the centre line of said location.

Your petitioner deems said changes necessary and expedient and prays your Honorable Board to approve said changes in location, and prays that it may make such changes as provided by law.

Bangor, Me., April 18, 1905.

Northern Maine Seaport Railroad Company,

By APPLETON & CHAPLIN, Its Attorneys.

On the foregoing petition,

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 Daily News and in the Daily Commercial, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least three days before Friday, the 28th day of April, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the Bangor House in the city of Bangor, at ten o'clock in the forenoon for the purposes indicated in said petition.

Said petitioners shall send copies of the foregoing petition and order to the municipal officers of the towns of Lagrange, Alton, Bradford, Hudson and Glenburn, and the mayor of the city of Bangor and the municipal officers of the towns of Winterport, Frankfort, Prospect, Stockton Springs and Searsport four days before said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 19th day of April, A. D. 1905.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Messrs. Appleton & Chaplin appeared for the petitioner.

No one appeared to oppose said petition.

We are satisfied that all of the changes in the location of the Northern Maine Seaport Railroad as specified in said petition, are necessary and expedient as hereinbefore specified, except the proposed eleventh change. Said proposed eleventh change is embodied in the tenth change and therefore becomes unnecessary.

We therefore approve all of said changes except said eleventh change and find that public convenience requires said changes as prayed for.

Dated this 28th day of April, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the Northern Maine Seaport Railroad Company and decision of the Board relating to the crossing of the M. C. R. R. in Hermon. Decision April 28, 1905.

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

The Northern Maine Seaport Railroad Company respectfully represents that its line of railroad, the location of which has been approved by your Honorable Board, is laid out across a highway in the town of Hermon known as Hammond street, and that the location of said railroad in that vicinity is across the Maine Central Railroad, which said railroad is already built, and that the tracks of your petitioner are to be constructed across the tracks of said Maine Central Railroad.

Wherefore your petitioner prays that your Honorable Board after notice and hearing will determine the manner and condition under which said railroad may cross said highway and how the expense of building and maintaining so much thereof as is within the limits of said highway shall be borne between said railroad company and the said town of Hermon, and your petitioner further prays that your Honorable Board will determine the manner and condition of the construction and maintenance of said crossing of said Northern Maine Seaport Railroad with said Maine Central Railroad, and how the expense thereof shall be borne.

Bangor, Maine, April 21, 1905.

Northern Maine Seaport Railroad Company,

By APPLETON & CHAPLIN, Its Attorneys.

On the foregoing petition,

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 Daily News, a newspaper published at Bangor in the county of Penobscot, and in the Bangor Daily Commercial, a newspaper published at Bangor in the county of Penobscot, the first publication in each paper to be at least three days before Friday, the 28th day of April, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner

shall send copies of the foregoing petition and order to the municipal officers of the town of Hermon, and to George F. Evans, general manager, Maine Central Railroad Company, three days before said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 22d day of April, A. D. 1905.

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 the parties interested.

Messrs. Appleton & Chaplin appeared for the petitioner.

Mr. H. B. Cleaves and Messrs. White & Carter appeared for the Maine Central Railroad Company.

The municipal officers of the town of Hermon appeared personally.

We hereby approve the crossing of the Maine Central Railroad track by the track of the Northern Maine Seaport Railroad Company by an overhead bridge, to be at least twenty-one feet above the rails of the said Maine Central Railroad, according to the plan and specifications made by Moses Burpee, chief engineer of the Northern Maine Seaport Railroad Company, on file in the office of the Railroad Commissioners and hereby approved. The work shall be done to the satisfaction of the Board of Railroad Commissioners and to be approved by them.

The said Northern Maine Seaport Railroad Company may also cross the highway in said town of Hermon by an overhead bridge, according to the plan and specifications above referred to, and on file in the office of the Board of Railroad Commissioners, which is hereby approved, all the expense of said crossing of the Maine Central Railroad, and of said highway, shall be borne by the Northern Maine Seaport Railroad Company.

Dated this 28th day of April, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the selectmen of the towns of Kittery and Eliot, for the maintenance of a station for freight at Kittery Junction.

Petition dismissed June 28, 1905.

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

The undersigned, citizens and residents of the towns of Kittery and Eliot, representing that public convenience and necessity require the erection and maintenance of a station for freight at Kittery Junction in the town of Kittery, on the eastern division of the Boston and Maine Railroad, respectfully petition your Honorable Board that such action be taken by your Honorable Board as the needs and conditions of the case demand.

J. R. Philbrick,

J. S. Safford,

Selectmen of Kittery.

Samuel E. Cole,

Geo. E. Ireland,

Selectmen of Eliot,

And fifty-four others.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition and this order of notice thereon two weeks successively in the Biddeford Journal, a newspaper published at Biddeford in the county of York, the last publication in said paper to be before March the twenty-first, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the passenger station on the main line of the Boston and Maine Railroad in the town of Kittery at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall serve copies of the foregoing petition and order upon the station agent of the Boston and Maine Railroad in said Kittery and send a copy of said petition and order, by mail, postage paid, to the general manager of the Boston and Maine Railroad at Boston, Massachusetts.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this second day of March, A. D. 1905.

Dismissed; per order of the Board.

GEO. F. GIDDINGS, Asst. Clerk.

June 28, 1905.

Petition and Decision of the Board, on petition of the Canadian Pacific Railway Company, for approval of the conditions of crossing the Bangor and Aroostook Railroad in Brownville. Dismissed June 29, 1905.

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

The Canadian Pacific Railway Company, operating and controlling a line of railway through the State of Maine from Mattawamkeag to the western boundary of the State, respectfully represents that said line of railway passes through the town of Brownville in the county of Piscataquis in said State, and in said town of Brownville near the village of Henderson at a place called Brownville Junction, said line of railway crosses a railroad owned and controlled by the Bangor and Aroostook Railroad Company commonly known as the Katahdin Iron Works branch of the Bangor and Aroostook Railroad.

That said Canadian Pacific Railway Company desires to have made a change in the now existing condition, construction and manner of said crossing of its railway with said Katahdin Iron Works branch, the present crossing being the crossing of said Iron Works branch by only one track of the railway of said Canadian Pacific Railway Company, and that the change desired is to have said Katahdin Iron Works branch crossed by four tracks of the railway of said Canadian Pacific Railway Company, as shown on the plan hereto attached.

Wherefore said Canadian Pacific Railway Company applies in writing to your Honorable Board for a hearing on this application for such change, after such notice to be given by it as your Honorable Board shall order, and that your Honorable Board will determine at such hearing what changes in said crossing are necessary, and how such crossing shall hereafter be constructed and maintained, and how the expense of changing and hereafter maintaining said crossing shall be borne.

And as in duty bound will ever pray.

October 29, 1903.

Canadian Pacific Railway Company,

By C. F. WOODARD, Its Attorney.

Upon the foregoing petition,

Ordered, That the petitioner cause to be served upon the Bangor and Aroostook Railroad Company a copy of said peti-

tion five days before Friday the thirteenth day of November, A. D. 1903, on which day the Board of Railroad Commissioners will be in session at the Bangor House, a hotel in the city of Bangor, at ten o'clock in the forenoon for the purposes named in said petition.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

October 31, A. D. 1903.

Dismissed; by order of the Board.

GEO. F. GIDDINGS, Asst. Clerk.

June 29, 1905.

Petition of the selectmen of Belgrade for maintenance of a gate or flagman near Belgrade station. Dismissed June 28, 1905.

BELGRADE, May 20, 1905.

To the Railroad Commissioners:

We the undersigned, selectmen of Belgrade, having received a petition signed by one hundred thirty-four legal voters of the town of Belgrade for better protection of life and property at the grade crossing west of the railroad station at Belgrade depot and having petitioned the railroad company for the same and having received no reply, we petition your Honorable Board for a gate or flagman.

Yours respectfully,

F. L. Pray,

O. H. Gowell,

C. O. Page,

Selectmen of Belgrade.

Dismissed; by order of the Board.

GEO. F. GIDDINGS, Asst. Clerk.

June 28, 1905.

Petition and Decision of the Board, on petition of the Boston and Maine Railroad Company for approval of the location of a branch track in the city of Westbrook. Approved July 6, 1905.

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

Respectfully represents the Boston and Maine Railroad that permission has been granted by the municipal officers of the city of Westbrook in the county of Cumberland and State of Maine, to lay and maintain a track across Mechanic street in said city, at a point southerly of the location of the tracks of said Boston and Maine Railroad, such track being a part of a branch track, connecting with the tracks of said Boston and Maine Railroad at a point easterly of said Mechanic street on land of said Boston and Maine Railroad, and from thence extending northeasterly across said Mechanic street to and onto land of the Dana Warp mills, and connecting with the mills of said Dana Warp mills; that a certified copy of the vote authorizing such crossing, and a plan showing such proposed branch track are hereto annexed.

And your petitioner further respectfully represents that it is desirous of building said proposed track forthwith;

Wherefore your petitioner makes this application in writing to your Honorable Board, and prays 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 crossing shall be made, constructed and maintained and how the expenses 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 21st day of June, A. D. 1905.

Boston and Maine Railroad,

By LUCIUS TUTTLE, Its President.

On the foregoing petition,

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 Daily Press, a newspaper published at Portland in the county of Cumberland, the first publication in said paper to be at least three days before Thursday, the sixth

day of July, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Westbrook, also to the Dana Warp Company, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-ninth day of June, A. D. 1905.

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.

Symonds, Snow, Cook and Hutchinson appeared for the petitioner.

No one appeared to oppose the petition.

We hereby approve the proposed location and order that the Boston and Maine Railroad Company may construct and maintain said branch track as located; and we hereby approve the crossing of Mechanic street in the city of Westbrook by said branch track according to the plan filed with the Board of Railroad Commissioners and by them approved in writing.

The Boston and Maine Railroad Company shall construct its track across said Mechanic street at grade so as to make the street safe and convenient for travel within its limits, and shall keep and maintain the same at its own expense.

Dated at Augusta this sixth day of July, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition, and Decision of the Board, relating to a change in location of the Washington County Railway near Sprague's Mills.

Approved July 6, 1905.

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

The Washington County Railway Company, a corporation established under the laws of the said State of Maine, located and having its principal place of business at city of Portland in the county of Cumberland and State aforesaid, respectfully represents;

That it owns a line of railroad running from Baring to Princeton, both in the county of Washington and State aforesaid, which said railroad lies partly in the State of Maine and partly in the Province of New Brunswick in the Dominion of Canada; that your petitioner deems it necessary and expedient for the safe and convenient operation of its said railroad to make a change in the location of said railroad near Sprague's Falls, for the purpose of avoiding a mill pond to be created by the erection of a dam, now being built at said Sprague's Falls, by the St. Croix Paper Company, so that the main track shall deviate from its present location between point 1 1-10 miles eastwardly from the centre of St. Croix river and point 3 96-100 miles westwardly therefrom.

The centre line of the proposed change in location in said State of Maine commences at a point in the centre of St. Croix river on the boundary line between said Province of New Brunswick and said State of Maine at station called 73+48.5; runs thence on a tangent, bearing north 19° 30' west, a distance of 492.6 feet to a stake at station 78+41.1; thence on a curve to the right of 1,910.1 feet radius, a distance of 782.8 feet to a stake at station 86+23.9; thence on a tangent, bearing north 3° 59' east, a distance of 1,053.3 feet to a stake at station 96+77.2; thence on a curve to the left, of 1,910.1 feet radius, a distance of 995.6 feet to a stake at station 106+72.8; thence on a tangent, bearing north 25° 53' west, a distance of 4,235.4 feet to a stake at station 149+08.2; thence on a curve to the left, of 2,864.9 feet radius, a distance of 775 feet to a stake at station 156+83.2; thence on a tangent, bearing north 41° 23' west, a distance of 1,557.4 feet to a stake at station 172+40.6; thence on a curve to the right,

of 1,432.7 feet radius, a distance of 580.8 feet to a stake at station 178+21.4; thence on a tangent, bearing north 18° 09' west, a distance of 456.3 feet to a stake at station 182+77.7; thence on a curve to the left, of 1,910.1 feet radius, a distance of 991.7 feet to a stake at station 192+69.4; thence on a tangent, bearing north 47° 54' west, a distance of 693.2 feet to a stake at station 199+62.6; thence on a curve to the right, of 2,864.9 feet radius a distance of 3,050 feet to a stake at station 230+12.6; thence on a tangent, bearing north 13° 06' east, a distance of 1,684.6 feet to a stake 246+97.2; thence on a curve to the left of 1,432.7 feet radius a distance of 785.4 feet to a stake at station 254+82.6; said stake being in the centre of track, at a point in the location of Lewy's Island Railroad Company 20,873.4 feet westwardly, measured along centre of said location from the centre between abutments of the bridge over the St. Croix river at Sprague's Falls.

This location is to cover a width of 66 feet, being 33 feet on each side of the centre line above described.

Your petitioner has filed herewith a map or plan on an appropriate scale, and profile on the relative scales of profile paper in common use, dated May, 1905, signed by Theo. L. Dunn, chief engineer, showing both the original location of Lewy's Island Railroad Company, and the new location covered by said change.

Your petitioner further represents, that said new location does not cross any highway or town way.

Wherefore your petitioner requests your Honorable Board to approve the said change in location of said railroad to be made under the directions of your Honorable Board, and further requests your Honorable Board to consent that its trains over said railroad between Baring and Princeton, may deviate from the track originally built, and be run over the track constructed upon the new or changed location hereinbefore described.

Dated at Portland, Me., May 22, 1905.

Washington County Railway Company,

By GEO. F. EVANS, Vice-President.

GEO. A. CURRAN, Attorney for Petitioner.

On the foregoing petition,

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 Daily Commercial, a newspaper published at

Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Thursday, the sixth day of July, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Baring, Baileyville and Princeton, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-fourth day of June, A. D. 1905.

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. Theo. L. Dunn appeared for the Washington County Railway Company.

No one appeared to oppose the change of location as prayed for in said petition.

We hereby approve the said proposed change and find that public convenience requires it, and hereby decree that said change of location may be made by said Washington County Railway Company.

Dated at Augusta this sixth day of July, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition and Decision of the Board, on petition of the Washington County Railway Company for approval of location of a branch track in the town of Baileyville to Sprague's Mills. Approved July 6, 1905.

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

The Washington County Railway Company, a corporation established under the laws of the said State of Maine, located and having its principal place of business at city of Portland in the county of Cumberland and State aforesaid, respectfully represents:

That it is desirous of constructing and maintaining a branch railroad track at Sprague's Falls in the town of Baileyville, county of Washington in said State of Maine, from a point in proposed changed location north of Sprague's Falls to the mill of St. Croix Paper Company.

The location of said branch railroad track is described as follows:

The centre line of said location commences at a stake in centre line of changed location of Washington County Railway Company, as petitioned for to Board of Railroad Commissioners of said State of Maine, May 22, 1905, at station 88+16 of said location, said stake being marked 0, running thence southwestwardly on a curve to the right, of 1,146.3 feet radius, a distance of 751 feet, to a stake at station 7+51; thence on a tangent, bearing south 41° 32' west, a distance of 1,802.7 feet, to a stake at station 25+53.7; thence on a curve to the left, of 1,146.3 feet radius, a distance of 1,110 feet to a stake at station 36+63.7; thence on a tangent, bearing south 13° 58' east, a distance of 691.1 feet, to a stake at station 43+54.8; thence on a curve to the left, of 1,432.7 feet radius a distance of 512.1 feet, to a stake at station 48+66.9; thence on a tangent, bearing south 34° 27' east a distance of 523.1 feet to a stake at station 53+90; thence on a curve to the right, of 1,146.3 feet radius, a distance of 409.7 feet, to a stake at station 57+99.7; thence on a tangent, bearing south 13° 58' east, a distance of 1,500.3 feet to a stake at station 73.

This location is to cover a width of 66 feet, being 33 feet on each side of centre line above described.

Your petitioner has filed herewith a map or plan on an appropriate scale, and profile on the relative scale of profile paper in common use, dated May 29, 1905, signed by Theo. L. Dunn, chief engineer, showing the location proposed.

Your petitioner further represents that said location does not cross any highway or town way.

Wherefore your petitioner prays that your Honorable Board will approve said location, that it may locate, construct and maintain said branch railroad track under the directions of said Board as provided by law.

Dated at Portland, Maine, June 16, 1905.

Washington County Railway Company,

By GEO. F. EVANS, Vice-President.

GEO. A. CURRAN, Attorney for Petitioner.

On the foregoing petition,

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 Daily Commercial, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Thursday, the sixth day of July, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Baileyville, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-fourth day of June, A. D. 1905.

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. Theo. L. Dunn appeared for the Washington County Railway Company.

No one appeared to oppose.

We hereby approve the location of said proposed branch track, and hereby decree that the same may be constructed by said Washington County Railway Company as prayed for in said petition.

Dated at Augusta this sixth day of July, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition, and Decision of the Board, on petition of the Portland and Rumford Falls Railway for approval of the location of a branch track in the town of Rumford. Approved July 6, 1905.

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

The Portland & Rumford Falls Railway, a corporation established and existing under the laws of said State, respectfully represents that it now owns and operates a standard gauge railroad, which extends through the town of Rumford in the county of Oxford, and further represents that it is desirous of constructing, maintaining and operating for public use a branch railroad track, extending from its present main line in the village of Rumford Falls in the town of Rumford aforesaid, to the Cutting-up mill of the Oxford Paper Company, located in said Rumford above Rumford Falls, and that it has made a location of said branch railroad track, which said location is described as follows:

Beginning on the main line of the Portland and Rumford Falls Railway in the town of Rumford at a point one hundred and fourteen and two-tenths (114 2-10) feet southeasterly from the point of the freight house switch; thence northwesterly by a curve to the left of nine hundred and forty-two and three-tenths (942 3-10) feet radius a distance of ninety-four and two-tenths (94 2-10) feet; thence by a curve to the left of thirteen hundred and two and five-tenths (1,302 5-10) feet radius, a distance of

one hundred and seven and six-tenths (107 6-10) feet; thence by a curve to the left of seven hundred and sixteen and eight-tenths (716 8-10) feet radius, a distance of nine hundred and forty-two and nine-tenths (942 9-10) feet; thence S. 43° 24' W. a distance of three hundred and ninety-one and four-tenths (391 4-10) feet; thence by a curve to the left of five hundred and seventy-three and seven-tenths (573 7-10) feet radius, a distance of two hundred and ninety-four and seven-tenths (294 7-10) feet; thence S. 13° 56' W. a distance of two hundred and seventeen and four-tenths (217 4-10) feet; thence by a curve to the right of fifteen hundred and twenty-eight and two-tenths (1,528 2-10) feet radius, a distance of three hundred and forty-nine (349) feet; thence by a curve to the right of twenty-one hundred and twenty-two and three-tenths (2,122 3-10) feet radius, a distance of three hundred and forty-seven and five-tenths (347 5-10) feet; thence S. 36° 24' W. a distance of two hundred and thirty-two and one-tenth (232 1-10) feet; thence by a curve to the left of seven hundred and sixty-four and five-tenths (764 5-10) feet radius a distance of four hundred and thirteen and three-tenths (413 3-10) feet; thence S. 5° 24' W. a distance of six hundred and sixty-seven (667) feet; thence by a curve to the left of five hundred and seventy-three and seven-tenths (573 7-10) feet radius, a distance of two hundred and sixty-five (265) feet; thence S. 21° 06' E. a distance of one hundred and sixty-six and five tenths (166 5-10) feet; thence by a curve to the right of seven hundred and sixty-four and five-tenths (764 5-10) feet radius, a distance of three hundred and forty-eight (348) feet; thence S. 5° 00' W. a distance of nine hundred and fifty-six and two-tenths (956 2-10) feet.

Crossing in this distance the highway leading from Rumford Falls over the high bridge at the head of the falls to South Rumford, so called; thence by a curve to the left of five hundred and seventy-three and seven-tenths (573 7-10) feet radius, a distance of two hundred and ninety-nine and two-tenths (299 2-10) feet; thence S. 24° 55' E. a distance of eight hundred and eighteen (818) feet to the Cutting-up mill, near the head of the falls, a total distance of one and thirty-one hundredths (1 31-100) miles.

This location is to cover a width of four (4) rods, being two (2) rods on each side of the above described line.

Now therefore believing that public convenience requires the construction of such extension and having a capital stock of more than six thousand dollars per mile for every mile of its said railroad including the extension herein described and presenting herewith a map of the proposed route of said extension on an appropriate scale together with a proper profile of the same, also a report and estimate prepared by a skillful engineer from actual survey and having further complied with all the provisions of law relating to the extension, location and construction of railroads, said corporation prays that your Honorable Board will, after due notice and hearing authorize the extension of said branch railroad track as herein described, approve the proposed location of the same and authorize the construction, maintenance and operation of the same.

And also that your honors will authorize a crossing of said highway at grade, it being impracticable for said branch railroad track to pass over or under said highway, and will determine the manner and condition of crossing the same and how the expense of building and maintaining of so much thereof as is within the limits of said location shall be borne between said town and your petitioner.

Dated at Rumford Falls, Maine, this ninth day of May, A. D. 1905.

Portland and Rumford Falls Railway,
By GEORGE D. BISBEE, Its Attorney.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition and this order of notice thereon, in one issue of the Rumford Falls Times, a newspaper published at Rumford Falls in the county of Oxford, the publication in said paper to be at least three days before Tuesday, the sixteenth day of May, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Portland and Rumford Falls Railway at Rumford Falls at one o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Oxford county also to the municipal officers of the town of Rumford two days at least before the date of said hearing.

J. B. PEAKS, Chairman,
For the Board of Railroad Commissioners of Maine.
Dated this 10th day of May, A. D. 1905.

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. D. Bisbee appeared for the petitioner.

The county commissioners of Oxford county appeared personally.

No one appeared to oppose.

We hereby approve the location of said branch track as prayed for in said petition.

We also hereby approve the crossing of the highway leading from Rumford Falls to South Rumford, and authorize the crossing of said highway at grade.

The Portland and Rumford Falls Railway Company shall construct said branch track within the highway at its own expense, leaving said highway safe for travelers with horses, teams and carriages, and shall hereafter maintain the same.

Dated at Augusta this sixth day of July, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of Maine Central Railroad Company and decision of the Board relating to the approval of a branch track in Belgrade. Approved July 6, 1905.

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

The Maine Central Railroad Company, a corporation established under the laws of the said State of Maine, located and having its principal place of business at city of Portland, in the county of Cumberland and State aforesaid, respectfully represents:

That it is desirous of constructing and maintaining a necessary track in the town of Belgrade, county of Kennebec and said State of Maine, extending from a point opposite passenger station, now being constructed, to point westerly therefrom, near the overhead bridge on a county road, for the purpose of having its freight house located on both main tracks and a side track.

The centre line of location of said necessary track is described as follows:

Commencing in the centre line of location of the Androscoggin and Kennebec Railroad Company, now Maine Central Railroad Company, at a point of 254 feet northeastwardly, measured along said centre line, from its intersection with the easterly side line of the county road, which crosses the railroad at grade at Belgrade station; thence westwardly on a curve to the left, of 942.3 feet radius, a distance of 102.5 feet; thence on a curve to the left, of 573.7 feet radius, a distance of 89.3 feet; thence on a curve to the right, of 573.7 feet radius, a distance of 151.3 feet; thence on a tangent to said last named curve, a distance of 85 feet; thence on a curve to the right of 573.7 feet radius, a distance of 85 feet; thence on a curve to the left, of 573.7 feet radius, a distance of 85 feet; thence on a tangent to said last named curve, a distance of 122 feet; thence on a curve to the right, of 573.7 feet radius, a distance of 126.3; thence on a curve to the left, of 573.7 feet, a distance of 64 feet; thence on a curve to the left, of 942.3 feet radius, a distance of 102.5 feet to a point in the centre line of location first above described.

This location is to cover a width of six (6) feet on each side of the above described centre line subject, however, to all prior rights of the Maine Central Railroad Company over and in any portion of the land covered by said location.

The Maine Central Railroad Company is the owner of the land on each side of the county road over which said location is made.

The above described location crosses the county road passing immediately west of Balgrade passenger station which said location and county road are shown on the plan attached hereto, signed by Theo. L. Dunn, chief engineer.

Wherefore, the said Maine Central Railroad Company prays that your Honorable Board will approve said location, and that it may locate, construct and maintain said necessary track under the direction of said Board as provided by law; and that your Honorable Board will determine the manner and conditions by which said necessary track may cross the aforesaid county road.

Dated at Portland, Maine, May 19, 1905.

Maine Central Railroad Company,

By GEO. F. EVANS, Vice-President and General Manager.

WHITE & CARTER, Attorneys for Petitioners.

On the foregoing petition,

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 Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least five days before Monday, the fifth day of June, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad Company at Belgrade at ten o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Kennebec county, also to the municipal officers of the town of Belgrade, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-third day of May, A. D. 1905.

STATE OF MAINE.

In Board of Railroad Commissioners.

On 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 petitioner.

The municipal officers of Belgrade appeared personally.

No objection being raised to the construction of the track as prayed for in the petition, it is hereby ordered and decreed that said petitioner may construct said necessary track as prayed for in said petition.

The said track may cross the county road, passing immediately west of Belgrade station at grade; provided however, said Maine Central Railroad Company may raise said street, within its present location, not exceeding two feet, for the purpose of laying said track at grade with the main line track.

Said Maine Central Railroad Company shall construct said track, within the limits of the highway, and hereafter maintain the same, at its own expense, so as to be safe and convenient for travelers on said highway, with horses, teams and carriages.

Suitable provision shall be made for surface drainage.

Dated at Augusta this sixth day of July, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition,, and Decision of the Board, on petition of the Northern Maine Seaport Railroad Company, for approval of a crossing over a way in the town of Hampden. Approved July 6, 1905.

To the Railroad Commissioners of the State of Maine:

Respectfully represents the Northern Maine Seaport Railroad Company that the location of its railroad crosses and its railroad when built will cross the way in Hampden in Penobscot county, known as the Emerson Mill road.

Your petitioner makes application to you, upon due proceedings had, to alter the course of said way so as to permit the railroad of your petitioner to cross over said way. A plan of suggested change of said way accompanies this petition.

Northern Maine Seaport Railroad Company,
By APPLETON & CHAPLIN, Its Attorneys.

June 1, 1905.

Upon the foregoing petition,

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 Daily News, a newspaper published in Bangor in the county of Penobscot; the first publication to be, at least, three days before the fifteenth day of June, A. D. 1905, on which day the Board of Railroad Commissioners will meet at said crossing at nine o'clock in the forenoon, and will then and there meet all parties interested, and will adjourn to some convenient place in said Hampden and give a hearing to all parties interested; said petitioner shall send a copy of the foregoing petition and order to the municipal officers of the town of Hampden three days before said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of June, A. D. 1905.

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 persons interested.

Messrs. Appleton and Chaplin appeared for the petitioners.

The selectmen of Hampden appeared personally.

No one opposed the petition.

We therefore hereby decree that the course of said highway named in said petition be changed so as to permit the railroad to cross over said highway.

The course of said highway shall be changed as follows:

Beginning at a point marked 0+00 in the center of the present highway; thence bearing N. 25° 40' W. five hundred sixty-five and five-tenths (565.5) feet more or less to station 5+65.5; thence bearing N. 77° 19' W. one hundred three and five-tenths (103.5) feet more or less to station 6+39, crossing the center line of the Northern Maine Seaport Railroad, as located, at station 6+25.7 and station 596+90.6 on the center line of said railroad; thence bearing S. 86° 29' W. five hundred sixty-one and two-tenths (561.2) feet more or less to station 12+30.2 in the center of the present highway one thousand ninety-seven and seven-tenths (1,097.7) feet from the place of beginning along the present highway.

Excepting and reserving from the above described strip of land such part as is occupied by the abutment and piers of said railroad, the distance between said abutments and piers gives a clear road way of thirty-five (35) feet more or less.

Said strip of land extends five hundred eight (508) feet more or less across the land of Lyman Phillips, and contains seventy-seven one-hundredths (0.77) acres more or less; two hundred twenty-one (221) feet more or less across the land of said railroad company and contains thirty-one one-hundredths (0.31) acres more or less, and five hundred one and two-tenths (501.2) feet more or less across the land of Frank Emerson and contains seventy-six one-hundredths (0.76) acres more or less.

Said way being four (4) rods wide, and thirty-three (33) feet on each side of the center line above described.

At said hearing it was understood and agreed by the parties that said Northern Maine Seaport Railroad Company should pay for the land so taken for the diversion of said highway, so that said town of Hampden should be in no way liable for damages for the same.

We therefore make no award as to said damages, in this proceeding, but will do so later if it becomes necessary.

Said highway shall be constructed by said Northern Maine Seaport Railroad Company at its own expense, in such manner

as shall be safe and convenient for travelers with horses, teams and carriages, and to the satisfaction and approval of the Board of Railroad Commissioners.

Suitable provision shall be made for surface drainage.

Dated at Augusta, this sixth day of July, A. D. 1905.

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

*Petition of the Northern Maine Seaport Railroad Company, and
Decision of the Board, relating to the alteration of a highway
in the town of Searsport. Decision July 6, 1905.*

To the Railroad Commissioners of the State of Maine:

Respectfully represents the Northern Maine Seaport Railroad Company that the location of its railroad crosses the main highway leading from the town of Stockton Springs to Belfast in two places near each other and in the vicinity of the head of Long Cove in the town of Searsport; that said highway can be altered so as to eliminate both of said crossings and allow the railroad to pass by the side of said highway.

Your petitioner therefore makes application to you upon due proceedings had to alter the crossing of said highway so as to permit the railroad of your petitioner to cross at the side thereof. A plan of a suggested change of said way to accomplish the above purposes accompanies this petition.

Northern Maine Seaport Railroad Company,
By APPLETON & CHAPLIN, Its Attorneys.

June 1, 1905.

On the foregoing petition,

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 "Daily Commercial," a newspaper published in Bangor in the county of Penobscot; the first publication to be at least three days before the sixteenth day of June, A. D. 1905, on which day the Board of Railroad Commissioners will

meet at said crossing at ten o'clock in the forenoon, and will then and there meet all parties interested, and will adjourn to some convenient place in said Stockton Springs and give a hearing to all parties interested; said petitioner shall send a copy of the foregoing petition and order to the municipal officers of the town of Stockton Springs three days before said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of June, A. D. 1905.

STATE OF MAINE.

In Board of Railroad Commissioners.

On 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 persons interested.

Messrs. Appleton and Chaplin appeared for the petitioners.

No one appeared to oppose it.

This is a petition for the change of a highway in the town of Searsport, so as to allow the railroad to pass by the side of said highway, as provided in Revised Statutes.

The change of said highway will prevent two very bad grade crossings, which would have been necessary by the location of the Northern Maine Seaport Railroad Company.

We therefore order and decree that said change in said highway may be made as follows:

Said highway to be four (4) rods wide, two (2) rods on each side of the center line, said center line being described as follows, viz.: Beginning at a point in the center of the highway leading from Stockton Springs to Searsport village, sixty-seven (67) feet from and at right angles to the center line of the Northern Maine Seaport Railroad, as located, thence in a westerly direction on a curve to the left with a radius of nine hundred ninety-two (992) feet parallel to and sixty-seven (67) feet distant from the center line of said railroad, a distance of nine hundred forty-six (946) feet more or less to the center of said highway at a point where it is sixty-seven (67) feet from and at right angles to the center line of said railroad.

Said diversion is four hundred thirty-five (435) feet more or less on the land of Shepard H. Pike estate, and five hundred eleven (511) feet more or less on the land of Thomas L. and F. P. Decrow.

It was understood and agreed at said hearing that the Northern Maine Seaport Railroad Company was to pay the land damages to said Shepard H. Pike estate and to said Thos. L. & F. P. Decrow, so that neither the town of Searsport, nor the county of Waldo shall be liable for any land damages.

We therefore make no award as to the land damages in this decree. Said award can be made at a subsequent hearing if necessary, and said highway shall be constructed by said Northern Maine Seaport Railroad Company at its own expense, in such manner as shall be safe and convenient for travelers with horses, teams and carriages, and to the satisfaction and approval of the Board of Railroad Commissioners.

Suitable provision shall be made for the passage of surface drainage.

Dated at Augusta this sixth day of July, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Northern Maine Seaport Railroad Company, and decision of the Board, relating to crossing several highways at grade on its line. Approved July 12, 1905.

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

The Northern Maine Seaport 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 crossings numbered 9, 11, 17, 28, 30, 32, 33, 34, 42 it is impossible to so construct said railroad as to pass either over or under said ways;

And your petitioner further represents that the location of said railroad across the Kenduskeag road in Bangor is also across a railroad known as the Penobscot Central Railroad or the Bangor and Northern Railroad in that vicinity, which last named railroad is already built, and that the tracks of your petitioner are to be constructed across the tracks of said Penobscot Central Railroad or Bangor and Northern Railroad.

Wherefore your petitioner prays that your Honorable Board after notice and hearing will authorize the crossing of said ways (excepting numbers 9, 11, 17, 28, 30, 32, 33, 34, 42), at grade, and further that your Honorable Board will determine the manner and conditions under which said railroad may cross all said ways, and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne between your petitioner and the respective cities and towns in which said crossings are located; and further that your Honorable Board will determine the manner and condition of the construction and maintenance of said crossing of the railroad of your petitioner with said Penobscot Central Railroad or Bangor and Northern Railroad, and how the expense thereof shall be borne.

No. Crossing.	Station R. R. Location.	City or Town.	Description of Way.
1	934+25	Lagrange	East Bradford Road.
2	799+84	Bradford	Discontinued Road (so called).
3	532+12	Hudson	Old Town Road Hudson Corner.
4	326+74	Glenburn	Highway, Hudson & Bangor.
5	243+95	Glenburn	Marston Road Town Way.
6	155+22	Glenburn	E. & W. Road Glenburn to Kenduskeag near Glenburn Center.
7	53+50	Glenburn	Town Way South Glenburn.
8	28+20	Glenburn	Town Way W. of Kenduskeag stream.
9	998	Bangor	Penobscot Central Ry & Kenduskeag Road.
10	987+34	Bangor	Ohio Street.
11	876+02.5	Bangor	Union Street.
12	822+29	Hermon	Fuller Road.
15	664+41	Hermon	Cold Brook Road.
16	629+39	Hermon & Hampd'n	Road on Town Line Hermon & Hampden.
17	595+41	Hampden	Emerson Mill Road.
18	531+21	Hampden	Augusta Road.
19	463+02	Hampden	Kennebec Road.
20	383+07.5	Hampden	Gilmore Road.
21	333+07	Hampden	Cove Road.
22	332+13	Hampden	Back Winterport Road.
23	293+58	Winterport	N. & S. Road near Smiths.
24	247+10	Winterport	E. & W. Road near Ernest Colson's.
25	203+22	Winterport	N. & S. Road on Marsh.
26	184+50	Winterport	E. & W. Road, Winterport & Ellingwood Corner.
27	144+80	Winterport	E. & W. Road Winterport to Boyd Corner Winterport.
28	104+74	Winterport	E. & W. Road along Marsh Stream.
29	25	Frankfort Landing	W. over hill from Frankfort Vllg.
30	27+15	Frankfort Landing	W. in Valley Frankfort Vllg.
31	30+10	Frankfort Landing	W. hill Frankfort Vllg.
32	49+72	Frankfort Landing	S. Near W. H. Clark's.
33	104+80	Frankfort Landing	W. to Mt. Waldo from Mt. Waldo Quarry Wharf.
34	161+28	Frankfort	Highway Frankfort to Stockton, near Prospect, Frankfort T. L.
35	260+16	Prospect	Highway Prospect to Prospect Ferry.
36	268+32	Prospect	Highway leading E. from Prospect Highway.
37	306+71	Prospect	Highway leading from Prospect to Sandy Point.
38	356+92	Stockton Springs.	Highway leading from Prospect to Sandy Point.
39	362+93	Stockton Springs.	Highway leading N. from Sandy Point Rd.
40	385+67.5	Stockton Springs.	Highway leading E. from Sandy Point Rd. to Penobscot River.
41	399+66	Stockton Springs.	Prospect to Sandy Point.
42	450+75	Stockton Springs.	Stockton Springs to Prospect, near Sandy Point.
43	511+48	Stockton Springs.	Town Road from highway to landing.
44	515+21	Stockton Springs.	French Road.
45	611+34	Stockton Springs.	Denslow Road.
46	639+00	Stockton Springs.	Fort Point Road.
47	663	Stockton Springs.	Road to Stockton old wharf.
48	686+16	Stockton Springs.	Road to Stockton old wharf.
49	769+27	Stockton Springs.	Sears Isle Road.
50	779+32	Searsport	Stockton to Belfast R.
51	787+64	Searsport	Stockton to Belfast R.
52	814+67	Searsport	Road to Macks Points or Treat's.
53	844+67	Searsport	Stockton to Belfast Road.
54	859+65	Searsport	Black Road in Searsport Village.
55	877+95	Searsport	Road leading N. from Searsport Village.
56	892+51	Searsport	Mt. Ephraim Rd. main Road leading N. from Searsport Village.
57	914+88	Searsport.	Belfast Road.
58	1057	Belfast	2rd. Town Way.
59	1084+81	Belfast	2rd. Town Way.
60	1112+36.5	Belfast	2rd. Town Way.
61	1156+66	Belfast	2rd. Town Way.
62	1179+11	Belfast	2rd. Town Way.
63	1182	Belfast	Searsport to Belfast Road near Passagasawakeag River.

Cape Jellison Spur.

No. Crossings.	Station R. R. Location.	City or Town.	Description of Way.
64	31+95	Stockton.....	Road from Sandy Point to Cape Jellison & Ft. Point.
65	70+0	Stockton.....	Road from Sandy Point to Cape Jellison & Ft. Point.
66	83+25	Stockton.....	Mill Road to Cape Jellison.

Northern Maine Seaport Railroad Company,
By APPLETON & CHAPLIN, Its Attorneys.

April 28, 1905.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition and this order of notice thereon three days successively in the Bangor Daily Commercial and the Bangor Daily News, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least three days before Monday, the 8th day of May, A. D. 1905, on which day the Board of Railroad Commissioners will meet at Hermon Junction, in the county of Penobscot at ten o'clock in the forenoon, and thence proceed to view the several crossings commencing at Hermon, and proceeding northerly to the town of Lagrange; and the municipal officers of the several towns will be heard by the Railroad Commissioners in relation to said crossings, at said crossings, as they proceed northward.

The officers of the Penobscot Central Railway may appear at the crossing of said railway on Kenduskeag road.

On Tuesday, May 9th, at nine o'clock in the forenoon the Railroad Commissioners will leave Hermon Junction and proceed southerly through the several towns to Searsport and Belfast; and the municipal officers of the several towns may meet the commissioners at the said crossings and be heard in relation thereto.

The municipal officers of towns must necessarily use their judgment as to the time the Commissioners will reach the several crossings.

The petitioners shall give notices to the municipal officers of Lagrange, Bradford, Hudson, Glenburn, Bangor, Hermon,

Hampden, Winterport, Frankfort, Prospect, Stockton Springs, Searsport and Belfast, and to E. C. Ryder, attorney of the Penobscot Central Railway.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 1st day of May, A. D. 1905.

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 all persons interested.

Messrs. Appleton & Chaplin appeared for the Northern Maine Seaport Railroad Company.

The selectmen of the towns of Lagrange, Bradford, Hudson, Glenburn, Hermon, Hampden, Winterport, Frankfort, Prospect, Stockton Springs, Searsport, and the municipal officers of the city of Bangor appeared personally.

From an inspection of the locations of the several crossings, and from the facts presented at said hearings, the Board find that of the aforesaid crossings, those hereinafter described as grade crossings could not reasonably be made otherwise than at grade.

Crossing number one, in the town of Lagrange, being East Bradford road, may be crossed by said railroad at grade after said highway is lowered two feet.

Crossing number two, in the town of Bradford, known as Discontinued road, may be crossed at grade after said highway is raised four and one-half feet.

Crossing number three, in the town of Hudson, being the Old Town road, may be crossed at grade after said highway is raised one foot.

Crossing number four, in the town of Glenburn, being the Hudson and Bangor road, may be crossed at grade after said highway is raised four and one-half feet.

Crossing number five, in the town of Glenburn, being the Marston road town way, may be crossed at grade after the highway is lowered six feet.

Crossing number six, in the town of Glenburn, being the East and West road, to Kenduskeag near Glenburn Center, may be

crossed at grade after the highway is lowered two and one-half feet.

Crossing number seven, in the town of Glenburn, being a town way in South Glenburn, may be crossed at grade after said highway is raised one foot.

Crossing number eight, in the town of Glenburn, being a town way west of Kenduskeag stream, may be crossed at grade after the highway is raised five feet.

Crossing number nine, in the city of Bangor, Penobscot Central Railway and the Kenduskeag road, to be determined hereafter by a petition for a change of the highway and separation of grades.

Crossing number ten, in the city of Bangor, being Ohio street, may be crossed at grade after said highway is lowered two feet.

Crossing number eleven, in the city of Bangor, being Union street, may cross under a bridge of the Railroad Company with a clear span at the foot of the abutment of forty-nine feet and a clear headway of twelve feet.

Crossing number twelve, in the town of Hermon, being the Fuller road, may be crossed at grade after the highway is raised four feet.

Crossing number fifteen, in the town of Hermon, being the Cold Brook road, may be crossed at grade as now constructed.

Crossing number sixteen, in the town of Hermon, being the road on town line, Hermon and Hampden, may be crossed at grade after the highway is raised seven feet, the approaches to be same as now constructed, and the highway culvert in said approaches to be sufficiently lengthened.

Crossing number seventeen, in the town of Hampden, being the Emerson Mill road, the manner and conditions of crossing to be determined under a petition for deviation of highway and separation of grades.

Crossing number eighteen, in the town of Hampden, being the Augusta road, may be crossed at grade after the highway is raised one foot.

Crossing number nineteen, in the town of Hampden, being the Kennebec road, may be crossed at grade after the highway is raised one and one-half feet.

Crossing number twenty, in the town of Hampden, being the Gilmore road, may be crossed at grade after the highway is raised three feet.

Crossing number twenty-one, in the town of Hampden, being the Cove road, may be crossed at grade after the highway is lowered two and one-half feet.

Crossing number twenty-two, in the town of Hampden, being the Back Winterport road, may be crossed at grade after the highway is raised six feet, with approaches at same grade as those now constructed.

Crossing number twenty-three, in the town of Winterport, being the North and South road near Smiths, may be crossed at grade after the highway is raised one and one-half feet, with approaches at same grade as those now constructed.

Crossing number twenty-four, in the town of Winterport, being the East and West road near that of Ernest Colson, may be crossed at grade after the highway is raised three feet.

Crossing number twenty-five, in the town of Winterport, being the North and South road, on the Marsh may be crossed at grade after the highway is raised two feet.

Crossing number twenty-six, in the town of Winterport, being the East and West road, Winterport and Ellingwood Corner, may be crossed at grade after the highway is raised one foot.

Crossing number twenty-seven, in the town of Winterport, being the East and West road, Winterport to Boyd Corner, may be crossed at grade after the highway is lowered three feet.

Crossing number twenty-eight, in the town of Winterport, being the East and West road near Marsh stream, the highway to pass under the bridge of the railroad company through a span of thirty-six feet clear, and a headway of fifteen feet.

Crossing number twenty-nine, in the town of Frankfort, being the road west over hill from Frankfort village, the manner and conditions of crossing to be determined by petition for the change of location of highway.

Crossing number thirty, in the town of Frankfort, being the road west in the valley of Frankfort village, the highway to pass under the bridge of the railroad company with a thirty-six feet clear span and a fifteen feet headway.

Crossing number thirty-one, in the town of Frankfort, being the road west of the hill from Frankfort village, may be crossed at grade after the highway is lowered seven feet, and the grade of the approaches not to exceed those now constructed.

Crossing number thirty-two, in the town of Frankfort, being south near W. H. Clarks, the highway to pass under the bridge of the railroad company with a twenty-three feet clear span and a twelve feet headway.

Crossing number thirty-three, in the town of Frankfort, being the road west to Mount Waldo Quarry wharf, the highway to pass under the bridge of the railroad company, with a thirty-six feet clear span, and a fifteen feet headway.

Crossing number thirty-four, in the town of Frankfort, being the road from Frankfort to Stockton, near Prospect and Frankfort town line, the highway to pass under the bridge of the railroad company with a twenty-three feet clear span, and a twelve feet headway.

Crossing number thirty-five, in the town of Prospect, being the highway from Prospect to Prospect ferry, may be crossed at grade after the highway is raised seven feet, and the approaches of the inclinations not to exceed those now constructed.

Crossing number thirty-six, in the town of Prospect, being the road leading east from Prospect highway, may be crossed at grade as at present constructed.

Crossing number thirty-seven, in the town of Prospect, being the road leading from Prospect to Sandy Point, may be crossed at grade after the highway is raised one foot.

Crossing number thirty-eight, in the town of Stockton Springs, being the road leading from Prospect to Sandy Point, may be crossed at grade after the highway is raised three feet.

Crossing number thirty-nine, in the town of Stockton Springs, being the road leading north from Sandy Point, may be crossed at grade after the highway is raised seven and one-half feet.

Crossing number forty, in the town of Stockton Springs, being the road leading east from Sandy Point road to Penobscot river, may be crossed at grade after the highway is raised two and one-half feet.

Crossing number forty-one, in the town of Stockton Springs, being the road from Prospect to Sandy Point, may be crossed at grade after the highway is raised eight and one-half feet, the approaches not to be steeper than those now constructed.

Crossing number forty-two, in the town of Stockton Springs, being the road from Stockton to Sandy Point, the highway to pass under the bridge of the railroad company, with a clear span of twenty-three feet, and a headway of twelve feet, lowering

the present grade of the road three feet, and the approaches not to be steeper than those now constructed.

Crossing number forty-three, in the town of Stockton Springs, being the town road from highway to the landing, may be crossed at grade after the highway is lowered one foot, and the approaches not to be steeper than those now constructed.

Crossing number forty-four, in the town of Stockton Springs, being the French road, may be crossed at grade after the highway is lowered twelve feet.

Crossing number forty-five, in the town of Stockton Springs, being the Denslow road, may be crossed at grade after the highway is lowered one foot.

Crossing number forty-six, in the town of Stockton Springs, being the Fort Point road, may be crossed at grade after the highway is lowered five and one-half feet.

Crossing number forty-seven, in the town of Stockton Springs, being the road to Stockton old wharf, may be crossed at grade after the highway is lowered three feet.

Crossing number forty-eight, in the town of Stockton Springs, being the road to Stockton Old wharf, may be crossed at grade after the highway is lowered nine feet.

Crossing number forty-nine, in the town of Stockton Springs, being the Sears Isle road, may be crossed at grade after the highway is raised six feet.

Crossing number fifty, in the town of Searsport, being the road from Stockton to Belfast, the manner and conditions of crossing to be determined by petition for the elimination of the crossing.

Crossing number fifty-one, in the town of Searsport, being the road from Stockton to Belfast, the manner and conditions of crossing to be determined by petition for the elimination of the crossing.

Crossing number fifty-two, in the town of Searsport, being the road to Mack's Point, or Treat's, may be crossed at grade after the highway is raised seven feet.

Crossing number fifty-three, in the town of Searsport, being the road from Stockton to Belfast, may be crossed at grade after the highway is lowered three feet.

Crossing number fifty-four, in the town of Searsport, being the Black road in Searsport village, may be crossed at grade after the highway is raised five and one-half feet.

Crossing number fifty-five, in the town of Searsport, being the road leading north from Searsport village, may be crossed at grade after the highway is lowered two feet.

Crossing number fifty-six, in the town of Searsport, being the Mount Ephrian road, the main road, leading north from Searsport village, may be crossed at grade after the highway is raised two and one-half feet.

Crossing number fifty-seven, in the town of Searsport, being the Belfast road, may be crossed at grade after the highway is lowered one-half foot.

Crossing number fifty-eight, in the city of Belfast, being the Second road, town way, may be crossed at grade after the highway is lowered five feet, and the approaches shall be at grade as now constructed.

Crossing number fifty-nine, in the city of Belfast, being the Second road, town way, may be crossed at grade after the highway is lowered two feet, and the approaches to be the same grade as now constructed.

Crossing number sixty, in the city of Belfast, being the second road, town way, may be crossed at grade after the highway is raised six and one-half feet, and the approaches to be the same grade as now constructed.

Crossing number sixty-one, in the city of Belfast, being the Second road, town way, may be crossed at grade after the highway is lowered one foot, and the approaches to be the same as now constructed.

Crossing number sixty-two, in the city of Belfast, being the Second road, town way, may be crossed at grade after the highway is raised eight feet, and the approaches to be the same as now constructed.

Crossing number sixty-three, in the city of Belfast, being the road from Searsport to Belfast, may be crossed at grade after the highway is lowered one-half foot, and the approaches to be the same as now constructed.

Crossing number sixty-four, in the town of Stockton Springs, being the road leading from Sandy Point to Cape Jellison and Fort Point, may be crossed at grade after the highway is raised four and one-half feet.

Crossing number sixty-five, in the town of Stockton Springs, being the road leading from Sandy Point to Cape Jellison and Fort Point, may be crossed at grade after the highway is raised

eleven feet, and the approaches to be the same as now constructed.

Crossing number sixty-six, in the town of Stockton Springs, being the Mill road to Cape Jellison, may be crossed at grade after the highway is raised eight feet.

Permission is hereby granted to said Northern Maine Seaport Railroad Company to raise or lower the grade of the crossings as herein provided.

All of said crossings shall be made and maintained by said railroad company within its limits in such a manner that the same shall be safe and convenient for travelers in said ways 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 provisions for slopes of fills or cuts of highways, as the case may be, to all of said approaches. The grade of said highways shall not be more than one foot elevation or slope to every twenty feet out from said track, except as is otherwise hereinbefore provided.

Dated at Augusta, this twelfth day of July, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Northern Maine Seaport Railroad Company, and Decision of the Board relating to an alteration of a highway in the town of Frankfort. Decision July 14, 1905.

To the Railroad Commissioners of the State of Maine:

Respectfully represents the Northern Maine Seaport Railroad Company that the location of its railroad crosses, and its railroad when built will cross, the way in Frankfort leading west over the hill from Frankfort village; that the crossing of said way will be greatly facilitated by an alteration in said way.

Your petitioner makes application to you upon due proceedings had to alter the course of said way, so that the crossing will be at a point about two hundred (200) feet north of the present crossing. A plan of a suggested change of said way accompanies this petition.

Northern Maine Seaport Railroad Company,
By APPLETON & CHAPLIN, Its Attorneys.

June 1, 1905.

Upon the foregoing petition,

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 Daily News, a newspaper published in Bangor, in the county of Penobscot; the first publication to be at least three days before the fifteenth day of June, A. D. 1905, on which day the Board of Railroad Commissioners will meet at said crossing at two o'clock in the afternoon, and will then and there meet all parties interested, and will adjourn to some convenient place in said Frankfort and give a hearing to all parties interested; said petitioner shall send a copy of the foregoing petition and order to the municipal officers of the town of Frankfort three days before said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of June, A. D. 1905.

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 persons interested.

Messrs. Appleton and Chaplin appeared for the petitioner.

The municipal officers of Frankfort appeared personally.

This is a petition under Revised Statutes to change the course of the highway to facilitate a crossing of the Northern Maine Seaport Railroad.

After examination of the matter and hearing the parties interested, we decide that the change of said highway is necessary, that public convenience requires it, and we hereby decree that said highway shall be changed as follows:

Beginning at a point marked 0+00 in the center of the present highway leading from Frankfort village to West hill, so called, thence on a course bearing N. 12° 45' E. one hundred thirty-three and two-tenths (133.2) feet to station 1+33.2; thence on a course bearing N. 30° 05' W. two hundred sixty-five (265) feet more or less to station 3+98.2 which is station 23+00 on the center line of the Northern Maine Seaport Railroad, as located, thence bearing N. 69° 00' W. one hundred eighteen and one-tenth (118.1) feet more or less to station 5+16.3; thence bearing N. 89° 56' W. one hundred sixty-three and four-tenths (163.4) feet more or less 6+79.7; thence bearing N. 75° 10' W. one hundred and seventy-one (171) feet more or less to station 8+50.7 in the center of the present highway seven hundred twenty-two (722) feet more or less from the place of beginning along the present highway.

Said diversion extends two hundred thirty-five (235) feet more or less over the land of Geo. West from station 0+00 to station 2+35 and six hundred fifteen and seven-tenths (615.7) feet more or less over the land of said railroad company to station 8+50.7.

Said strip of land contains twenty-seven one hundredths (0.27) acres more or less on said west and seven-tenths (0.7) acres more or less on said railroad company.

Said above line is the center line, and said way shall be twenty-four and three-fourths (24¾) feet on each side of said center line, or three rods wide, in all.

We estimate the damage to the land of said George West at the sum of two hundred and fifty dollars (\$250.00).

We estimate the damage to the land of the railroad company nothing.

We also hereby decree that the Northern Maine Seaport Railroad Company shall construct said change of highway its entire length so as to be safe and convenient for travelers with horses, teams and carriages.

We also hereby decree that the old highway between the termini of said change shall be discontinued whenever the new highway is constructed.

We also hereby decree that the town of Frankfort shall pay the land damage of Mr. George West.

Said highway shall be constructed to the satisfaction and approval of the Board of Railroad Commissioners.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 14th day of July, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the Northern Maine Seaport Railroad Company, and Decision of the Board, relating to alteration of a highway in Bangor, so its road may cross over the same. Approved, July 20, 1905.

To the Railroad Commissioners of the State of Maine:

Respectfully represents the Northern Maine Seaport Railroad Company that the location of its railroad crosses and its railroad when built will cross the way in Bangor, in Penobscot county, leading from Six Mile falls in Bangor to Kenduskeag; on which way are the tracks of Penobscot Central Railway; that unless the course of said way shall be altered the crossing of said way and the tracks of Penobscot Central Railway by the railroad of your petitioner must be at grade.

Your petitioner makes application to you upon due proceedings had, to alter the course of said highway, so as to permit the railroad of your petitioner to cross over said way and over the tracks of Penobscot Central Railway. A plan of a suggested change of said way accompanies this petition.

Northern Maine Seaport Railroad Company,
By APPLETON & CHAPLIN, Its Attorneys.

June 1, 1905.

On the foregoing petition,

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 "Daily Commercial," a newspaper published in Bangor, in the county of Penobscot; the first publication to be, at least, three days before the seventeenth day of June, A. D. 1905, on which day the Board of Railroad Commissioners will meet at said crossing at nine o'clock in the forenoon, and will then and there meet all parties interested, and will adjourn to some convenient place in said Bangor and give a hearing to all parties interested; said petitioner shall send a copy of the foregoing petition and order to the municipal officers of the city of Bangor and to E. C. Ryder, clerk, agent and attorney of the Penobscot Central Railway, three days before said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of June, A. D. 1905.

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 persons interested.

Appearances:

Messrs. Appleton & Chaplin for the petitioners.

Mr. E. C. Ryder for Penobscot Central Railway.

Mr. Philip H. Coombs for the city of Bangor.

This is a petition of the Northern Maine Seaport Railroad Company to change the course of the highway known as the Six Mile Falls road in the city of Bangor, leading from Six Mile falls to Kenduskeag, and is for the purpose of eliminating what would be a very bad grade crossing on the line of the said Northern Maine Seaport Railroad. Along this highway is constructed the Penobscot Central Railway, so if the course of said highway is changed the Penobscot Central Railway must necessarily follow said highway as changed.

We think public convenience requires the change, and we hereby authorize the change of said highway as follows:

Beginning at a point in the center of the Penobscot Central Railway track, as now located, at a point marked station 8+07.1=4+35.7 B. C.; thence on a curve to the right with a radius of two hundred eighty-eight (288-) feet, one hundred forty-four and one-tenth (144.1) feet more or less to station 5+79.8 E. C.; thence on a tangent bearing N. 5° 37' E. three hundred eight and two-tenths (308.2) feet more or less to station 8+88 B. C.; thence on a curve to the left with a radius of two hundred eighty-eight (288) feet, three hundred fifty-eight and two-tenths (358.2) feet more or less to station 12+46.2 E. C.; thence on a tangent bearing N. 66° 01' W. forty-nine (49) feet more or less to station 12+95 B. C.; thence on a curve to the right with a radius of 383 feet, two hundred eighty-seven (287) feet more or less to station 15+82.2 E. C.=18+44 on the center line of said Penobscot Central Railway as located.

The strip of land taken for said highway is four rods wide, being twenty-two feet on the right and forty-four feet on the left of the center line as above described.

The said center line as above described shall be the center line of the Penobscot Central Railway track when said railway is changed in accordance with said new location of said highway.

There is excepted from the above described strip of land, however, such part as is occupied by the abutments of a bridge on the line of the Northern Maine Seaport Railroad, according to a plan this day approved and on file in the office of the Railroad Commissioners in Augusta.

Said diversion of said highway is all on the land of Fred Cort, and the land taken contains one and four-tenths (1.4) acres more or less.

Said Penobscot Central Railway Company shall remove its track from its present location to the location above described, whenever said highway is completed and ready for use.

The present highway between the termini of the said new highway shall be discontinued when said new highway is ready for use.

The Northern Maine Seaport Railroad Company may construct a bridge over said highway at the point indicated on said plan, giving at least fifteen feet headroom above the grade of said highway as constructed.

The Northern Maine Seaport Railroad Company shall make suitable provisions for surface drainage, so as to keep the highway under said bridge sufficiently drained, and shall construct and maintain said changed highway within the limits of the right of way of said Northern Maine Seaport Railroad Company at its own expense.

If the city of Bangor shall neglect to alter or change the course of said highway, and construct the same, as above provided, before the first day of August, A. D. 1905, the said Northern Maine Seaport Railroad Company is hereby authorized and empowered to do the same.

We assess damages to said Fred Cort for the land taken for said highway in the sum of one hundred dollars.

Dated this 20th day of July, A. D. 1905.

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

Railroad Commissioners of Maine.

Approval by the Board of the Articles of Association of the Augusta and Waterville Railway. Approved July 25, 1905.

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 Vassalboro and Winslow, and in and to the city of Waterville, to be known by the name of the Augusta and 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 twenty-fifth day of July, A. D. 1905.

Fred G. Kinsman,
Thomas J. Lynch,
Chas. R. Whitten,
Henry G. Staples,
Chas. A. Milliken.

We, the undersigned, Fred G. Kinsman, Thomas J. Lynch, Chas. R. Whitten, Henry G. Staples and Chas. A. Milliken, 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 & 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 Vassalboro; thence in and through the towns of Vassalboro 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 one hundred thousand (\$100,000) dollars.

Fred G. Kinsman,
 Thomas J. Lynch,
 Chas. R. Whitten,
 Henry G. Staples,
 Chas. A. Milliken.

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

Fred G. Kinsman, Thomas J. Lynch, Chas. R. Whitten, Henry G. Staples and Chas. A. Milliken, 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 twenty-fifth day of July in the year of our Lord one thousand nine hundred and five.

Fred G. Kinsman, Augusta, one hundred shares; Thomas J. Lynch, Augusta, eight hundred and eighty-five shares; Chas. R. Whitten, Augusta, five shares; Henry G. Staples, Augusta, five shares; Chas. A. Milliken, Augusta, five shares.

We, the undersigned, Fred G. Kinsman, Thomas J. Lynch, Chas. R. Whitten, Henry G. Staples and Chas. A. Milliken, 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 one 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 sections two and three of chapter fifty-three of the Revised Statutes.

Dated at Augusta this twenty-fifth day of July, A. D. 1905.

Fred G. Kinsman,
 Thomas J. Lynch,
 Chas. R. Whitten,
 Henry G. Staples,
 Chas. A. Milliken.

STATE OF MAINE.

Kennebec ss.

July 25, A. D. 1905.

Then personally appeared Fred G. Kinsman, Thomas J. Lynch, Chas. R. Whitten, Henry G. Staples and Chas. A. Milliken 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 two and three of chapter fifty-three of the Revised Statutes have been complied with, this certificate of such facts and this approval in writing are hereunto endorsed upon the foregoing articles of association of the Augusta & Waterville Railway.

Dated at Augusta this 25th day of July, A. D. 1905.

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

*Petition for and Approval by the Board, of Articles of Association of the Norway and Western Railroad Company.
Approved August 19, 1905.*

STATE OF MAINE.

Oxford ss.

To the Honorable, the Board of Railroad Commissioners:

The undersigned directors named in articles of association for the formation of the Norway and Western Railroad Company hereby respectfully petition that your Honorable Board will approve said articles of association, the same being annexed hereto. A map of the proposed route on an appropriate scale accompanies this petition.

Your petitioners represent that all the provisions of sections one and two of chapter fifty-one of the Revised Statutes have been complied with and that public convenience requires the construction of said railroad.

Wherefore, your petitioners pray that you will appoint a day for a hearing hereon and that the petitioners shall give such notice hereof as your Honorable Board deems reasonable and proper in order that all persons interested may have an opportunity to appear and be heard hereon, and that at said hearing your Honorable Board will find that all the provisions of sections one and two of chapter fifty-one of the Revised Statutes have been complied with and that public convenience requires the construction of such railroad, and that thereupon you will endorse upon said articles a certificate of such fact and the approval of your Honorable Board in writing.

Dated this first day of June, A. D. 1905.

Jonathan Bartlett,
L. H. Burnham,
W. H. Kilgore,
F. H. Noyes,
Wm. G. Rand.

Articles of Association.

We, the undersigned, a majority of whom are citizens of the State of Maine, do hereby associate ourselves together for the purpose of constructing, maintaining and operating a railroad

for public use in the conveyance of persons and property within the State of Maine. The name of the company shall be "Norway and Western Railroad Company." The gauge shall be four feet eight and one-half inches, and said railroad shall be constructed and operated from a point of connection with the steam railroad operated by the Grand Trunk Railway Company near the station thereof, in the town of Norway, Maine, westerly through the towns of Waterford, Albany and Stoneham to a point in East Stoneham near the post office; also from a point on the aforesaid line known as Rice's Junction southwesterly in the town of Waterford to a convenient point in the village of South Waterford, said location being all within the county of Oxford and in said State; said road will be, as nearly as may be, twenty-one miles in length; the amount of the capital stock is one hundred and fifty thousand dollars, and the number of shares of which said stock shall consist is fifteen hundred.

The following are 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, a majority of whom are citizens of the State of Maine. Jonathan Bartlett, Stoneham, Maine; L. H. Burnham, Albany, Maine; W. H. Kilgore, North Waterford, Maine; W. G. Rand, Boston, Massachusetts; F. H. Noyes, Norway, Maine.

We, the undersigned, hereby agree to take and pay for at par the number of shares of the capital stock of the Norway and Western Railroad Company set opposite our several names.

Jonathan Bartlett, East Stoneham, Me., one share (1); L. H. Burnham, Albany, Me., one share (1); W. H. Kilgore, Waterford, Me., one share (1); H. L. Bartlett, Norway, Me., one share (1); F. H. Noyes, Norway, Me., one share (1); George I. Cummings, Norway, Me., one share (1); F. W. Sanborn, Norway, Me., one share (1); E. N. Swett, Norway, Me., one share (1); Geo. E. Tubbs, Norway, Me., one share (1); Wm. G. Rand, Boston, Mass., six hundred and twenty shares (620); Fred'k Nichols, Boston, Mass., one hundred and ten shares (110); Wallace Wilson, Boston, Mass., three hundred and eighty-seven shares (387); Eugene F. DeNounandie, Boston, Mass., two hundred and fifty (250); Charles F. Birdard, Boston, Mass., one hundred twenty-four shares (124). Total, 1,500 shares.

We, the undersigned directors named in the articles of association of the Norway and Western Railroad Company, being a majority thereof, on oath depose and say that the entire capital stock of said company, viz., one hundred and fifty thousand dollars, has been subscribed in good faith by responsible parties and five per cent thereof has been paid 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.

Jonathan Bartlett,
L. H. Burnham,
W. H. Kilgore,
Wm. G. Rand.

STATE OF MAINE.

Oxford ss.

May 29, 1905.

Then personally appeared the above named Jonathan Bartlett, L. H. Burnham, W. H. Kilgore and William G. Rand and made oath that they have read the foregoing affidavit by them subscribed and know the contents thereof and that the statements therein made are true to the best of their knowledge and belief.

LEVI MCALLISTER, Justice of the Peace.

On the foregoing petition,

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 Lewiston Evening Journal, a newspaper published at Lewiston in the county of Androscoggin, the first publication in said paper to be at least five days before Friday, the twenty-third day of June, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the Beals House in Norway at ten o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the Grand Trunk Railway of Canada, and to the Oxford Central Electric Railroad, also to the municipal officers of the towns of Albany, Norway, Waterford and Stoneham, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this fourteenth day of June, A. D. 1905.

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. Wilson & Heath appeared for the petitioners.

Mr. Harry R. Virgin appeared for certain land owners.

The Oxford Central Electric Railroad was organized in 1897 and commenced the construction of its railroad from Norway westerly over practically the same route as now proposed by the present company. It failed to perform its corporate functions and by a decree of the supreme judicial court has been ousted of its rights under its charter.

We therefore find that public convenience requires the construction of the present proposed railroad, and find that public convenience requires the granting of this charter.

We are satisfied that all of the provisions of sections one and two of chapter fifty-one of the Revised Statutes have been complied with.

We therefore hereby endorse upon these articles of association our certificate of said facts and our approval in writing, and find that public convenience requires the construction of said railroad as named in said petition.

Dated at Augusta this nineteenth day of August, A. D. 1905.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

*Petition of the Norway and Western Railroad Company, and
Decision of the Board, approving the location of said railroad.
Approved September 13, 1905.*

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

The Norway and Western Railroad Company, a corporation organized under the general laws of the State of Maine, and having its location and place of business in Norway in the county of Oxford in said State, hereby petitions your Honorable Board for the approval of the location courses, distances and boundaries of the railroad which it proposes to build within the towns of Norway, Waterford, Albany and Stoneham in said county of Oxford. (Courses and distances are here omitted).

The width of the location thereof on all streets, roads and ways will be five feet on each side of said centre line. Outside of said streets, roads and ways, the width of such locations shall be one and one-half rods on each side of said centre line. And your petitioners have by this location taken, and do hereby by this location take, by their aforesaid location, as for public uses, for the location, construction and convenient use of their road, the land and all material in and upon it as described in this description and prays your Honorable Board to approve said above described location.

Now therefore having complied with the provisions of the law in relation to the formation, extension, location and construction of railways and having presented herewith the map first presented, and with a profile of the line on the relative scales of profile paper in common use and also a report and estimate thereon prepared by a skillful engineer from actual survey, said corporation prays that your Honorable Board will after notice and hearing approve the location of said railway herein described and authorize its construction and operation.

Dated at Norway, this 26th day of August, A. D. 1905.

Norway and Western Railroad Company,

By WALLACE WILSON, Its Attorney.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in one issue of the Norway Advertiser, a newspaper published at Norway

in the county of Oxford, the publication in said paper to be five days before Wednesday, the sixth day of September, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the office of the petitioner, number three Deering street in Norway, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Norway, Waterford, Stoneham and Albany, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of August, A. D. 1905.

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. Wallace Wilson appeared for the petitioner.

Mr. H. R. Virgin appeared for land owners.

The petitioner moved to amend its petition, which amendment was allowed as per amendment on file.

All the provisions of the statute having been complied with, we hereby approve of the proposed location of the Norway and Western Railroad.

Dated at Augusta this 13th day of September, A. D. 1905.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Bangor and Northern Railroad Company, and Action of the Board, relating to the repairing of a bridge crossing the Kenduskeag river. Decision September 11, 1905.
To the Honorable Board of Railroad Commissioners of the State of Maine:

Respectfully represents the Bangor and Northern Railroad Company a corporation organized and existing under the laws of the State of Maine and located at Bangor in the county of Penobscot and State aforesaid, that it has acquired by purchase the property, rights and franchises formerly owned by the old Penobscot Central Railroad of Bangor, Maine, and later by the Penobscot Central Railroad Company of New Haven, Connecticut; that in the maintenance and operation of its line of railway extending from said Bangor to the town of Charleston in said county it is necessary to cross the Kenduskeag river on the highway at a point about two and one-half miles east of Kenduskeag village, on the new road, so called, in the town of Kenduskeag in said county; that on the eighteenth day of August, 1904, the wooden bridge then existing across said river at said point was wholly destroyed. Immediately thereafter a temporary wooden bridge was constructed, which bridge since said date has been maintained and used by said Penobscot Central Railroad Company and your petitioner.

Your petitioner further represents that it is necessary that the present bridge be repaired, removed, or parts of it strengthened, or if necessary that the bridge be rebuilt, in order that the same may be safe for the uses to which it is to be put.

Wherefore your petitioner requests your Honorable Board, after notice and hearing, to determine the manner of repairing, removing or strengthening the present bridge, or if necessary the manner of rebuilding such bridge, so that the same may be safe for the uses to which it is to be put, and that you will determine at such hearing who shall bear the expense of such repairs, renewals, strengthening or rebuilding, and that such expenses be apportioned by you between said railroad company and the town of Kenduskeag in such manner as shall be by your Honorable Board deemed just and fair.

Bangor, August 17, 1905.

Bangor and Northern Railroad Company,

By E. C. RYDER, Its Attorney.

On the foregoing petition,

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 Daily News a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Thursday the 31st day of August, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the Penobscot Central Hotel in Kenduskeag at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Kenduskeag five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23rd day of August, A. D. 1905.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. E. C. Ryder appeared for the petitioner.

Messrs. Martin & Cook appeared for the town of Kenduskeag.

This is a proceeding under chapter 51, section 75 of the Revised Statutes.

The authority of the Railroad Commissioners under this and similar statutes has been fully established by the supreme judicial court in Maine Central Railroad Company vs. Waterville and Fairfield Railway Company, 89th Me. 328.

The petition in this case comes from the Bangor and Northern Railroad Company, a corporation the existence of which the Railroad Commissioners have no knowledge, but which for the purposes of this case we assume.

The company claims to be the owner of the franchise and property of the Penobscot Central Railway, which latter company was organized under the general law in December, 1896; and having a location for its railway through the town of Kenduskeag and along the highway and across the highway bridge over the Kenduskeag river.

The Bangor and Northern Railroad Company desires to erect a new highway bridge across said river, and petitions the Board of Railroad Commissioners to apportion the expense of said bridge between said railroad company and the town of Kenduskeag.

A brief history of the matter is necessary to make plain our decision.

The Penobscot Central Railway Company was organized under the general law in December, 1896. During the construction of its road, the railway company petitioned the Railroad Commissioners to apportion the expense of repairing, renewing or rebuilding the bridge across the Kenduskeag river, where the present controversy arises.

On the 3d day of August, A. D. 1898, the Railroad Commissioners made a decree in relation to this bridge, as follows:

"The bridge across the Kenduskeag river in the town of Kenduskeag shall be replaced with a new and substantial bridge constructed by said railway in the same manner, and in accordance with the same plans as the bridge at Six Mile falls. Said bridge shall be constructed and maintained by said railway free of expense to the town; provided, however, that said town shall pay said railway the sum of six hundred dollars, after said bridge shall have been completed and accepted by this Board."

On the 31st day of August, A. D. 1898, the Penobscot Central Railway Company had constructed a bridge across the river at this point, and it was approved on that day by the Railroad Commissioners. Afterwards, according to the decree, the town of Kenduskeag paid the railroad company the sum of six hundred dollars.

Some time afterwards the bridge was found not to be high enough to take certain cars which were hauled over the Penobscot Central Railway from the Maine Central Railroad, and the managers of the Penobscot Central Railway Company raised the top lateral braces above the top chords by means of blockings, to admit of high cars passing under them. Probably this contributed to the instability of the trusses, and when a car, or some part of the load, struck one of them, they were knocked over and the bridge fell.

The railway company then built a new but temporary bridge for both its own use and the use of the highway, which exists at the present time. It will not, however, be safe for use during

the highway water of another fall and spring, and a new highway and railroad bridge must necessarily be constructed.

The town of Kenduskeag, through its counsel, does not directly deny the authority of the Board to make such apportionment, but it claims that one such apportionment has been already made, and that the decree of the Railroad Commissioners put the rebuilding and future maintenance of the bridge upon the railroad company.

Counsel for the railroad company claims, however, that the Penobscot Central Railway Company has parted with its property by a mortgagee's foreclosure sale, and that the present company has acquired the property and franchise under that sale, and is not liable for the debts, contracts or obligations of the old company.

It is undoubtedly true that under a mortgagee's sale of the property and franchise of a railroad company the purchaser generally takes the property freed from the duties and contracts of the vendor. The purchasing company is not liable on judgment against the old company.

Sullivan v. Portland R'y Co. 94 U. S. 806.

The purchaser is not liable for injuries to adjoining land, caused by the acts of the old company.

Hammond vs. Ft. Royal R. R. Co. 15 S. C. 10.

Nor for personal injuries sustained by negligence of the old company.

Chesapeake O. & S. Co. vs. Griest, 85 Ky., 619.

The purchaser at a foreclosure sale is not bound by the parole agreement made by the president of a railroad company to make a farm crossing.

Hunter vs. Burlington C. R. R. Co., 76 Iowa, 490.

Nor is it bound by the contract of a corporation to maintain a depot at a certain place.

Gulf R. R. Co. vs. Newell, 73 Texas, 334.

Nor to accept tickets which had been issued and sold by the prior company.

Neither is the contract between two railroad companies in relation to the carrying of freight, binding upon the purchaser of the franchise and property of one of them.

Des Moines & Fort D. R. R. Co. vs. Wabash R. R. Co., 135 U. S. 576.

There is another class of cases, however, which we think controls in a matter of this kind.

It has been held that statutory liens upon the property existing at the time of the sale continued to operate as liens upon it after the transfer.

Hurley vs. Ill. Midland R. R. Co., 28 Fed. R., 169.

So where the statute declares judgments for personal injuries to be a prior lien upon the property of railroad companies, the purchasers of the property of such a company, upon foreclosure of the mortgage takes it subject to all unpaid judgments of this class. And it has been held that the purchasers were bound to perform a contract entered into by the old company for the payment of money in liquidation of a claim for personal injuries, because of this statutory lien.

Frazer vs. Ea. Tenn. R. R. Co., 88 Tenn., 138.

The new company is also liable in equity upon the contracts of its predecessor in so far as it adopts them and claims the benefit for itself.

Lake Erie R. R. Co. vs. Griffin, 92 Ind., 487.

Thus the purchasers at a foreclosure sale of the property of a railroad company are liable for unpaid damages for lands appropriated as the right of way by the railroad company, and occupied and used as such by the purchasers.

Western Penn. R. R. Co. vs. Johnston, 59 Penn.

Now applying this principle to the matter under consideration, the Penobscot Central Railway Company owned a franchise through the town of Kenduskeag, and across the bridge then existing over the Kenduskeag river, at the point in controversy. That franchise it took, subject, however, to the general laws of the State.

Constitution of Maine, Art. 4, Sect. 14.

One of the general laws of the State in relation to this franchise was the act of 1895, chapter 72, under which the Railroad Commissioners made their decree in 1898. This then became a limitation upon the franchise. The franchise certainly could not thereafter be exercised but by complying with the conditions imposed by the Commissioners' decree under this act of 1895. The mortgagee had no superior right. It took the franchise and property under its mortgage, subject to the general law of the State, and with all the limitations and obligations upon it. The present company now claims to own that franchise, by pur-

chase from the Penobscot Central Railway. If it does so own it it must certainly be with this limitation upon it.

If a purchasing company is liable for unpaid damages for lands appropriated as a right of way, as was held in *Western Penn. R. R. Co. vs. Johnston*, 59 Penn., 290, it certainly must be held under our statutes that the purchasing company is liable for all the obligations of the old company in relation to the bridges which make up a part of the franchise of the Penobscot Central Railway.

It is difficult to see how the present company can take and operate a franchise divested of all the obligations which are a limitation upon that franchise.

We do not now decide that the decree made by the Railroad Commissioners in 1898 will bar the Board from making another decree, if the facts should warrant it.

It is admitted, however, by the petitioning company that if the Penobscot Central Railway Company was today in possession of the railway property it ought in equity to construct a new bridge.

We fully agree with the petitioners counsel in this admission; and we find as a matter of law that the present company took the franchise of the Penobscot Central Railway with this obligation and limitation upon it, and we therefore feel that we ought not to make any further decree in relation to the matter at the present time.

If the present company shall replace the temporary bridge by one as good as that built by the Penobscot Central Railway, before it was weakened, we feel that it will have performed the obligation and limitation upon the franchise. We do not feel like making any decree which shall entail any larger expense than this.

We therefore allow the old decree to stand, subject to inspection by the Railroad Commissioners when the new bridge is completed.

Dated at Augusta this 11th day of September, A. D. 1905.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

PORTLAND AND RUMFORD FALLS 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 Portland and Rumford Falls Railway from Rumford Falls village to the Cutting-up mill of the Oxford Paper Company, a distance of 1.31 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 30th day of August, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the Rockland, Thomaston and Camden Street Railway for a determination of the manner and conditions of strengthening Goose river bridge in Rockport, and decision of the Board. October 24, 1905.

STATE OF MAINE.

Knox county.

To the Honorable Railroad Commissioners for the State of Maine:

The Rockland, Thomaston & Camden Street Railway, a corporation by law duly established and conducting its business in Knox county, respectfully represents that the track of said railway crosses a bridge across Goose river in the town of Rockport, a municipality located in said county of Knox, which said bridge was erected by said municipality of Rockport, and over which said railway passes, which said bridge the statutes of the State of Maine provide shall be constructed and maintained in such manner and condition as to safety as your Honorable body shall determine;

That the construction of said bridge taken in connection with the manner in which said railway now crosses the same, is not safe for travel, particularly in that the cars of said railroad run too near the frame work of said bridge, and in changing the place where said railroad runs it will be necessary, in order to make said bridge and railroad safe that new girders, or some other means be employed to sustain said rails;

And said railway further represents that it is necessary and expedient that a change should be made in the location of the rails of said railroad upon said bridge and in the approaches thereto.

Wherefore said railway prays that such change in location may be made under the direction of your honorable body, in accordance with the statutes in such case made and provided, and that your honorable body will require the officers of said railway and of said municipality to attend a hearing in said matter, after such notice to all parties interested as you may deem proper, and that you will authorize and direct that said railroad be located across said bridge in such place as shall be conducive to safety and be further removed from the upright portion of said bridge, and that you will determine at said hearing what repairs, renewals or strengthening of parts or changes in the construction or surface of said bridge may be necessary in order to make the same safe for the uses of the general public and of said railroad; and will determine who shall bear the expense of the same.

Rockland, Thomaston and Camden Street Railway,

By A. S. LITTLEFIELD, Attorney.

Upon the foregoing petition,

Ordered, That the petitioner shall cause to be served upon the chairman of the board of municipal officers of the town of Rockport, a copy of said petition, with this order of notice thereon, five days at least, before Tuesday, October twenty-fourth, 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition.

Dated this 12th day of October, A. D. 1905.

JOSEPH B. PEAKS, Chairman,

For the Board of 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 the parties interested.

Mr. A. S. Littlefield appeared for the petitioners.

Mr. A. B. Packard, one of the municipal officers of the town of Rockport, appeared for the town of Rockport.

We are satisfied in the interest of public safety, that the tracks upon the bridge named in said petition should be changed, and we hereby authorize said change by said railway company as follows:

The said track may be moved towards the center of the bridge so that the outside rail shall be forty-one and one-half inches distant from the truss of the bridge.

The rail on the travelled side of the bridge shall be a girder rail laid upon I beams across the bridge. The track and the floor of the bridge when completed shall be level, so as to admit of public travel with teams and carriages on any portion of said bridge.

The whole work shall be done by said railway company without any expense to the town of Rockport, and to the satisfaction of the Board of Railroad Commissioners.

Dated at Augusta this 24th day of October, A. D. 1905.

JOSEPH P. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the municipal officers of the city of Brewer, for approval of a street crossing at grade over the M. C. R. R. with the decision of the Board thereon. November 3, 1905.

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

Respectfully represent the municipal officers of the city of Brewer in the county of Penobscot in the State of Maine;

That the city council of said city of Brewer by proper legal action on its part and duly approved by the mayor of said Brewer, on the 3rd day of January, 1901, laid out a city street or way in said city of Brewer and situated and described as follows:

Beginning on the southeasterly line of Main street seventy-two feet and nine inches northeasterly of a stone monument at the angle of Main street, thence south fifty-three degrees and forty-five minutes east, one hundred thirty-two feet to a stake; thence south fifty-two degrees and forty-five minutes east, one hundred and eleven feet and six inches to the westerly line of the Bucksport branch of Maine Central Railroad location; thence southerly on the line of said location nine feet and one inch to a stake, thence south fifty-two degrees east across said location, sixty-six feet to a stake at the easterly line of said location and the westerly terminus of that part of King's court which lies easterly of said railroad as said court is laid out and constructed at present.

Said court and extension is laid out from Main street to the railroad location twenty-three and one-half feet wide and across said railroad location forty feet wide measuring at right angles northeasterly from the above described line.

That said street and way as laid out crosses the track of the Maine Central Railroad Company (Bucksport branch); that said city desire to construct said street across said track and open the same for travel.

That the city council of said city of Brewer by its order duly passed on the fifth day of October, 1905, and duly approved by the mayor of said Brewer, authorized and directed the municipal officers of said Brewer to make this application to the Railroad Commissioners.

Wherefore your petitioners pray that your Honorable Board will after due notice and hearing determine whether said way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining so much thereof as is within the limits of such railroad, shall be borne by such railroad company, or by the said city of Brewer in which such way is located or be apportioned between said railroad company and said city of Brewer.

Brewer, Maine, October 5, 1905.

H. C. Clapp,
J. T. Carter,
H. J. Dougherty,
George A. DeRusha,
Chas. H. Small,
Daniel J. Mooney,
H. S. French,
H. A. Gould,
James J. Long,
M. A. Howard,
Chas. F. Prentiss,

Municipal Officers of Brewer.

Upon the foregoing petition,

Ordered, That the petitioner cause to be served upon Theodore L. Dunn, chief engineer of the Maine Central Railroad, Portland, Maine, a copy of said petition with this order of notice thereon, seven days at least, before Thursday, the twenty-sixth day of October, 1905, on which day the Board of Railroad Commissioners will be in session at the office of the city clerk in Brewer, at ten o'clock in the forenoon, to hear all parties in relation to the matter contained in said petition.

Dated this twelfth day of October, A. D. 1905.

JOSEPH B. PEAKS, Chairman,

For the Board of 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.

Mr. Charles J. Hutchings appeared for the petitioners.

Mr. Charles F. Woodard appeared for the Maine Central Railroad Company.

The crossing of said railroad by said street shall be at grade. On the easterly side the highway shall not exceed one foot in elevation to every twelve feet out from said track. On the westerly side the grade shall not be steeper than one foot in elevation to every twenty feet out from said track.

The Maine Central Railroad Company shall construct said crossing within its right-of-way and maintain the same at its own expense and make suitable provision for surface drainage.

Dated at Augusta this 3d day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the municipal officers of the city of Brewer, for approval of a street crossing the M. C. R. R. at grade, and decision of the Board. Dismissed November 3, 1905.

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

Respectfully represents the municipal officers of the city of Brewer in the county of Penobscot in the State of Maine;

That the city council of said city of Brewer by proper legal action on its part and duly approved by the mayor of said Brewer, on the 2nd day of February, 1905, laid out a city street or way in said city of Brewer and situated and described as follows:

Beginning at a stake on the easterly line of South Main street, said stake being eight feet southwesterly on said line from the range of the brick work of the store owned and occupied by James S. Ayer; thence south forty degrees and thirty-five minutes east two hundred and seventy-seven and four-tenths feet to a stake on the westerly line of the location of the Bucksport branch of the Maine Central Railroad, thence south thirty-eight degrees east crossing said railroad location nine hundred and forty-two and three-tenths feet to a stake. Said street is laid out three rods wide measuring southwesterly at right angles to the above described line.

That said street and way as laid out crosses the track of the Maine Central Railroad Company (Bucksport branch); that said city desires to construct said street across said track and open the same for travel.

That the city council of said city of Brewer by its order duly passed on the fifth day of October, 1905, and duly approved by the mayor of said Brewer, authorized and directed the municipal officers of said Brewer to make this application to the Railroad Commissioners.

Wherefore your petitioners pray that your Honorable Board will after due notice and hearing determine whether said way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining so much thereof as is within the limits of such railroad, shall be borne by such rail-

road company, or by the said city of Brewer in which such way is located or be apportioned between said railroad company and said city of Brewer.

Brewer, Maine, October 5, 1905.

H. C. Clapp,
 J. T. Carter,
 H. J. Dougherty,
 George A. DeRusha,
 Chas. H. Small,
 Daniel J. Mooney,
 H. S. French,
 H. A. Gould,
 James J. Long,
 M. A. Howard,
 Chas. F. Prentiss,

Municipal Officers of Brewer.

Upon the foregoing petition,

Ordered, That the petitioner cause to be served upon Theodore L. Dunn, chief engineer of the Maine Central Railroad, Portland, Maine, a copy of said petition, with this order of notice thereon, seven days at least, before Thursday, the 26th day of October, 1905, on which day the Board of Railroad Commissioners will be in session at the office of the city clerk in Brewer, at ten o'clock in the forenoon, to hear all parties in relation to the matter contained in said petition.

Dated this 12th day of October, A. D. 1905.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dismissed; per order of the Board.

GEO. F. GIDDINGS, Asst. Clerk.

November 3, 1905.

Petition of the Somerset Railway Company for approval of crossing the Canadian Pacific Railway at Misery Gore, so called, and approval of the Board of a crossing under said railway. November 3, 1905.

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

The Somerset Railway Company respectfully represents that in constructing its railway in the Gore, sometimes called Misery Gore, in Somerset county, Maine, as authorized by its charter and location as filed with the county commissioners of Somerset county, Maine, and with the Railroad Commissioners of the State of Maine, as provided by law, its tracks will be constructed across the tracks already built by the Canadian Pacific Railway Company, as appears by its location now on file, and by the plan hereunto annexed 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.

Waterville, Maine, October 6, 1905.

Somerset Railway Company,

By WILLIAM T. HAINES, Its Attorney.

Upon the foregoing petition,

Ordered, That the petitioner shall cause to be served upon Charles F. Woodard of Bangor, attorney for the Canadian Pacific Railway, a copy of said petition and this order of notice thereon, seven days at least, before Wednesday, the 25th day of October, 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition.

Dated this 12th day of October, A. D. 1905.

JOSEPH B. PEAKS, Chairman,

For the Board of 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.

Mr. Wm. T. Haines appeared for the petitioners.

Mr. Charles F. Woodard appeared for the Canadian Pacific Railway Company.

The Somerset Railway Company may cross the said Canadian Pacific Railway as prayed for under the track of said Canadian Pacific Railway Company. The track of the Somerset Railway Company to be at least twenty feet below the bridge of the Canadian Pacific Railway Company which will cross over said Somerset Railway Company's track.

The Canadian Pacific Railway Company shall do the work within its location, to the satisfaction of the Board of Railroad Commissioners, and the said Somerset Railway Company shall pay said Canadian Pacific Railway Company all the expense of construction of said crossing.

All the work of construction shall be done in accordance with the plans and specifications agreed to by the two companies, and on file with the Board of Railroad Commissioners.

Dated at Augusta this 3d day of November, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the Bangor Terminal Railway Company for approval of Articles of Association, and the approval by the Board thereon. November 3, 1905.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represent Arthur Chapin, Linwood C. Tyler, Albert H. Thaxter, Charles D. Stanford and G. Irving Rice, all of Bangor, in the county of Penobscot, and all citizens of the State of Maine, that they have been chosen to act as directors of a proposed company, to be named the Bangor Terminal Railway Company, formed by themselves and others for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, in accordance with the original articles of association, which are hereto annexed and made a part of this petition; and that they have complied with the provisions of sections one and two, of chapter fifty-one of the Revised Statutes of Maine relating to the organization of steam railroads, and they respectfully ask that said articles of association, which are annexed hereto, be approved by you, and that a certificate of such approval be indorsed thereon.

Bangor, Maine, October 3, 1905.

Arthur Chapin,
Linwood C. Tyler,
Albert H. Thaxter,
Charles D. Stanford,
G. Irving Rice.

Articles of Association.

In accordance with the provisions of chapter fifty-one of the Revised Statutes of Maine, relating to the organization and construction of steam railroads, we, the undersigned, whose residences are stated opposite our respective signatures, all of whom are citizens of the State of Maine, hereby associate ourselves together and make and sign these articles of association for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property within the State of Maine, and organizing a company for that purpose.

I. The name of the company shall be the "Bangor Terminal Railway Company."

II. The gauge of the road to be constructed shall be four feet, eight and one-half inches.

III. The road is to be constructed, maintained and operated from some point on the Northern Maine Seaport Railroad, in the town of Hermon in the county of Penobscot, between the "Fuller road," so called, and the junction of said Northern Maine Seaport Railroad with the Maine Central Railroad, thence in an easterly direction to some point in Bangor, in said county, at or near Maplewood park, so called.

IV. The length of such road, as nearly as may be, is six miles, and is to be made wholly through or into the town of Hermon and the city of Bangor, both of which are in the county of Penobscot.

V. The amount of capital stock is to be thirty-six thousand dollars (\$36,000), divided into three hundred sixty shares of one hundred dollars each.

VI. Arthur Chapin, Linwood C. Tyler, Charles D. Stanford, Albert H. Thaxter and G. Irving Rice, all of Bangor, in the county of Penobscot, and all of whom are citizens of the State of Maine, shall act as directors of the proposed company, and manage its affairs until others are chosen in their places.

To these articles of association, we have hereunto subscribed our names, and opposite thereof have stated our respective residences, and the number of shares of capital stock which we hereby severally agree to take in the proposed company.

Dated at Bangor this twenty-first day of September, A. D. 1905.

Arthur Chapin, Bangor, Me., ten shares; Albert H. Thaxter, Bangor, Me., ten shares; William L. Miller, Bangor, Me., ten shares; Roscoe A. Kingsbury, Bangor, Me., ten shares; Charles L. Chalmers, Bangor, Me., ten shares; Geo. F. Cameron, Bangor, Me., ten shares; Frank P. Denaco, Bangor, Me., ten shares; Linwood C. Tyler, Bangor, Me., one hundred twenty shares; Charles D. Stanford, Bangor, Me., seventy-five shares; G. Irving Rice, Bangor, Me., ten shares; Frederick W. Hill, Bangor, Me., thirty-five shares; John G. Dunning, Bangor, Me., ten shares; Charles L. Snow, Bangor, Me., ten shares; Herbert A. Arnold, Bangor, Me., ten shares; John R. Graham, Bangor, Me., ten shares; H. A. Chapman, Bangor, Me., ten shares.

We, the undersigned, Arthur Chapin, Linwood C. Tyler, Charles D. Stanford, Albert H. Thaxter and G. Irving Rice, all of Bangor, in the county of Penobscot and State of Maine, first being duly sworn each for himself, does depose and say that he is one of the directors named in the above articles of association of the Bangor Terminal Railway Company; that three hundred and sixty shares of the capital stock, fixed in said articles of association as the capital of said company have been subscribed for in good faith by responsible parties, and that five per cent has been paid thereon in cash to the directors named in said 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.

Arthur Chapin,
Linwood C. Tyler,
Albert H. Thaxter,
Charles D. Stanford,
G. Irving Rice.

STATE OF MAINE.

Penobscot ss.

September 30, 1905.

Personally appeared Arthur Chapin, Linwood C. Tyler, Charles D. Stanford, Albert H. Thaxter and G. Irving Rice, and severally made oath to the truth of the foregoing affidavit by them subscribed.

Before me,
E. C. RYDER, Justice of the Peace.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Bangor Daily News, a newspaper published at Bangor, in the county of Penobscot, and in the Bangor Daily Commercial, a newspaper published at Bangor, in the county of Penobscot, the first publication in each paper to be at least seven days before Tuesday, the 31st day of October, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order

to George F. Evans, general manager of the Maine Central Railroad, Portland, Maine.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twelfth day of October, A. D. 1905.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. E. C. Ryder appeared for the petitioners.

No one appeared in opposition.

Under all the circumstances of this case, and there being no opposition to the petition, the Board find that sections one and two of chapter 51 of the Revised Statutes have been complied with, and that public convenience requires the building of the railroad named in said petition.

Dated at Augusta this 3d day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Maine Central Railroad Company for approval of location of a branch track at Steep Falls and decision of the Board approving the same. November 3, 1905.

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

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, located and having its principal place of business at Portland, in the county of Cumberland and State aforesaid, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the village of Steep Falls in the town of Standish in the county of Cumberland in said State of Maine extending from a point in its main track westerly of the passenger station at said Steep Falls to pulp mill of Publishers Paper Company in said Steep Falls.

The location of said branch railroad track is described as follows:

The center line of said location commences in the center line of the main track of said Maine Central Railroad Company at a point thirteen hundred and thirty (1,330) feet westwardly, measured along said center line, from the westerly end of the passenger station; running thence on a curve to the left, or southwesterly, of four hundred seventy-eight and three-tenths (478.3) feet radius, a distance of ten hundred and thirty (1,030) feet to a stake; thence on a tangent to said curve, a distance of two hundred and forty (240) feet to a stake; thence on a curve to the left, or southeastwardly, of nine hundred fifty-five and four-tenths (955.4) feet radius, a distance of one hundred and fifty (150) feet to a stake; thence on a tangent to said curve, said tangent being parallel to and thirteen (13) feet distant, northwardly, from pulp mill, one hundred and forty (140) feet.

This location is to cover a width of thirteen (13) feet on each side of said center line, but it is made subject to all prior rights of said Maine Central Railroad Company over and in any portion of the land covered by said location.

The above described location crosses the highway in said Steep Falls leading from said Steep Falls to Limington which said location and said highway are shown on the plan attached

hereto, dated September, 1905, and signed by Theo. L. Dunn, chief engineer.

Wherefore, the said Maine Central Railroad Company prays that your Honorable Board will approve such location; that it may locate, construct and maintain said branch railroad track under the direction of said Board as provided by law, and that your Honorable Board will determine the manner and conditions by which said branch railroad track may cross the aforesaid highway.

Dated at Portland, Maine, October 20, 1905.

Maine Central Railroad Company,

By GEO. F. EVANS,

Vice President and General Manager.

WHITE & CARTER, Attorneys for Petitioner.

On the foregoing petition,

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 Daily Press, a newspaper published at Portland in the county of Cumberland, the first publication in said paper to be at least three days before Thursday, the second day of November, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad Company at Steep Falls at ten o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Standish and to the Publishers Paper Company, three days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 27th day of October, A. D. 1905.

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 petitioners.

Mr. Henry W. Swasey appeared for the town of Standish.

Mr. Fred J. Allen appeared for the Publishers Paper Company.

We hereby decree that the said branch railroad track may be constructed in accordance with the within petition. The crossing of the highway to be at grade. The approach from the west to be not steeper than one foot elevation to every twenty feet out from said track, and the hill on the approach from the east to be graded (as per agreement) by the Publishers Paper Company to the satisfaction of the Board of Railroad Commissioners.

Provision to be made for surface drainage, and all to be constructed so that it shall be safe for travel with horses, teams and carriages.

Dated at Augusta this 3d day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Eustis Railroad Company for approval of crossing a highway in Coplin plantation and decision of the Board approving the same. November 3, 1905.

To the Railroad Commissioners of Maine:

The Eustis Railroad Company, a corporation organized under the general laws of the State, respectfully represents that in the matter of its extension to Stratton, where its location has been approved by your Honorable Board, in the matter of its highway crossing a prayer was made to determine the manner and condition of crossing at crossing number three upon its plan now on file. That the same was inadvertently omitted, although full proof was taken in regard thereto, and examination thereof made by your Honorable Board. Said crossing is as follows:

Coplin plantation, crossing number three, county road, near Nash stream.

Your petitioner prays that after such notice and hearing as your Board deems necessary and proper, you will determine the

manner and conditions of said crossing, and apportion the expense thereof as by law required. Your petitioner avers that said crossing should be at grade, with an elevation of one foot and a half, with approaches thereto and therefrom, with the necessary drainage, and that the whole expense thereof ought to be borne and will be borne by your petitioner.

Dated October 18, 1904.

Eustis Railroad Company,

By HEATH & ANDREWS, Attorneys.

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, receiver, appeared for the petitioners.

The Board hereby decrees that the manner and conditions of crossing as prayed for in said petition, shall be as follows:

The said crossing shall be at grade. The approaches on each side shall not be steeper than one foot elevation to every twenty feet out from said crossing.

Said railroad company shall construct and maintain said crossing within its right-of-way, and shall make suitable provision for surface drainage.

All the expense of said crossing within the right-of-way of said railroad company shall be done at the expense of the Eustis Railroad Company.

Dated at Augusta this 3d day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

AUBURN AND TURNER 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 Auburn and Turner Railroad from Lake Auburn to Turner village, a distance of 8.5 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 4th day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Boston and Maine Railroad Company for approval of branch track and crossing highway in the town of Hollis and decision of the Board thereon. Approved November 10, 1905.

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

Respectfully represents the Boston and Maine Railroad that it is desirous of locating, constructing and maintaining a branch railroad track in the town of Hollis in the county of York and State of Maine, and in that part of said town known as Bar Mills, said branch extending from "station O. P. S." in the main track of the railroad of your petitioner, in a northerly direction along the bank of the Saco river to the mill of the Publishers Paper Company; that said branch crosses a highway near said mill; all as shown upon a plan thereof filed herewith.

Wherefore your petitioner makes 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 crossing 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 19th day of October, A. D. 1905.

Boston and Maine Railroad,

By LUCIUS TUTTLE, Its President.

On the foregoing petition,

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 Biddeford Daily Journal, a newspaper published at Biddeford, in the county of York, the first publication in said paper to be at least five days before Thursday, the ninth day of November, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the aforesaid crossing named in said petition, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Hollis, also to the officers of the Publishers Paper Company, three days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 2nd day of November, A. D. 1905.

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. Symonds, Snow, Cook and Hutchinson appeared for petitioners.

Mr. Fred. J. Allen appeared for the Publishers Paper Company.

Messrs. Ridlon and Clark of the board of selectmen of the town of Hollis appeared for the town.

A hearing was given to all parties appearing and an examination of the proposed branch track and crossing was made. No one appeared in opposition.

We hereby decree that said branch track may be constructed and maintained as provided in said petition, and that public convenience requires the same. We also hereby allow the crossing of said highway as prayed for in said petition to be made at grade, as the grade now exists. The approaches on said way on each side of said railroad, within the limits of the right of way of said railroad company shall not be steeper than one foot elevation to every twenty feet out from said track.

The work shall be done by said railroad company and the said crossing shall hereafter be maintained by said company at its expense, all in such manner as to be safe and convenient for travellers on said way with horses, teams and carriages. Suitable provision shall be made for surface drainage.

Dated at Augusta this tenth day of November, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the Maine Central Railroad Company for approval of location of a branch track at Richmond and approval of the Board. November 15, 1905.

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

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, located and having its principal place of business at Portland in the county of Cumberland and State aforesaid, respectfully represents that it is desirous of constructing and maintaining a branch railroad track, being an extension of a spur track, in the town of Richmond in the county of Sagadahoc, in said State of Maine, extending from the end of said spur track to a manufacturing establishment of Turner Center Dairying Association.

The location of said branch railroad track is described as follows:

The center line of said location commences in the center of the spur track situated northwestwardly of the Maine Central

Railroad Company's freight house at a point twenty-five (25) feet southwesterly from the southwesterly line of the town way, one rod wide, which extends from Pleasant street to Center street and which passes immediately northeasterly of the freight house aforesaid; running thence on a curve to the right, or northeastwardly, of four hundred seventy-eight and three-tenths (478.3) feet radius, a distance of forty-five and seven-tenths (45.7) feet to a stake; thence north twenty-seven degrees and thirty minutes east (N. 27° 30' E.), on line tangent to said curve, a distance of one hundred twenty-two and five-tenths (122.5) feet to a fence.

This location is to cover a width of six (6) feet on each side of the above described center line, but is made subject to all prior rights of said Maine Central Railroad Company over and in any portion of the land covered by said location.

The above described location crosses the town way in said Richmond described in said location which said location and said town way are shown on the plan attached hereto, dated October 18, 1905, and signed by Theo. L. Dunn, chief engineer.

Wherefore, the said Maine Central Railroad Company prays that your Honorable Board will approve such location; that it may locate, construct and maintain said branch railroad track under the direction of said Board as provided by law and that your Honorable Board will determine the manner and conditions by which said branch railroad track may cross the aforesaid town way.

Dated at Portland, Maine, October 19, 1905.

Maine Central Railroad Company,

By GEO. F. EVANS,

Vice-President and General Manager.

WHITE & CARTER, Attorneys for Petitioner.

On the foregoing petition,

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 Kennebec Daily Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least four days before Friday, the third day of November, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office at

Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Richmond three days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 27th day of October, A. D. 1905.

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 parties interested.

Mr. Seth M. Carter appeared for the petitioners.

The selectmen of Richmond appeared personally.

No one opposed the granting of the petition.

We hereby decree that the branch track may be laid as prayed for in said petition, and that public convenience requires the same.

We also decree that the crossing of the town way in said Richmond may be made at grade as prayed for.

Said Maine Central Railroad Company shall construct and maintain said crossing at its own expense.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 15th day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Portland and Rumford Falls Railway relating to a change in a certain highway near the Dixfield and West Peru station, and also a change in the track of said railway and decision of the Board thereon. November 15, 1905.

State of Maine:

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

The Portland & Rumford Falls Railway, a corporation duly organized and existing under the laws of Maine, respectfully represents that it owns and operates a standard gauge railroad from a point in the city of Auburn, in the county of Androscoggin, to Rumford Falls, in the town of Rumford, in the county of Oxford, and that this said railroad passes through the town of Peru in said county of Oxford;

That at a point near the Dixfield and West Peru passenger station, so called, in the town of Peru, a certain highway leading from the toll bridge to West Peru village crosses the track of said railway company at grade;

That a change in the main track of said railroad, near its said passenger station, has been made in order to improve the alignment of the same and that this change in the alignment necessarily causes a change in the aforesaid grade crossing, as well as in the course of the highway leading from the toll bridge across said railroad track.

Your petitioner further represents that it is feasible to alter and change the course of said highway in order to improve the present grade crossing.

The change in said highway being as follows, namely:

Beginning at the center of the Peru end of said toll bridge at a point on said plan marked "A," thence S. 25° 25' W., a distance of two hundred and twenty-five (225) feet, crossing in this distance the track of the Portland and Rumford Falls Railway, about eighty (80) feet above the present crossing; thence S. 37° 20' E., a distance of one hundred and twenty-three (123) feet to the center of the present highway to a point in the same marked on said plan "B." The highway as proposed to be three (3) rods wide, all of which is shown on the plan accompanying this petition, and hereby made a part of the same.

Wherefore your petitioner asks that your Honorable Board after due notice may view the premises, hear all parties interested and make such alterations and changes in the course of said highway as may seem to your Honorable Board necessary in order to facilitate the crossing of said railroad by said highway at said point, and further determine whether said railroad shall be permitted to cross such highway at grade therewith or not, and the manner and conditions of crossing the same, the expense of building and maintaining so much thereof as is within the limits of such railroad, and to take such further action in the premises as shall be found necessary and in accordance with the provisions of law.

Dated at Rumford this twenty-fourth day of August, A. D. 1905.

Portland and Rumford Falls Railway,
By GEORGE D. BISBEE, Its Attorney.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, once in the Rumford Falls Times, a newspaper published at Rumford Falls in the county of Oxford, the publication in said paper to be at least five days before Wednesday, the fifteenth day of November, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Peru five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 17th day of October, A. D. 1905.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. George D. Bisbee appeared for the petitioners.

No one appeared to oppose the granting of said petition.

We hereby decree that the change in said highway may be made according to the plan this day on file and approved by the Railroad Commissioners. The change in said highway shall be made according to the courses and distances named in said petition.

We find and decree that public convenience requires said change.

The said railway company shall construct said changed highway and hereafter maintain the same at its own expense.

Dated at Augusta this 15th day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the selectmen of Masardis for change in decree, fixing grade of the highway over the Bangor & Aroostook Railroad and decision of the Board. November 15, 1905.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represent the undersigned, G. M. Sabin, L. Goding, A. E. Greenlaw, the municipal officers of the town of Masardis, in the county of Aroostook, the State of Maine, that they deem it necessary for public convenience that the grade be changed on the west side of the public crossing of the Bangor & Aroostook Railroad from one in twenty to one in fifteen, owing to the inconvenience that the grade of one in twenty would cause the people now residing on the west side of said road.

Wherefore the undersigned municipal officers of the town of Marsardis aforesaid, in the county of Aroostook aforesaid, apply to the Honorable Board, to decide upon the reasonableness of

said request and to make such orders in reference to said grade as your Honorable Board may deem necessary and proper.

Dated at Masardis, July 15, 1905.

G. M. Sabins,

L. Goding,

A. E. Greenlaw,

Municipal officers of Masardis.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon consideration of the matter of this petition and upon view of the locus, the Board of Railroad Commissioners are of the opinion that the grade of the highway on the west side of the public crossing of the Bangor and Aroostook Railroad at Masardis should be changed from the decree of the Railroad Commissioners made October 25th, A. D. 1895, from one foot in twenty out from the track to one foot in fifteen feet out from said track, and we hereby decree that said change shall be made.

Dated at Augusta this 15th day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Saco Valley Electric Railroad Company for revival of charter and action of the Board thereon. Dismissed November 15, 1905.

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

With due respect your petitioners allege that they are the directors of the Saco Valley Electric Railroad, a railroad corporation organized under the railroad laws of Maine relating to street railroads;

That said corporation received from your Honorable Board by its endorsement according to law upon its articles of association, a certificate of your approval in writing, dated June 25th, A. D. 1901;

That said articles of association and said certificate of approval were duly filed and recorded in the office of the secretary of State for the State of Maine on the 25th day of June, A. D. 1901;

That the location of the proposed route of the railroad of said company has been duly approved by your Honorable Board;

That the municipal officers of the city of Saco, and the towns of Buxton and Standish, severally, have granted all necessary licenses and permits, as are within their jurisdiction to grant, relative to the construction and operation of said railroad;

That said route is located in said Saco, Buxton and Standish;

That said corporation has obtained full authority from said municipal officers relative to the construction and operation of its said railroad, so far as statutory permits are concerned;

That the term of three years after its said articles of association were filed and recorded as aforesaid, have elapsed, and that said corporation has not begun, by actual labor, the construction of its said road and has not expended thereon ten per cent of its capital;

That on account of adverse and unavoidable events, and the acts and doings of certain individuals and corporations, and on account of the litigation incident to said Saco Valley Electric Railroad and unforeseen by it, said Saco Valley Electric Railroad has not been able to farther proceed within said limitation of three years, according to the laws of the State made and provided in such cases;

That the Saco Valley Electric Railroad has ever used and exercised due diligence, and has not been dilatory in undertaking to obtain and maintain its legal rights, and to construct its said railroad;

That it has ever intended and now intends in good faith to comply with all the requirements of law to construct and operate its said road, and is prepared financially and otherwise so to do;

That it has already expended much money, labor and services properly and lawfully, relative to its organization, the financing and construction of its said road, and that its promoters have likewise made large expenditures of time and money, and assumed heavy liabilities relative to the financing, legal expenses and proposed construction of said road;

Wherefore, in view of the foregoing allegations and statements, said petitioners, in their official capacity as directors aforesaid, for and in behalf of said corporation, in order that it may execute and comply with the purposes and objects of its organization, and may be able to construct and operate its said road and not lose its legal existence, and be deprived of its money, labor and services already expended, make due application to your Honorable Board, as is provided by law, to revive the corporate existence and power of said Saco Valley Electric Railroad, in order that it may construct and operate its said proposed railroad, and for all other proper and legal purposes, and prays that your Honorable Board may revive its said corporate existence and power, according to the authority granted by the street railroad laws of the State of Maine, and that all proper notices, hearings, orders and decrees may be given and passed as the cause may in law require.

Dated at Saco, Maine, this 29th day of June, A. D. 1904.

George W. Saul,
C. P. Harmon,
Geo. E. Lane,
Melanctha W. Bouler,
F. N. Kerr,
Edwin H. Watson,
Ralph E. Joslin,

Directors of the Saco Valley Electric Railroad.

JAMES O. BRADBURY, Solicitor for said Saco Valley Electric Railroad.

On the foregoing petition,

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 Biddeford Daily Journal a newspaper published at Biddeford, in the county of York, the first publication in said paper to be at least five days before Monday the nineteenth day of September, A. D. 1904, on which day the Board of Railroad Commissioners will be in session at the West End Hotel in Portland, at two o'clock in the afternoon for the purposes indicated in said petition.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this first day of September, A. D. 1904.

Dismissed; per order of the Board,

E. C. FARRINGTON, Clerk.

November 15, 1905.

Petition of the Auburn and Turner Railroad Company for right to connect with and use the tracks and overhead wires of the Lewiston, Brunswick and Bath Street Railway on terms and conditions fixed by the Board. Dismissed November 15, 1905.

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

Respectfully represents your petitioner, Auburn and Turner Railroad Company, that it is a corporation owning and about to operate a street railway for the conveyance of persons and property from a point in the town of Turner to the terminus at East Auburn, otherwise called Lake Grove, of the street railway owned and operated by the Lewiston, Brunswick and Bath Railway Company, a corporation owning and operating a street railway in the cities of Lewiston and Auburn.

That your petitioner is desirous of connecting with, using and entering upon that part of the tracks of the said Lewiston, Brunswick and Bath Railway Company now located in the cities of Lewiston and Auburn, with its freight and passenger cars, at East Auburn, otherwise called Lake Grove, in the city of

Auburn, to which the tracks of the Lewiston, Brunswick and Bath Railway Company extend and of using the overhead wires and the electric current of the said Lewiston, Brunswick and Bath Railway Company upon that part of its tracks located in said two cities.

That your petitioner and the said Lewiston, Brunswick and Bath Railway Company are unable to agree upon the terms, manner and conditions of using the said part of the said tracks and the overhead wires and electric current as aforesaid, of the said Lewiston, Brunswick and Bath Railway Company.

Wherefore your petitioner prays that the terms, manner and conditions of connecting with, using and entering upon the said part of the tracks of said Lewiston, Brunswick and Bath Railway Company and of using the overhead wires and electric current of said company, as aforesaid, be determined by your Honorable Board as provided in chapter 53, section 21 of Revised Statutes of Maine, and that an order of notice of this petition forthwith be issued to the said Lewiston, Brunswick and Bath Railway Company, and a time appointed for a hearing and determination thereof.

Auburn and Turner Railroad Company,
By EDGAR S. HILL, Treasurer.

Upon the foregoing petition,

Ordered, That the petitioner shall cause to be served upon the Lewiston, Brunswick and Bath Railway Company a copy of said petition with this order of notice thereon, five days at least before Tuesday, October twenty-fourth, 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon, to hear all parties in relation to the matter contained in said petition.

Dated this 12th day of October, A. D. 1905.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dismissed; per order of the Board.

E. C. FARRINGTON, Clerk.

November 15, 1905.

Petition of the Rockland, South Thomaston and Owl's Head Railway for change of location and action of the Board thereon. Dismissed November 15, 1905.

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

GENTLEMEN:—The Rockland, South Thomaston & Owl's Head Railway, a corporation existing under the laws of the said State of Maine and having its established place of business in South Thomaston, in the county of Knox in said State, hereby respectfully represents that it is desirous of making a variation from the location of its street railway approved by your Honorable Board on its petition dated October 7, 1902.

That under the general laws of Maine, the said corporation has 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 provisions, 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 or 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 materials, provided it appears to your Honorable Board that it is impracticable to locate such a railway within the limits of said streets, roads or ways.

That the courses, distances and boundaries of the variation of said location are as follows:

Leaving the previously granted right of way at a point marked station 217 on plan of location; thence by a curve to the left of 281.8 feet radius a distance of 102.4 feet to station 218+02.4; thence by a line tangent to said curve N. 57 deg. 57 min. E. a distance of 1016.2 feet to station 228+18.6; thence by curve to the right 716 feet radius a distance of 296 feet to station 231+14.6; thence by a line tangent to said curve N. 81 deg. 38 min. E. a distance of 1764.4 feet to the end.

The aforesaid strip of land is 25 feet wide on each side of said line and is through land of Seth Arey estate, Fremont Whitcher, Alden Dyer estate, Knott C. Emery and Joseph Maddocks.

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.

Said corporation files herewith a map of the aforesaid proposed variations of the route, together with a report and estimate prepared by Edwin R. Keene, a competent engineer.

Wherefore your petitioner has by said location taken subject to your approval and does by said location subject to your approval, take 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 streets, roads or ways, 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 above described location so outside the limits of any streets, roads or ways.

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 in writing in the manner by law required.

Dated this 30th day of June, A. D. 1904.

Rockland, South Thomaston and Owl's Head Railway,
By CHARLES E. MESERVEY, President.

On the foregoing petition,

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 Rockland Daily Star, a newspaper published at Rockland in the county of Knox, the first publication in said paper to be at least five days before Monday, the eleventh day of July, A. D. 1904, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition

and order to each owner of land on which the proposed change of location is to be made, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this second day of July, A. D. 1904.

Dismissed; per order of the Board.

E. C. FARRINGTON, Clerk.

November 15, 1905.

MAINE CENTRAL RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners having made a careful inspection of the new second track of the Maine Central Railroad near the village of Pittsfield, between a point about five hundred (500) feet east of Pittsfield passenger station, and a point about nine hundred (900) feet westerly thereof; hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this 28th day of October, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

NORTHERN MAINE SEAPORT RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned Board of Railroad Commissioners, having made a careful inspection of the Northern Maine Seaport Railroad from South Lagrange through the towns of Lagrange, Bradford, Hudson, Glenburn, Bangor, Hermon, Hampden, Winterport, Frankfort and Prospect, to the village of Searsport, a distance of about fifty-five miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this 20th day of November, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the municipal officers of the town of Old Orchard for approval of a highway crossing the Boston and Maine Railroad at grade, and approval of the Board thereon. November 23, 1905.

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

Respectfully represent the undersigned, municipal officers of the town of Old Orchard in the county of York and State aforesaid, that the municipal officers of said town laid out and located on the sixteenth day of April, 1903, a town way in said town described as follows, viz.:

Beginning at a point on Walnut street where it intersects with land of the Boston and Maine Railroad and extending in a southerly direction over and across land of said railroad a distance of seventy-four (74) feet and ten (10) inches to a point

on the southerly side of land of said railroad where said street intersects with land of said railroad, said street being fifty (50) feet wide, said way being known as the Walnut street crossing of said railroad; that thereafter said municipal officers who thus laid out and located said way, made due return of their said doings and filed the same with the clerk of said town; that thereafter, on the sixteenth day of May, 1903, at a meeting of the inhabitants of said Old Orchard, duly qualified to vote, legally called and notified, pursuant to a warrant containing an article for the purpose, said way was accepted and thereby became duly established; that thereafter, upon due and regular proceedings had in the nature of an appeal therefrom to the county commissioners of said county of York, said commissioners on the sixth day of October, 1903, adjudged and determined that common convenience and necessity required the location of the way aforesaid, as located by the municipal officers of said town of Old Orchard, and that the action of said municipal officers and said town be sustained, and the said appeal be dismissed; that thereafter, no further notice of appeal, appeal, or legal procedure of any nature provided by law in such cases has been given or instituted by the Boston and Maine Railroad, which made the appeal hereinbefore set forth; that said town way as laid out and located by said municipal officers crosses the railroad tracks of said Boston and Maine Railroad Company; that such town way should be constructed, and that there exists no reason in law to prevent an adjudication by your Honorable Board upon this petition.

Wherefore, your petitioners, the present municipal officers of the town of Old Orchard, request this Honorable Board to give due notice and hearing, and to determine whether said town way shall be permitted to cross the railroad tracks of the Boston and Maine Railroad aforesaid, 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 of said way as is within the limits of said railroad company's said land shall be borne by said railroad company or by said town of Old Orchard in which said way is located, or shall be apportioned between said railroad company or corporation and the said town, and to determine all other matters appertaining thereto, as is provided by law.

Dated at Old Orchard, Maine, this first day of June, A. D. 1904.

Frank H. Titcomb,
Charles E. Butler,
John E. Webber,

Municipal Officers of the town of Old Orchard, Maine.

JAMES O. BRADBURY, Solicitor for Petitioners.

On the foregoing petition,

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 Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least three days before Wednesday the ninth day of August, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Boston and Maine Railroad Company in Old Orchard at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to Lucius Tuttle, general manager of the Boston and Maine Railroad Company, Boston, Mass., three days at least before the date of said hearing.

BENJ. F. CHADBOURNE,

For the Board of Railroad Commissioners of Maine.

Dated this first day of August, A. D. 1905.

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. James O. Bradbury appeared for the petitioners.

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

The matter has been continued from term to term of the Board until the November term, 1905, when the matter was finally and fully considered; and we hereby decree:

That the way across the Boston and Maine Railroad known as the Walnut street crossing may be constructed at grade.

That the approaches to the track of the Boston and Maine Railroad shall not be steeper than one foot elevation to every twenty feet out from said track.

That suitable provision shall be made for surface drainage.

That the Boston and Maine Railroad shall construct and hereafter maintain all of said crossing within the location of said railroad.

Dated at Augusta this 23rd day of November, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the selectmen of the town of Old Orchard for approval of a crossing of a highway at grade over the Boston and Maine Railroad, and approval of the Board thereon. November 23, 1905.

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

Respectfully represents the undersigned, municipal officers of the town of Old Orchard, in the county of York and State aforesaid, that the municipal officers of said town laid out and located on the sixteenth day of April, 1903, a town way in said town, described as follows, viz.:

Beginning at a point on Atlantic avenue where it intersects with land of the Boston and Maine Railroad, and extending in a southerly direction over and across land of said railroad a distance of sixty-five (65) feet and six (6) inches, to a point on the southerly side of land of said railroad where said street intersects with land of said railroad, said way being known as the Atlantic avenue crossing of said railroad, said way being fifty (50) feet in width; that thereafter said municipal officers who thus laid out and located said way, made due return of their said doings and filed the same with the clerk of said town; that thereafter, on the sixteenth day of May, 1903, at a meeting of the inhabitants of said Old Orchard, duly qualified to vote,

legally called and notified, pursuant to a warrant containing an article for that purpose, said way was accepted, and thereby became duly established; that thereafter, upon due and regular proceedings had, in the nature of an appeal therefrom to the county commissioners of said county of York, said commissioners on the sixth day of October, 1903, adjudged and determined that common convenience and necessity required the location of the way as aforesaid, as located by the municipal officers of said town of Old Orchard, and that the action of said municipal officers of said town be sustained, and that said appeal be dismissed; that thereafter, no further notice of appeal, appeal, or legal procedure of any nature provided by law in such cases has been given or instituted by the Boston and Maine Railroad which made the appeal hereinbefore set forth; that said town way as laid out and located by said municipal officers, crosses the railroad tracks of the said Boston and Maine Railroad Company; that such town way should be constructed and that there exists no reason in law to prevent an adjudication by your Honorable Board upon this petition.

Wherefore, your petitioners, the present municipal officers of said town of Old Orchard, request this Honorable Board to give due notice and hearing, and to determine whether said town way shall be permitted to cross the railroad tracks of the Boston and Maine Railroad aforesaid, 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 of said way as is within the limits of said railroad company's said land shall be borne by said railroad company, or by said town of Old Orchard, in which said way is located, or shall be apportioned between said railroad company or corporation and the said town, and to determine all other matters appertaining thereto, as is provided by law.

Dated at Old Orchard, Maine, this first day of June, A. D. 1904.

Frank H. Titcomb,
Charles E. Butler,
John E. Webber,

Municipal Officers of the town of Old Orchard, Maine.
JAMES O. BRADBURY, Solicitor for Petitioners.

On the foregoing petition,

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 Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least three days before Wednesday, the ninth day of August, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Boston and Maine Railroad Company in Old Orchard at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to Lucius Tuttle, general manager of the Boston and Maine Railroad Company, Boston, Mass., three days at least before the date of said hearing.

BENJ. F. CHADBOURNE,

For the Board of Railroad Commissioners of Maine.

Dated this first day of August, A. D. 1905.

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. James O. Bradbury appeared for the petitioners.

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

The matter has been continued from term to term of the Board until the November term, 1905, when the matter was finally and fully considered; and we hereby decree:

That the way across the Boston and Maine Railroad known as the Atlantic avenue crossing may be constructed at grade.

That the approaches to the track of the Boston and Maine Railroad shall not be steeper than one foot to every twenty feet out from said track.

That suitable provision shall be made for surface drainage.

That the Boston and Maine Railroad shall construct and here-

after maintain all of said crossing within the location of said railroad.

Dated at Augusta this 23d day of November, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the Kingfield and Dead River Railroad Company for approval of a branch track and the crossing of a highway, and the approval of the Board thereon. November 23, 1905.

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

The Kingfield and Dead River Railway Company, a corporation established under the laws of the State of Maine, located and having its principal place of business at Gardiner, in the county of Kennebec, and State aforesaid, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the township of Jerusalem in the county of Franklin in said State of Maine, extending from a point in its main track about two miles south of the passenger station at Carabasset to Hammond field (so called) in said township of Jerusalem, a distance of about twenty-five hundred (2,500) feet, crossing at grade the highway leading from Kingfield to Stratton.

Wherefore, the said Kingfield and Dead River Railway Company prays that your Honorable Board will approve such location; that it may locate, construct and maintain said branch railroad track under the direction of said Board as provided by law, and that your Honorable Board will determine the manner and condition by which said branch railroad track may cross the aforesaid town way.

Dated at Gardiner, Maine, November 16, 1905.

Kingfield and Dead River Railway Company,

By JOSIAH S. MAXCY,
President and General Manager.

On the foregoing petition,

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 Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least five days before Thursday, the 23d day of November, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Franklin county, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this seventeenth day of November, A. D. 1905.

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. J. S. Maxcy appeared for the petitioners.

No one appeared in opposition.

We hereby decree that said branch track may be constructed and maintained as provided in said petition, and that public convenience requires the same.

We also hereby allow the crossing of said highway as prayed for in said petition to be made at grade, as the grade now exists.

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

The work shall be done by said railroad company and the said crossing shall hereafter be maintained by said company at its expense, all in such manner as to be safe and convenient for

travellers on said way with horses, teams and carriages. Suitable provision shall be made for surface drainage.

Dated at Augusta this 23d day of November, A. D. 1905.

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

Railroad Commissioners of Maine.

Petition of the municipal officers of the city of Brewer for approval of a street crossing the M. C. R. R. at grade, and approval of the Board. November 23, 1905.

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

Respectfully represents the municipal officers of the city of Brewer in the county of Penobscot in the State of Maine:

That the city council of said city of Brewer by proper legal action on its part and duly approved by the mayor of said Brewer, on the 13th day of November, 1905, laid out a city street or way in said city of Brewer and situated and described as follows:

Beginning at a stake on the easterly line of South Main street, said stake being eight feet southwesterly on said line from the range of the brick work of the store owned and occupied by James S. Ayer; thence south forty degrees and thirty-five minutes east two hundred and seventy-seven and four-tenths feet to a stake on the westerly line of the location of the Bucksport branch of the Maine Central Railroad, thence south thirty-eight degrees east crossing said railroad location nine hundred and forty-two and three-tenths feet to a stake. Said street is laid out three rods wide measuring southwesterly at right angles to the above described line.

That said street and way as laid out crosses the tracks of the Maine Central Railroad Company (Bucksport branch); that said city desires to construct said street across said track and open the same for travel.

That the city council of said city of Brewer by its order duly passed on the 13th day of November, 1905, and duly approved by the mayor of said Brewer, authorized and directed the municipal officers of said Brewer to make this application to the Railroad Commissioners.

Wherefore your petitioners pray that your Honorable Board will after due notice and hearing determine whether said way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining so much thereof as is within the limits of such railroad, shall be borne by such railroad company, or by the said city of Brewer in which such way is located or be apportioned between said railroad company and said city of Brewer.

Brewer, Maine, November 13, 1905.

H. C. Clapp,
George A. DeRusha,
D. J. Moorey,
James J. Long,
H. J. Doughty,
H. S. French,
Chas. F. Prentiss,
Chas. H. Small,
John T. Carter,

Municipal Officers of Brewer.

On the foregoing petition,

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 Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least three days before Thursday, the 23d day of November, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to Mr. Geo. F. Evans, general manager of the Maine Central Railroad, before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of November, A. D. 1905.

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. Charles J. Hutchings appeared for the petitioners.

Mr. Charles F. Woodard appeared for the Maine Central Railroad Company.

The crossing of said railroad by said street shall be at grade. The approaches of said highway, within the right of way of said railroad company, shall not be steeper than one foot elevation to every twenty feet out from said track.

The Maine Central Railroad Company shall construct said crossing within its right of way and maintain the same at its own expense, and make suitable provision for surface drainage.

Dated at Augusta this 23d day of November, A. D. 1905.

JOSEPH B. PEAKS,

BENJ F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Washington County Railway Company, relating to the location of branch track and the crossing of a highway in the town of Baileyville, and approval of the Board thereon. November 23, 1905.

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

The Washington County Railway Company, a corporation established under the laws of the State of Maine, located and having its principal place of business at Portland, in the county of Cumberland and State aforesaid, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the town of Baileyville in the county of Washington in said State of Maine extending from a point in its main track southeastwardly of its station of Baileyville to a gravel pit.

The location of said branch railroad track is described as follows:

The center line of said location commences in the center line of the main track of said Washington County Railway Company at a point ten (10) feet southeastwardly, measured along said center line, from the switch at southeasterly end of Baileyville side track; running thence on a curve to the right, or southerly, of five hundred seventy-three and seven-tenths (573.7) feet radius, a distance of two hundred and ten (210) feet to station 2+10; thence on a tangent to said curve, a distance of eight hundred (800) feet to station 10+10.

This location is to cover a width of sixty-six (66) feet being thirty-three (33) feet on each side of said center line above described.

The above described location crosses the highway in said Baileyville leading from Princeton to Calais which said location and said highway are shown on the plan attached hereto, dated October 18, 1905, and signed by Theo. L. Dunn, chief engineer.

Wherefore, the said Washington County Railway Company prays that your Honorable Board will approve said location; that it may locate, construct and maintain said branch railroad track under the direction of said Board as provided by law, and that your Honorable Board will determine the manner and conditions by which said branch railroad track may cross the aforesaid highway.

Dated at Portland, Maine, October 23, 1905.

Washington County Railway Company,

By GEO. F. EVANS, Vice-President.

GEO. A. CURRAN, Attorney for Petitioner.

On the foregoing petition,

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 Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least three days before Thursday, the 23d day of November, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the

foregoing petition and order to the municipal officers of Baileyville before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of November, A. D. 1905.

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. Theo. L. Dunn, chief engineer, appeared for the petitioners.

No one appeared in opposition.

We hereby decree that said branch track may be constructed and maintained as provided in said petition, and that public convenience requires the same.

We also hereby allow the crossing of said highway as prayed for in said petition to be made at grade, after the highway has been raised two and two-tenths feet. Permission is hereby granted to said railway company to raise the grade of said highway.

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

The work shall be done by said railway company and the said crossing shall hereafter be maintained by said company at its expense, all in such manner as to be safe and convenient for travellers on said way with horses, teams and carriages. Suitable provision shall be made for surface drainage.

Dated at Augusta this 23d day of November, A. D. 1905.

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 the ninth day of December, 1904, on the Portland Railroad, at Forest Avenue, at the crossing of the Portland Railroad and the Portland and Rochester Division of the Boston and Maine Railroad.

A serious accident occurred on the 9th day of December, 1904, about 11.40 o'clock, P. M., at what is known as the Forest Avenue crossing of the Portland and Rochester division of the Boston and Maine Railroad, and of the Portland Railroad Company, by the collision of an electric car on the latter road with a locomotive and caboose car on the Boston and Maine Railroad.

The locomotive on the Boston and Maine Road was a special on its way from Preble Street station to Woodfords, for the purpose of taking a special freight train to Nashua.

The electric car was a special car which had left Deering Center for Portland and had arrived at the crossing where the accident occurred, according to the time of the electric railroad company, at 11.39. The locomotive and caboose left Preble Street station about 11.28 or 11.30 and arrived at this crossing according to the steam railroad time, at 11.40.

The electric car and the locomotive on the steam road came in collision upon the diamond at this crossing, whereby the electric car was thrown from the track, the side of the car torn out, and several persons injured.

The conductor and engineer of the steam train testified that they registered to leave Preble Street station at 11.28 P. M.; that after registering they immediately went to their train, pulled out over the switch, stopped the train to close the switch, and at once started for Woodfords Junction.

The train register was also produced at the hearing, showing the time of registration to be 11.28 P. M. Just how long the train remained at Preble Street station after they registered to leave at 11.28 is somewhat in doubt.

Mr. Newman, the superintendent of the Portland Railroad Company, who passed over the Forest Avenue crossing shortly before the accident, in an outward bound car, testified that he left the head of Preble street at 11.27, and allowing for one

minute in the difference of time between the two railroads, it was then 11.26 by the steam road time; so that Mr. Newman's car had two minutes from the head of Preble street, to Green street crossing, before the steam train registered out.

One member of the Board of Railroad Commissioners has timed the electric cars between the head of Preble street and the Green street crossing, and upon the regular cars there is less than four minutes between the two points, depending upon the number of stops made.

On one trip, the car which left the head of Preble street at 10.41 P. M., crossed Green street three minutes later, at 10.44, making no stops.

Mr. Newman testifies that he saw nothing of the steam train as he went over the line that night, and if we allowed two minutes for the steam train, after it registered out, before it finally got under way, after making the switch, Mr. Newman's car must have crossed the steam road at Green street before the steam train started on its way to Woodfords.

So we believe that Mr. Newman's car crossed Green street before the steam train did so, for two reasons; first, because Mr. Newman's car arrived at the diamond crossing on Forest avenue before the accident; and second, because it had not only crossed the diamond, but had met the car which sustained the accident, three hundred feet westerly, and had arrived at Woodfords before the accident.

Mr. Newman's car must have run very fast, because it was only ten minutes, according to his testimony, running from the head of Preble street to the diamond crossing, where the accident occurred.

His car was a late evening car, and with the probability that there would be no stops for passengers between the head of Preble street and Green street crossing, we believe that his car was not over three minutes and a half running from the head of Preble street to Green street crossing.

The locomotive on the steam road, we believe, left Preble street station at about 11.30; it arrived at the crossing at 11.40; consequently it could not have been running as fast as some of the witnesses testified.

It was a cold, crisp, still night. Mr. Charles C. Record, a policeman, testified that he saw the steam train as it was run-

ning, and that he could hear it and did hear it, for more than a mile after he first saw it, and until he heard the crash of the accident. That he could hear the exhaust and the rumble of the train the whole distance.

Several witnesses undertook to estimate the speed of the train by counting the exhausts on the locomotive, which is a very unsatisfactory way of estimating it, especially if attempted by one who is not accustomed to locomotives.

This locomotive had a five and one-half foot driver; nearly one revolution in a rod. It has four exhausts to every revolution. If it were running six miles an hour it would exhaust one hundred and twenty-eight times in a minute, or more than twice to a second. One unaccustomed to locomotives could hardly be able to count the exhausts and estimate the speed.

The electric car left Hoegg Hall at Deering Center, according to the testimony of the conductor and motorman, at about 11.30; they testified that it stopped at Woodfords street to take on passengers; that the car ran then down to a point about one hundred feet from the diamond at the end of the double track and "practically" stopped.

The motorman says he looked ahead, looked down the track of the steam road, and saw nothing indicating a train. That he then started his car and just as he was going onto the crossing he saw a large object in the distance which he could not fairly make out. That he put on all the power he had, and undertook to cross the track, because, under the circumstances, he considered it safer than to undertake to stop his car and reverse his power.

That just as he had got onto the crossing the locomotive struck his car about midway, and that as the tracks ran at an acute angle, it ripped out the whole side of his car, and threw it around into the street at almost right angles with the track.

At the hearing he produced his watch, which was broken, and it had stopped at precisely 11.39.

The conductor of the steam train says he looked at his watch when the accident occurred, and it was 11.40, making a difference in time of one minute.

By a general order of the Boston and Maine Railroad, its trains are limited to a speed of six miles an hour between Preble street and Woodfords.

The distance is one and one-quarter miles, so that if the train started at 11.30, and arrived at the diamond crossing at 11.40, and was ten minutes in making the distance, it was running at the rate of seven and one-half miles per hour.

If it ran faster in some portions of the route, say at the rate of twelve or fifteen miles per hour, as testified to, we may well believe that at the point where the accident occurred it was not running at a greater speed than six miles per hour.

Besides, the steam train went only one hundred and sixty-eight feet after the collision before it stopped.

This fact confirms our opinion that the steam train had been running in places at a speed of fifteen miles per hour, perhaps, but that the speed had been slackened to six miles per hour, when the accident occurred.

Another fact satisfies us of the speed of the steam train. The electric car was about one hundred feet from the diamond when the motorman says he "practically" stopped, before he started to cross the diamond at a very slow speed.

Mr. J. Arthur Colley, who seemed to be a careful and disinterested witness, testified that he lives on Lincoln street near the accident. That he was in his room when he heard the steam train approaching, and that he looked out and saw it passing. He says the steam train was then between Coyle street and Lincoln street,—nearer Coyle than Lincoln. That at that time he heard the gong ring on the electric car.

This was evidently the gong rung by the motorman as a signal that he was going ahead across the diamond.

This testimony fixes the position of the steam train and the electric car better than any or all of the other testimony in the case.

The evidence shows that it is 365 feet from the diamond to Coyle street, and the locomotive was, according to Mr. Colley's testimony, less than that distance from the diamond, say 350 feet. The motor car was about 100 feet from the diamond.

The plan submitted by Mr. Ilsley, a careful and experienced engineer, shows the angle of the two tracks to be $17^{\circ} 21'$, and therefore on a straight line between the motor car and the locomotive the distance was not over four hundred feet, with nothing whatever to obstruct the view.

Making allowance for the time in starting; the electric car, with one hundred feet to run to reach the crossing, and the locomotive running at the rate of six miles per hour, with three hundred and fifty feet between it and the crossing, would reach the diamond about the same instant.

We have examined the testimony carefully, and we are satisfied that the speed of the steam train did not in any way contribute to this accident.

The motorman of the electric car testified that when he arrived at the switch-point about one hundred feet westerly of the diamond crossing he "practically" stopped his car. He does not claim that his car came to a full stop. He says he saw nothing on the track of the steam road at that time; but by the positive testimony of Mr. Colley, and other testimony which appears, the steam train was at that time between Coyle and Lincoln streets, about four hundred feet away, within clear view of the motorman.

Indeed, by the plan submitted by Mr. Ilsley, the motorman at that time could have looked down the steam road track toward Portland, at least nine hundred feet without anything to obstruct his view.

The electric car was a vestibule car. The motorman was looking through the window. It appears that it was a cold night, and witnesses testified that the windows in the electric car were frosty, so that one could not see through the glass. There was also between the car and the steam train an electric arc light. The conditions were as bad as they could well be. The conductor of the electric car was inside collecting fares. He says he also looked down the track and saw no train.

The car was crowded, he was busy and was looking through the frosty windows into the glamour of an arc light, and his testimony on the whole was very far from satisfactory.

Under the general rule of the road it was the duty of the conductor to go ahead of the car onto the crossing to see that it was clear; but the general manager, Mr. Newman, testified that at this particular crossing a different rule prevailed. He said he believed it necessary for the conductor to be on the car to look out for the trolley in case it should slip off; that the motorman had a better opportunity for looking down the track for trains, than did the conductor; and for this reason reliance was

had upon the motorman principally, to see that the crossing was clear before he undertook to make it.

There may be, and are, differences of opinion as to the propriety of the conductor leaving his car and going onto the crossing leaving no one to look after the trolley in case it should slip off. The fact remains, however, that if the conductor had gone onto the diamond this night before the motorman undertook to cross, this accident would never have occurred, for if he could not have seen the steam train coming he certainly could have heard it, because several persons testified that it was a still, frosty night, and that the rumble of the train could be heard at least a mile distant; and nearly all of the witnesses who testified said the bell on the locomotive was being rung the whole distance.

We have discovered no fault on the part of the train crew of the steam train.

We have discovered no evidence that the train was being run at an unreasonable rate of speed.

Complaint is made that the headlight on the locomotive was unusually dull, and that the motorman could not see it. Witnesses testified to this effect, but others testified that the headlight was plain to be seen, and that it was as good as any ordinary headlight. Those who testified that it was dull and yellow, were looking at it through the rays of an arc light; besides, on either side of the headlight was another light distinctly seen by other witnesses, and there were tail-lights on either side of the caboose car, also distinctly seen by other witnesses.

But we believe the Boston and Maine Railroad Company has been remiss in one important matter. There are gates at this crossing, operated by the Boston and Maine Railroad Company during the day. They are not operated, however, after eight o'clock in the evening.

By placing gates at this crossing the Boston and Maine Railroad Company has recognized the necessity for so doing and that the crossing is a dangerous one. Having so recognized this necessity, the company has no right to abandon the gates at any time of day or night while there are trains or locomotives passing over the crossing. To do so makes the gates a snare rather than a safeguard.

Operating the gates during the day and habitually abandoning them after eight o'clock at night is a virtual declaration that no train will pass during these hours, and if a train does pass during the time the gates are so left abandoned, some other notice should be given to travelers, or some extra precaution should be exacted of the train crew in making the crossing.

Travelers are charged by the common law to stop, look and listen before crossing a railroad, and railroads should be careful not to invite travelers to cross a track where there are gates by keeping them up when trains are crossing, without some other method of caution.

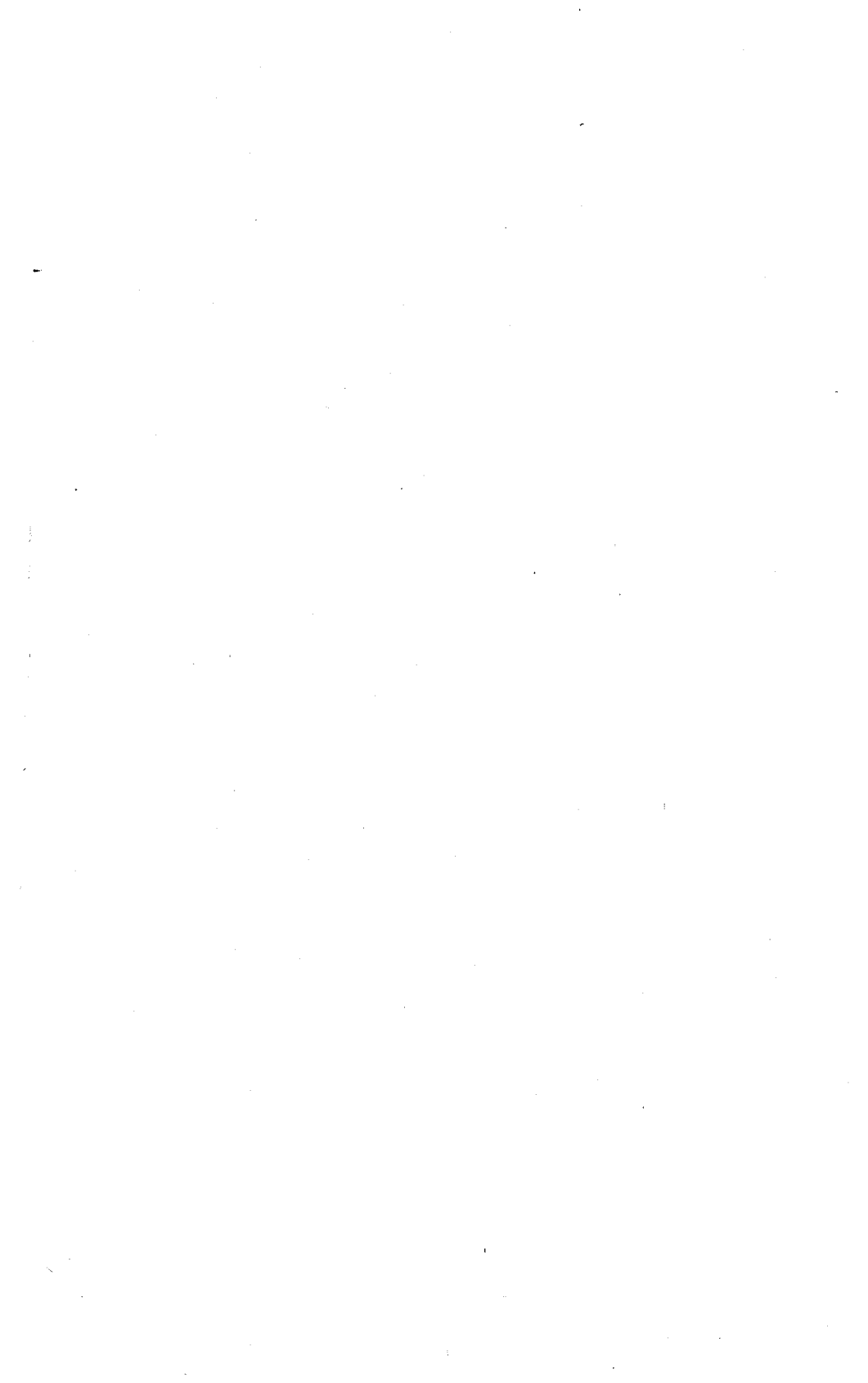
If these gates had been operated on this occasion, the accident probably would not have occurred. The motorman and conductor of the street car can not be excused for their negligence, because of the absence of gates; neither can the Boston and Maine Railroad Company be wholly excused, because, previous to this accident, its attention had been called to the unfavorable conditions existing at this particular crossing.

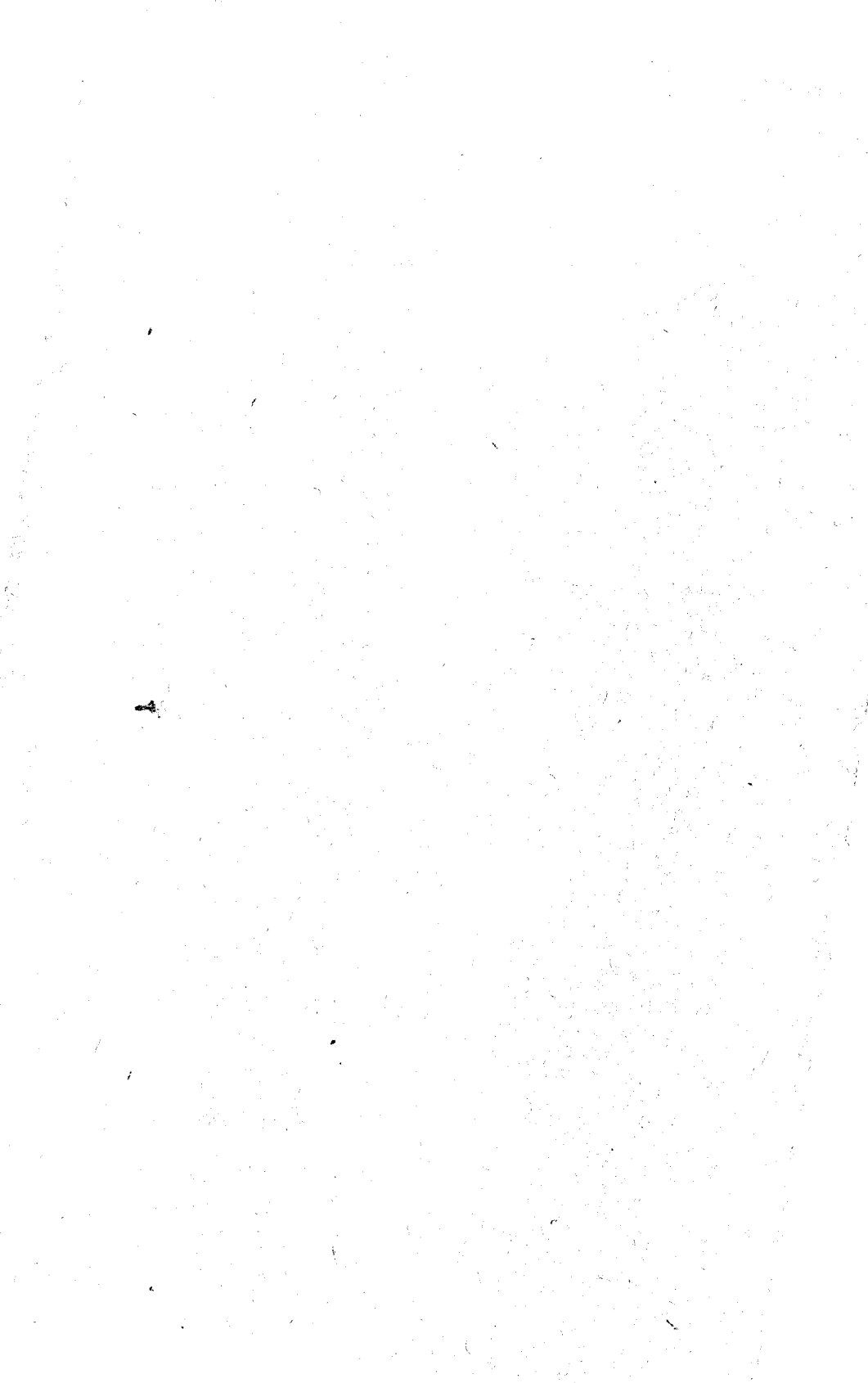
See *State vs. Boston and Maine Railroad*, 80 Me. Page 431.
Hooper vs. Boston and Maine Railroad, 81 Me. Page 261.

Dated at Augusta this 1st day of February, A. D. 1905.

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

Railroad Commissioners of Maine.





APPENDIX.

ABSTRACT

OF THE

RETURNS OF RAILROAD COMPANIES

FOR THE

Year Ending June 30, 1905.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1905.

HISTORY.

Name of common carrier making this report. Bangor and Aroostook Railroad Company.

Date of organization. February 3, 1891.

Under laws of what government, state or territory organized. General railroad laws of Maine. Articles of association, dated February 6, 1891, and special act of Legislation, approved March, 1891.

ORGANIZATION.

Name of Directors.	Post-Office Address.	Date of Expiration of Term.
F. W. Cram.....	Bangor, Maine.....	} Until successors are appointed.
A. A. Burleigh.....	Houlton, Maine.....	
B. B. Thatcher.....	Bangor, Maine.....	
C. A. Gibson	Bangor, Maine.....	
Edward Stetson	Bangor, Maine.....	
F. H. Appleton	Bangor, Maine.....	
John Crosby Brown... ..	New York, N. Y.....	

Total number of stockholders at date of last election, 29.

Date of last meeting of stockholders for election of directors, October 18, 1904.

Post-office address of general and operating office, Bangor, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President	F. W. Cram.....	Bangor, Maine.
First Vice-President.....	A. A. Burleigh	Bangor, Maine.
Secretary	F. H. Appleton.....	Bangor, Maine.
Treasurer.....	Edward Stetson.....	Bangor, Maine.
Cashier.....	F. C. Plaisted	Bangor, Maine.
Attorney or General Counsel....	Appleton & Chaplin	Bangor, Maine.
Auditor.....	W. I. Tower.....	Bangor, Maine.
Chief Engineer.....	Moses Burpee.....	Houlton, Maine.
General Superintendent	W. M. Brown.....	Bangor, Maine.
Division Superintendent.....	J. B. McMann.....	Houlton, Maine.
Division Superintendent.....	W. K. Hallett.....	Bangor, Maine.
General Freight Agent	G. F. Snow	Bangor, Maine.
General Passenger Agent, General Ticket Agent, General Baggage Agent.....	C. C. Brown	Bangor, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Bangor and Aroostook Railroad.	Aroostook Jet ...	Caribou.....	154.95	154.95
Branch	Old Town	Greenville	76.00	
Branch	Fort Fairfield Jct.	Fort Fairfield.....	13.30	
Branch	Ashland Jct.....	Ashland	43.89	
Branch	Caribou	Van Buren.....	33.11	
Branch	Milo Jet.....	K. I. Works.....	18.95	
Branch	Patten Jet.....	Patten.....	5.67	
Branch	Caribou	Limestone.....	15.72	
Branch	Ashland.....	Fort Kent.....	51.00	257.64
Spurs			15.83	15.86
Total				428.45

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common	15,500	\$100	\$1,550,000	\$1,550,000	3 1/2%	\$54,250
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					15,500	\$1,540,500

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage	Jan., 1893..	Jan., 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.....	July, 1895..	July, 1945..	142,000 00	142,000 00	142,000 00	142,000 00	5	Jan. and July..	7,300 00	7,300 00
Piscataquis Division	Apr., 1899..	Jan., 1943..	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	5	Apr. and Oct..	75,000 00	75,000 00
Van Buren Extension.....	Apr., 1899..	Jan., 1943..	500,000 00	500,000 00	500,000 00	500,000 00	5	Apr. and Oct..	25,000 00	25,000 00
Aroostook Northern	Oct., 1897..	Oct., 1947..	225,000 00	225,000 00	225,000 00	225,000 00	5	Apr. and Oct..	11,250 00	11,250 00
Consolidated refunding	July, 1901..	July, 1951..	20,000,000 00	5,337,000 00	5,337,000 00	5,337,000 00	4	Jan and July..	202,793 52	202,793 52
Total			\$25,727,000 00	\$11,064,000 00	\$11,064,000 00	\$11,064,000 00			\$489,343 52	\$489,343 52
Miscellaneous obligations			728,000 00	728,000 00	728,000 00	728,000 00	4½	Jan. and July, Mc'h and Sept..	32,760 00	32,760 00
Grand total			\$26,455,000 00	\$11,792,000 00	\$11,792,000 00	\$11,792,000 00			\$522,103 52	\$522,103 52

Second mortgage bonds, original issue was \$1,050,000, now all retired by consolidated refunding mortgage bonds, excepting amount here entered (\$142,000).

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, and the interest, 6%, payable April and October 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, and the interest, 5%, payable April and October 1st of each year.

STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS — PRINCIPAL.		DEFERRED PAYMENTS — INTEREST.				Rate-%.
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	
Car Trust A.	\$95,000	\$400,000 00	\$60,000 00	\$126,000 00	\$15,600	\$4,800 00	\$4,800 00	6
Car Trust B.	.....	800,000 00	440,000 00	204,254 14	84,500	24,000 00	24,000 00	5
Total....	\$95,000	\$1,200,000 00	\$500,000 00	\$330,254 14	\$100,100	\$28,800 00	\$28,800 00	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$11,064,000 00	\$11,064,000 00	\$489,343 52	\$489,343 52
Miscellaneous obligations.....	728,000 00	728,000 00	32,760 00	32,760 00
Equipment trust obligations.....	1,200,000 00	500,000 00	28,800 00	28,800 00
Total.....	\$12,992,000 00	\$12,992,000 00	\$550,903 52	\$550,903 52

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash	\$309,511 74	Audited vouchers and accounts, wages and salaries.	\$154,752 54
Due from agents	29,151 12	Matured interest coupons unpaid (including coupons due July 1)	253,127 50
Due from solvent companies and individuals	389,278 11	Total—current liabilities.	\$407,880 04
Net traffic balances due from other companies	117,888 75	Balance—cash assets	437,949 68
Total—cash and current assets	\$845,829 72	Total	\$845,829 72

Materials and supplies on hand, \$245,453.34.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$1,550,000 00	\$1,550,000 00	428.45	\$3,617 69
Bonds	11,792,000 00	11,792,000 00	428.45	27,522 46
Equipment trust obligations.....	500,000 00	500,000 00	428.45	1,166 99
Total	\$13,842,000 00	\$13,842,000 00	.....	\$32,307 14

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total construction: Total cost to June 30, 1904, \$8,878,446.07; charged to construction or equipment, \$1,842,264.29; charged to income accounts as permanent improvements, \$6,598.10; total cost to June 30, 1905, \$10,727,308.46; cost per mile, \$25,037.48.

Total equipment: Total cost to June 30, 1904, \$2,538,283.49; charged to income account as permanent improvements, \$98,401.90; total cost to June 30, 1905, \$2,636,685.39; cost per mile, \$6,154.00.

Total cost of construction and equipment to June 30, 1904, \$11,416,729.56; total cost to June 30, 1905, \$13,363,993.85; total cost per mile, \$31,191.48.

INCOME ACCOUNT.

Gross earnings from operation	\$2,159,072 10	
Less operating expenses.....	1,376,713 21	
Income from operation		\$782,358 89
Miscellaneous income		7,475 07
Total income		\$789,833 96
Deductions from income:		
Interest on funded debt accrued	\$550,903 52	
Taxes	7,931 23	
Permanent improvements.....	105,000 00	
Total deductions from income.....		663,834 75
Net income		\$125,999 21
Dividends, $3\frac{1}{2}$ per cent, common stock.....		54,250 00
Surplus from operations of year ending June 30, 1905.....		\$71,749 21
Surplus on June 30, 1904.....		256,186 47
Surplus on June 30, 1905.....		\$327,935 68

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$504,499 74		
Less repayments—			
Tickets redeemed.....		\$2,107 84	
Excess fares refunded.....		1,296 70	
Total deductions.....		\$3,405 54	
Total passenger revenue.....			\$501,095 20
Mail.....			37,720 72
Express.....			24,076 37
Extra baggage and storage.....			7,313 23
Total passenger earnings.....			\$570,205 58
Freight:			
Freight revenue.....	\$1,521,688 19		
Less repayments—			
Overcharge to shippers.....		23,974 90	
Other repayments.....		6,823 86	
Total deductions.....		\$30,798 76	
Total freight revenue.....			\$1,490,889 43
Total freight earnings.....			\$1,490,889 43
Total passenger and freight earnings.....			\$2,061,095 01
Other earnings from operation:			
Cars per diem and mileage—balance.....			73,584 01
Hire of equipment—balance.....			20,429 81
Rents not otherwise provided for.....			3,963 27
Total other earnings.....			\$97,977 09
Total gross earnings from operation.....			\$2,159,072 10

STOCKS OWNED.

Aroostook Northern, \$90,000; valuation, \$17,896.48.

MISCELLANEOUS INCOME.

Item.	Gross Income.	Expenses.	Net miscel- laneous income.
Interest accrued and allowed on bank balances..	\$7,475 07		\$7,475 07

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$219,865 83
Renewals of rails	15,676 64
Renewals of ties	36,095 83
Repairs and renewals of bridges and culverts	15,917 78
Repairs and renewals of fences, road crossings, signs and cattle guards	9,008 83
Repairs and renewals of buildings and fixtures	34,115 28
Stationery and printing	1,056 64
Other expenses	40 72
Total	\$331,777 55
Maintenance of equipment:	
Superintendence	\$8,419 48
Repairs and renewals of locomotives	45,427 15
Repairs and renewals of passenger cars	22,941 76
Repairs and renewals of freight cars	113,703 93
Repairs and renewals of work cars	2,657 51
Repairs and renewals of shop machinery and tools	3,120 16
Stationery and printing	522 98
Other expenses	11,698 55
Total	\$208,491 52
Conducting transportation:	
Superintendence	\$23 588 86
Engine and roundhouse men	124,838 19
Fuel for locomotives	300,809 45
Water supply for locomotives	12,640 84
Oil, tallow and waste for locomotives	8,390 55
Other supplies for locomotives	1,147 67
Train service	98,111 71
Train supplies and expenses	16,832 42
Switchmen, flagmen and watchmen	16,740 20
Telegraph expenses	15,709 51
Station service	74,037 08
Station supplies	17,241 39
Loss and damage	2,604 50
Injuries to persons	5,112 24
Clearing wrecks	2,841 12
Advertising	8,592 05
Commissions	11 75
Rents of buildings and other property	3,781 00
Stationery and printing	6,478 75
Other expenses	52 28
Total	\$739,551 56
General expenses:	
Salaries of general officers	\$34,767 63
Salaries of clerks and attendants	21,958 66
General office expenses and supplies	8,553 65
Insurance	12,225 97
Law expenses	8,891 76
Stationery and printing (general offices)	4,585 95
Other expenses	5,908 96
Total	\$96,892 58
Recapitulation of expenses:	
Maintenance of way and structures	\$331,777 55
Maintenance of equipment	208,491 52
Conducting transportation	739,551 56
General expenses	96,892 58
Grand total	\$1,376,713 21

Percentage of expenses to earnings, entire line—63.76.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$8,878,446 07	Cost of road		\$10,727,308 46	\$1,848,862 39	
	2,538,283 49	Cost of equipment		2,636,685 39	98,401 90	
	17,896 48	Stocks owned.....		17,896 48		
	1,775,000 00	Other permanent investments: Fish River Rail-road				\$1,775,000 00
	54,856 86	Lands owned		62,104 76	7,248 10	
	477,975 74	Cash and current assets		845,829 72	367,853 98	
	384,810 88	Other assets: Materials and supplies		245,453 34		139,357 54
	34,565 21	Sundries		42,537 57	7,972 36	
	14,161,834 53	Grand total		\$14,577,815 72	\$415,981 19	
		LIABILITIES.				
	\$1,550,000 00	Capital stock		\$1,550,000 00		
	11,887,000 00	Funded debt		12,292,000 00	405,000 00	
	468,645 06	Current liabilities		407,880 04		\$60,768 02
	266,186 47	Profit and loss		327,935 68	71,749 21	
	14,161,834 53	Grand total		\$14,577,815 72	\$415,981 19	

IMPORTANT CHANGES DURING THE YEAR.

\$534,000 consolidated refunding mortgage bonds were issued to retire sundry Bangor and Aroostook securities.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 5% gold.....	Aroostook Jct ...	Caribou	154.75	\$16,000 00
First mortgage 5% gold.....	Fort Fairfield Jct.	Fort Fairfield....	13.30	16,000 00
First mortgage 5% gold.....	Ashland Jct	Ashland	43.89	16,000 00
Second mortgage 5% gold ..	Same	Same	210.00	5,000 00
Consolidated refunding 4%*.	Entire line		428.45	12,456 52
First mortgage 5% gold (Piscataquis Div.)	Old Town	Greenville	76.00	19,736 84
First mortgage 5% gold (Van Buren Ex)	Caribou	Van Buren	33.11	15,101 17
First mortgage 5% gold.....	Caribou	Limestone	15.72	14,312 97

Equipment, income and securities not mortgaged.

* The consolidated refunding 4% mortgage covers the car trust equipment equity which now amounts to \$700,000. Equipment paid for this year out of income, \$98,401.90.

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total Yearly compensation.	Average daily compensation.
General officers	12	3,530	\$41,509 29	\$11 75
Other officers	15	4,711	17,988 96	3 82
General office clerks	64	19,567	38,652 54	1 87
Station agents	75	22,229	42,957 08	1 93
Other station men	103	22,735	45,957 62	1 65
Enginemen	55	18,772	60,290 05	3 21
Firemen	58	18,782	39,104 47	2 08
Conductors	48	14,559	45,709 97	3 15
Other trainmen	124	33,577	66,856 09	1 99
Machinists	16	5,039	12,543 02	2 48
Carpenters	69	19,225	39,550 56	2 07
Other shopmen	166	46,072	89,452 79	1 94
Section foremen	86	24,368	45,989 64	1 88
Other trackmen	425	89,633	141,347 30	1 57
Switch tenders, crossing tenders and watchmen	16	4,500	6,160 30	1 36
Telegraph operators and dispatchers ..	29	8,511	15,702 33	1 84
All other employes and laborers	38	3,338	6,602 50	1 94
Total (including "general officers")	1,401	364,198	\$756,375 01	\$2 08
Less "general officers"	12	3,530	41,509 29	11 75
Total (excluding "general officers")	1,389	360,668	\$714,865 72	1 98
Distribution of above:				
General administration	91	27,808	\$98,150 79	3 53
Maintenance of way and structures	549	117,389	193,939 94	1 65
Maintenance of equipment	251	70,336	141,546 37	2 01
Conducting transportation	510	148,665	322,737 91	2 17

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.....	529,468		
Number of passengers carried one mile.....	20,322,508		
Number of passengers carried one mile per mile of road.....	47,432		
Average distance carried, miles.....	38.38		
Total passenger revenue.....		501,095	20
Average amount received from each passenger.....			94 641
Average receipts per passenger per mile.....			02 465
Total passenger earnings.....		570,205	58
Passenger earnings per mile of road.....		1,330	85
Passenger earnings per train mile.....			82 389
Freight traffic:			
Number of tons carried of freight earning revenue....	1,213,533		
Number of tons carried one mile.....	122,106,091		
Number of tons carried one mile per mile of road.....	284,995		
Average distance haul of one ton, miles.....	100.62		
Total freight revenue.....		1,490,889	43
Average amount received for each ton of freight.....			1 22 855
Average receipts per ton per mile.....			01 220
Total freight earnings.....		1,490,889	43
Freight earnings per mile of road.....		3,479	72
Freight earnings per train mile.....			2 16 799
Total traffic:			
Gross earnings from operation.....		2,159,072	10
Gross earnings from operation per mile of road.....		5,039	26
Gross earnings from operation per train mile.....			1 61 010
Operating expenses.....		1,376,713	21
Operating expenses per mile of road.....		3,213	24
Operating expenses per train mile.....			1 02 667
Income from operation.....		782,358	89
Income from operation per mile of road.....		1,826	02
Car mileage, etc.:			
Mileage of passenger cars.....	2,280,060		
Average number of passenger cars per train mile.....	3.29		
Average number of passengers per train mile.....	29.00		
Average number of freight cars per train mile.....	19.59		
Average number of loaded cars per train mile.....	12.09		
Average number of empty cars per train mile.....	7.50		
Average number of tons of freight per train mile.....	177.56		
Average number of tons of freight per loaded car mile.....	14.69		
Average mileage operated during year.....	428.45		
Train mileage:			
Mileage of revenue passenger trains.....	653,268		
Mileage revenue mixed trains.....	38,818		
Mileage of revenue freight trains.....	648,864		
Total revenue train mileage.....	1,340,950		
Mileage of nonrevenue trains.....	433,609		

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain	5,041	17,067	22,108	1.83
Flour	1,137	7,754	8,891	.73
Other mill products.....	364	1,706	2,070	.17
Hay.....	18,575	132	18,707	1.55
Tobacco	39	397	436	.03
Cotton	54	52	106	.01
Fruit and vegetables.....	806	2,890	3,696	.30
Potatoes.....	208,635	.....	208,635	17.19
Products of Animals:				
Live stock.....	5,565	1,309	6,894	.57
Dressed meats.....	237	1,574	1,811	.15
Other packing-house products	904	3,642	4,546	.37
Poultry, game and fish.....	82	916	1,005	.09
Wool.....	877	22	899	.07
Hides and leather.....	3,676	5,043	8,719	.72
Products of Mines:				
Anthracite coal.....	1,801	8,544	10,345	.86
Bituminous coal.....	1,098	105,317	106,415	8.77
Stone, sand and other like articles.....	17,587	832	18,419	1.52
Coke.....	33	37	70	.01
Products of Forests:				
Lumber.....	441,478	21,045	462,523	38.12
Bark.....	6,144	.....	6,144	.50
Shingles.....	28,795	.....	28,795	2.37
Manufactures:				
Petroleum and other oils.....	356	3,348	3,704	.30
Sugar.....	212	2,394	2,606	.22
Naval stores.....	4	104	108	.01
Iron and steel rails.....	4,239	24	4,263	.35
Other castings and machinery.....	1,209	2,847	4,056	.34
Bar and sheet metal.....	70	989	1,059	.08
Cement, brick and lime.....	4,543	10,697	15,240	1.26
Agricultural implements.....	804	2,152	2,956	.24
Wagons, carriages, tools, etc.....	1,112	1,127	2,239	.18
Wines, liquors and beers.....	288	2,077	2,365	.19
Household goods and furniture.....	1,690	2,217	3,907	.33
Merchandise.....	2,807	2,040	90,240	.85
Paper.....	88,200	7,498	10,305	7.43
Miscellaneous:				
Other commodities not mentioned above.....	99,610	49,641	149,251	12.29
Total tonnage.....	948,099	265,434	1,213,533	100.00

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.
			Number.	Name.	
Locomotives—owned:					
Passenger .....	...	25	25	Westinghouse..	25
Freight.....	4	36	36	Westinghouse..	36
Switching.....	2	5	5	Westinghouse..	5
Total locomotives in service	6	66	66	Westinghouse..	66
Total locomotives owned	6	66	66	.....	66
Cars—owned and leased:					
In passenger service—					
First-class cars .....	...	33	33	Westinghouse..	83
Combination cars.....	1	11	11	Westinghouse..	11
Baggage, express and postal cars.....	2	17	17	Westinghouse..	17
Total	3	61	61	.....	61
In freight service—					
Box cars .....	...	1,471	1,471	Westinghouse..	1,471
Flat cars .....	...	1,640	1,640	Westinghouse..	1,640
Stock cars .....	...	70	70	Westinghouse..	70
Total .....	...	3,181	3,181	.....	3,181
In company's service—					
Officers' and pay cars.....	...	2	2	Westinghouse..	2
Derrick cars.....	...	4	3	Westinghouse..	2
Caboose cars .....	...	25	10	Westinghouse..	25
Other road cars.....	...	87	6	Westinghouse..	17
Total .....	...	118	21	.....	46
Total cars in service.....	3	3,360	3,263	.....	3,288
Total cars owned	8	3,360	3,263	.....	3,288

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	154.95	273.50	428.45	.....	.....	428.45
Miles of yard track and sidings	42.89	47.87	90.76	7.39	.....	90.76
Total mileage operated (all tracks)	197.84	321.37	519.21	7.39	.....	519.21

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	154.95	273.50	428.45	.....	.....	428.45

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point—cts.
Second	50.14	70				
Total steel	1,048.65					

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracte.	Bituminous.	Hard.	Soft.			
Passenger	22,498.41				22,498.41	653,268	68.88
Freight	22,680.31				22,680.31	648,864	69.91
Switching	12,003.56				12,003.56	343,758	69.84
Construction	1,225.64				1,225.64	38,874	63.06
Wrecking	176.36				176.36	4,589	76.86
Snow	784.43				784.43	19,170	81.84
Light	931.17				931.17	27,218	68.42
Mixed	1,362.37				1,362.37	38,818	70.19
Total	61,662.25				61,662.25	1,774,559	69.50
Average cost at distributing point	\$6 00						

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Kind of Accident.	RAILWAY EMPLOYEES.							
	Trainmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling		2						2
Collisions						1		1
Falling from trains, locomotives or cars		2		1				3
Jumping on or off trains, locomotives or cars		4		1				5
Struck by trains, locomotives or cars		1						1
Other causes		3						3
Total		12		2		1		15

ACCIDENTS—CONCLUDED.

Kind of Accident.	Passengers.		OTHER PERSONS.					Total.	
			Trespassing.		Not trespassing.				
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
At highway crossings			1					1	
At other points along track			1					1	
Total			2					2	

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

Kind of Accident.	RAILWAY EMPLOYEES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employees.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling tools, machinery, etc				6		5		5		16
Handling supplies, etc				1		1				2
Other causes				3		1		2		6
Total				10		7		7		24

Summary.		Total.	
		Killed.	Injured.
Railway employees		3	39
Other persons		3	
Total		3	39

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...	5	80	00	12	00	22	00	Bridges	2	15	6
Iron.....	86	9301	10	13	00	781	00	Overhead Railway Crossings:			
Wooden.	4	197	1	10	00	142	00	Bridges	1	21	00
Total..	95	9578	11								
Trestles...	27	2583	8								

Gauge of track, 4 feet, 6½ inches—428.45 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.
405.2	1,308.50	Northern Telegraph Company...	Northern Telegraph Company.

Report of the Boston and Maine Railroad Company for the Year Ending June 30, 1905.

HISTORY.

Name of common carrier making this report. Boston and Maine Railroad.
 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 Portland 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 tracks of the Boston and Maine Railroad.
 1902. Chap. 212. An act relative to the taxation of the Central Massachusetts Railroad Company.
 1902. Chap. 508. An act relative to the union passenger station and to the abolition of certain grade crossings in the city of Worcester.
 1903. Chap. 104. An act to authorize the Connecticut River Railroad Company to acquire stock of the Vermont Valley Railroad.
 1903. Chap. 115. An act relative to the union passenger station in the city of Worcester.
 1903. Chap. 144. An act relative to the crossings of railroads and public ways in East Boston.
 1905. Chap. 343. An act to revive and continue the co-operative authority of the Lowell, Acton and Maynard Street Railway Company.
 1905. Chap. 385. An act to provide for the abolition of certain grade crossings and for other railroad improvements in the city of Lowell.
 1905. Chap. 422. An act to provide for a new union passenger station in connection with the abolition of certain grade crossings in the city of Worcester.

STATE OF NEW HAMPSHIRE.

1905. Chap. 151. An act to authorize the Concord and Montreal Railroad to secure the foreclosure of a mortgage of the Nashua, Acton and Boston Railroad, and to purchase the mortgaged property at foreclosure sale.

For all acts prior to 1901, passed in the states of Massachusetts, New Hampshire and Maine, see Railroad Commissioners' Report of 1900.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle	Boston, Mass	October 11, 1905.
Samuel C. Lawrence	Medford, Mass	October 11, 1905.
Richard Olney	Boston, Mass	October 11, 1905.
Alvah W. Sullaway	Franklin, N. H.	October 11, 1905.
Joseph H. White	Brookline, Mass	October 11, 1905.
Walter Hunnewell	Wellesley, Mass	October 11, 1905.
*Henry R. Reed	Boston, Mass	October 11, 1905.
Lewis Cass Ledyard	New York, N. Y.	October 11, 1905.
Henry M. Whitney	Brookline, Mass	October 11, 1905.
Henry F. Dimock	New York, N. Y.	October 11, 1905.
William Whiting	Holyoke, Mass	October 11, 1905.
Chas. M. Pratt	New York, N. Y.	October 11, 1905.
Alexander Cochrane	Boston, Mass	October 11, 1905.

Total number of stockholders at date of last election, 7,574.

Date of last meeting of stockholders for election of directors, October 12, 1904.

Address of general office and operating office, Boston, Mass.

* Died March 14, 1905.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Lucius Tuttle.....	Boston, Mass.
President.....	Lucius Tuttle.....	Boston, Mass.
Second Vice President and General Traffic Manager.....	William F. Berry.....	Boston, Mass.
Third Vice President and General Manager.....	Frank Barr.....	Boston, Mass.
Fourth Vice President and General Auditor.....	William J. Hobbs.....	Boston, Mass.
Corporation Clerk.....	William B. Lawrence.....	Boston, Mass.
Treasurer.....	Herbert E. Fisher.....	Boston, Mass.
Assistant Treasurer.....	John F. Webster.....	Concord, N. H.
General Counsel.....	Richard Olney.....	Boston, Mass.
General Solicitor.....	Edgar J. Rich.....	Boston, Mass.
Assistant General Auditor.....	Stuart H. McIntosh.....	Boston, Mass.
Assistant General Manager.....	Charles E. Lee.....	Boston, Mass.
Chief Engineer.....	H. Bissell.....	Boston, Mass.
Assistant Chief Engineer.....	J. A. Merrill.....	Concord, N. H.
General Superintendent.....	D. W. Sanborn.....	Boston, Mass.
Division Superintendent.....	Geo. H. Folger (Term. Div.)	Boston, Mass.
Ass't Division Superintendent.....	James D. Tyter (Term. Div.)	Boston, Mass.
Ass't Division Superintendent.....	Chas. L. Gilpatrick (Term. Division).....	Boston, Mass.
Division Superintendent.....	Wm. Merritt (West Div.).....	Boston, Mass.
Ass't Division Superintendent.....	Chas. A. Messer (W. Div.).....	Boston, Mass.
Division Superintendent.....	W. T. Perkins (East Div.).....	Boston, Mass.
Ass't Division Superintendent.....	Henry Scannell (East Div.).....	Boston, Mass.
Ass't Division Superintendent.....	W. M. Sanborn (East Div.).....	Sanbornville, N. H.
Division Superintendent.....	H. C. Robinson (So. Div.).....	Boston, Mass.
Ass't Division Superintendent.....	Henry C. Robinson (S. Div.).....	Boston, Mass.
Ass't Division Superintendent.....	John Rourke (South Div.).....	Boston, Mass.
Division Superintendent.....	A. S. Cheever (Fitch. Div.).....	Boston, Mass.
Ass't Division Superintendent.....	E. A. Smith (Fitch. Div.).....	Boston, Mass.
Ass't Division Superintendent.....	M. P. Snyder (Fitch. Div.).....	Mechanicville, N. Y.
Division Superintendent.....	W. R. Mooney (W. N. & P. Division).....	Nashua, N. H.
Ass't Division Superintendent.....	H. W. Davis (W. N. & P. Div.).....	Nashua, N. H.
Division Superintendent.....	W. F. Ray (Concord Div.).....	Concord, N. H.
Division Superintendent.....	Geo. E. Cummings (White Mountain Division).....	Woodsville, N. H.
Ass't Division Superintendent.....	C. C. Rinehart (W. M. Div.).....	Woodsville, N. H.
Division Superintendent.....	H. E. Folsom (C. & P. Div.).....	Lyndonville, Vt.
Ass't Division Superintendent.....	W. H. Ford (C. & P. Div.).....	Lyndonville, Vt.
Ass't Division Superintendent.....	G. L. R. French (C. & P. Div.).....	Springfield, Mass.
Superintendent Telegraph.....	S. A. D. Forristall.....	Boston, Mass.
Freight Traffic Manager.....	M. T. Donovan.....	Boston, Mass.
Export Freight Traffic Manager.....	A. S. Crane.....	Boston, Mass.
General Passenger and Ticket Agent.....	D. J. Flanders.....	Boston, Mass.
Assistant General Passenger and Ticket Agent.....	Geo. E. Sturtevant.....	Boston, Mass.
Assistant General Passenger and Ticket Agent.....	F. E. Brown.....	Concord, N. H.
Assistant General Passenger and Ticket Agent.....	Geo. W. Storer.....	Boston, Mass.
General Baggage Agent.....	C. J. Wiggin.....	Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Owned.			
Boston and Maine Railroad—			
Western Division	Boston, Mass.	Portland, Me.	115.31
Eastern Division	Boston, Mass.	Portland, Me.	108.29
Eastern Division	Conway Jc., Me.	Intervale Jc., N.H.	73.37
W. N. & P. Division	Rochester, N. H.	Portland, Me.	53.86
Southern Division	N.Camb'dge, Mass.	Northampton, Mass.	95.69
Medford Branch	Medford Jc., Mass.	Medford, Mass.	2.00
Methuen Branch	Lawrence, Mass.	N. H. State Line ...	3.75
Somersworth Branch	Rollingsford, N.H.	Somersw'th, N. H.	2.75
Dover & Winnipisseegee Branch	Dover, N. H.	Alton Bay, N. H.	29.00
Charlestown Branch	Freight track in ...	Charlestown ...	1.09
Saugus Branch	Everett, Mass.	West Lynn, Mass.	9.55
Chelsea Beach 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'd 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
Wolfboro Branch	Sanbornville, N.H.	Wolfboro, N. H.	12.03
Union Branch	Green St., M. C. R. R.	Portland, Me.	1.12
Newburyport City Branch	East'n R.R. tracks.	Newb'rypt wh'vs ...	1.97
Orchard Beach Branch	O.Orch. Beach, Me.	Camp Ellis, Me.	3.27
West Amesbury Branch	Merrimac, Mass.	Newton, N. H.	4.45
* Lowell & Andover and L. & L.	Connection in ...	Lowell, Mass. ....	.25
Portsmouth Electric Street Ry.	Connection in ...		18.10
Total owned			612.29
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
Stoneham Branch	Montvale Jc., Mass.	Stoneham, Mass.	2.50
Lawrence Branch	Wilmington, Mass.	Wilm'ton Jc., Mass.	3.21
Salem & Lowell Branch	Peabody, Mass.	Tewksbury, Mass.	16.80
Lowell & Lawrence Branch	Lowell, Mass.	Lawrence, Mass.	12.42
Nashua & Lowell Railroad	Lowell, Mass.	Nashua, N. H.	14.50
Concord & 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'ton ...	20.17
Nashua, Acton & Boston	No. Acton, Mass.	Nashua, N. H.	20.12
Manchester & North Weare	Manchester, N. H.	Henniker, N. H.	24.50
Lake Shore Branch	Lakeport, N. H.	Alton Bay, N. H.	17.28
Tilton & Belmont Branch	Belmont Jc., N.H.	Belmont, N. H.	4.17
Whitefield & Jefferson Branch	Whitefield Jc., N.H.	Berlin Mills, N. H.	33.49
	Jefferson Meadw' ...	Jefferson, N. H.	
Profile & Franconia Notch Br.	Bethle'm Jc., N.H.	Profile House ...	12.84
	Bathle'm Jc., N.H.	Bethlehem, N. H.	
Manchester & Milford Branch	Grasmere Jct.	East Milford, N.H.	18.54
Franklin & Tilton Branch	Franklin, N. H.	Tilton, N. H.	4.95
New Boston Branch	Parkers, N. H.	New Boston, N. H.	5.19
Concord & Portsmouth Branch	Portsmouth, N. H.	Manchester, N. H.	39.87

* Total length .37 miles, of which .25 miles is owned and .12 miles leased.

PROPERTY OPERATED—CONCLUDED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Suncook Valley Branch.....	Suncook, N. H.	Pittsfield, N. H. ...	17.41
Suncook Valley Extension Br..	Pittsfield, N. H.	Con. Barnstead... ..	4.46
Pemigewasset Valley.....	Plymouth, N. H. ...	Lincoln, N. H.	22.93
		Campton Village.	
Concord & Manchester El. Br. .	Concord, N. H. . . .	Manchester, N. H. . .	27.88
		Penacook, N. H. . . .	
Northern Railroad.....	Concord, N. H.	White Riv. Jc., Vt. . .	69.50
Peterboro & Hillsboro Branch.	Peterboro, N. H. ...	Hillsboro, N. H. ...	18.51
Bristol Branch.....	Franklin, N. H. ...	Bristol, N. H.	13.41
Concord and Claremont Br. . .	Contoocook, N. H. . .	Hillsboro Bridge..	70.90
		Claremont Jc.	
Connecticut & Pass. Rivers R. R.	White River Jc., Vt.	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' n, Mass.	3.50
Danvers Railroad.....	Wakefield Jc.	Danvers, Mass.	9.26
Newburyport Railroad.....	Bradford, Mass. . . .	Newburyp't, Mass.	26.98
		Georgetown, Mass.	
Lowell and Andover Railroad. . .	Lowell Jc., Mass. . .	Lowell, Mass.	8.73
Manchester and Lawrence R. R.	State Line.....	Manchester, N. H. . .	22.39
Kennebunk & Kennebunkport Br.	Kennebunk, Me. . . .	Kennebunkp't, Me.	4.50
Stony Brook Branch.....	N. Chelmsf'd, Mass.	Ayer Jc., Mass.	13.16
Wilton Branch.....	Nashua, N. H.	Wilton, N. H.	15.50
Peterborough Br. (W.N. & P. Div.)	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. . . .	Bellovs 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 & Schuylerville Br. . .	Saratoga Jc., N. Y.	Saratoga, N. Y. . . .	25.82
		Schuylerville, N. Y.	
Vermont & Massachusetts R. R. . .	Fitchburg, Mass. . .	Greenfield, Mass. . .	55.78
Turner's Falls Branch.....	Turner's Falls Jc. . .	Turner's F's, Mass. . .	2.80
Troy and Bennington Railroad . .	Hoosick Jc., N. Y. . .	State Line, Vt.	5.04
Trackage Rights Branch.....	No. Acton, Mass. . .	Concord Jc., Mass. . .	4.21
Trackage Rights Branch.....	Lennoxville, P. Q. . .	Sherbrooke, P. Q. . .	2.95
Trackage Rights Branch.....	City of Troy, N. Y. . .	.....	2.13
Total leased.....			1,674.30
Total owned.....			612.29
Grand total.....			2,286.59

*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.

Name.	Character of business.	Title (owned, leased, etc.)	State or territory.
Steamer Mt. Washington....	Passenger and freight on Lake Winnepesaukee..	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.
Newington Bridge.....	Toll bridge.....	Owned.....	New Hampshire.
Weils River Bridge.....	Toll bridge.....	Leased.....	Vermont.
Pemigewassett 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 :						
common	246,531 ²⁵³ / ₁₀₀₀	\$100	\$24,653,125 30	\$24,637,600 00	*7	\$1,617,658 00
common, scrip				470 70		
preferred	31,498	100	3,149,800 00	3,149,800 00	†6	188,988 00
Total	278,029²⁵³/₁₀₀₀	\$100	27,802,925 30	\$27,787,870 70		\$1,806,646 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			8,000	\$1,365,000 00	143,761	\$16,623,059 27
Issued in exchange for stock of sundry roads and Boston and Maine Railroad scrip			†1	.....	134,113	
Total			8,001	\$1,365,000 00	277,874	\$16,623,059 27

*October 1, 1904, 1½% on 227,094 shares.....	\$397,414 50
January 2, 1905, 1½% on 227,094 shares.....	397,414 50
April 1, 1905, 1½% on 235,094 shares.....	411,414 50
July 1, 1905, 1½% on 235,094 shares.....	411,414 50
	<u>\$1,617,658 00</u>

No dividends paid on 11,282 shares owned by Boston & Maine Railroad.

†September 1, 1904, 3% on 31,498 shares.....	\$94,494 00
March 1, 1905, 3% on 31,498 shares.....	94,494 00
	<u>\$188,988 00</u>

‡Issued in exchange for Boston & Maine Railroad scrip, 1 share.

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	\$268,347 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	100,020 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	35,000 00	35,175 00
Bonds	Jan. 1, 1903	Jan. 1, 1923	2,000,000 00	2,000,000 00	2,000,000 00	1,945,000 00	3 1/2	Jan. and July 1	70,000 00	69,597 50
Bonds	Feb. 2, 1905	Feb. 2, 1925	500,000 00	500,000 00	500,000 00	493,375 00	3 1/2	Feb. and Aug. 1	7,291 67	
Improvement bonds	Feb. 2, 1885	Feb. 2, 1905	.....	.....	.....	.....	4	Feb. and Aug. 2	23,333 33	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	76,740 00
Eastern Railroad certificates of indebtedness, U. S. gold	Sept. 1, 1876	Sept. 1, 1906	10,392,645 77	10,392,645 77	6,373,000 21	10,392,645 77	6	Mar. and Sept. 1	382,710 00	383,265 00
Eastern Railroad certificates of indebtedness £ sterling..	Sept. 1, 1876	Sept. 1, 1906	3,070,274 85	3,070,274 85	1,449,243 70	3,070,274 85	6	Mar. and Sept. 1	87,587 26	88,862 56
P. G. F. & C. bonds	June 1, 1877	June 1, 1937	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	4 1/2	June and Dec. 1	45,000 00	46,766 25
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	4,870 00
Central Mass. R. R. bonds	Oct. 1, 1886	Oct. 1, 1906	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	5	April and Oct. 1	100,000 00	100,000 00
Total			\$36,531,120 62	\$36,449,420 62	\$30,808,743 91	\$36,186,100 47			\$1,385,842 26	\$1,398,268 81
Mortgage bonds			\$16,462,920 62	\$16,460,920 62	\$10,822,243 91	\$16,462,920 62			\$615,298 26	\$618,883 81
Miscellaneous obligations			20,068,200 00	19,986,500 00	19,986,500 00	19,723,179 85			770,544 00	779,385 00
Grand total			\$36,531,120 62	\$36,449,420 62	\$30,808,743 91	\$36,186,100 47			\$1,385,842 26	\$1,398,268 81

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$16,462,920 62	\$10,822,243 91	\$615,298 26	\$618,883 81
Miscellaneous obligations.....	19,986,500 00	19,986,500 00	770,544 00	779,385 00
Total	\$36,449,420 62	\$30,808,743 91	\$1,385,842 26	\$1,398,268 81

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash ..	\$3,010,965 85	Loans and bills payable.....	\$600,000 00
Bills receivable	973,491 10	Audited vouchers and ac- counts	1,984,563 78
Due from agents	1,748,029 36	Fund to pay Boston & Lowell R. R. bonds due Sept. 1, 1905	500,000 00
Due from solvent companies and individuals	2,736,214 96	Wages and salaries	576,936 18
		Net traffic balances due to other companies	947,026 13
		Dividends not called for	5,015 25
		Matured interest coupons unpaid (including coupons due July 1).....	280,866 20
		Rents due July 1.....	1,182,727 11
		Dividend on common stock due July 1.....	411,414 50
		Total—current liabilities.	\$6,468,649 15
Total—cash and current assets	\$8,468,701 27	Balance—cash assets	1,980,152 12
		Total	\$8,468,701 27

Materials and supplies on hand, \$3,584,769.42.

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	\$27,787,870 70	\$27,787,870 70	.....	612.29	\$45,384 00
Bonds	30,808,743 91	30,808,743 91	.....	612.29	50,317 00
Total	\$58,596,614 61	\$58,596,614 61	.....	612.29	\$95,701 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED
IN THE INCOME ACCOUNT.

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Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Boston and Maine Railroad.....	\$27,787,870 70	\$30,808,743 91	\$58,596,614 61	612.29	\$95,701
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	70,621
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.....	6,599,400 00	5,528,000 00	15,127,400 00	96.95	156,033
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 Valley 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	2,259,000 00	4,889,000 00	79.85	61,227
Nashua and Lowell Railroad.....	800,000 00	.....	800,000 00	14.50	55,172
Concord and Montreal Railroad.....	7,447,600 00	7,012,000 00	14,459,600 00	352.19	41,056
Nashua, Acton and Boston Railroad.....	500,000 00	500,000 00	1,000,000 00	20.12	49,702
Pemigewasset Valley Railroad.....	541,500 00	.....	541,500 00	22.93	23,615
Concord and Portsmouth Railroad.....	350,000 00	.....	350,000 00	39.87	8,779
Suncook Valley Railroad.....	341,700 00	.....	341,700 00	17.41	19,627
Franklin and Tilton Railroad.....	250,000 00	.....	250,000 00	4.95	50,505
New Boston Railroad.....	84,000 00	.....	84,000 00	5.19	16,185
Fitchburg Railroad.....	24,360,000 00	22,167,000 00	46,527,000 00	394.14	118,047
Vermont and Massachusetts Railroad.....	3,193,000 00	772,000 00	3,965,000 00	58.58	67,085
Troy and Bennington Railroad.....	150,800 00	.....	150,800 00	5.04	29,921
Grand total.....	\$87,835,670 70	\$77,086,743 91	\$164,922,414 61	2,277.30	\$72,420

* Owned jointly by Boston and Lowell and Concord and Montreal Railroads.

RAILROAD COMMISSIONERS' REPORT.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1904.	Total cost to June 30, 1905.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
		Charged to income account as permanent improvements.			
		Charged to construction or equipment.			
Construction:					
Engineering		\$1,741 24	\$1,553,989 39	\$1,555,730 63	\$2,540 84
Right of way and station grounds.....		17,183 92	7,966,433 46	7,983,617 38	13,038 95
Real estate.....					
Grading.....		5,041 22	7,938,954 55	7,943,995 77	12,974 24
Bridges, trestles and culverts.....		216 24	3,677,642 25	3,677,858 49	6,006 73
Ties.....					
Rails.....					
Track fastenings.....					
Frogs and switches....					
Ballast.....					
Station buildings and fixtures.....					
Shops, roundhouses, and turntables.....		37 63	3,727,109 42	3,727,147 05	6,087 23
Shop machinery and tools.....			1,040,329 62	1,040,329 62	1,699 08
Elimination of grade crossings.....		274,453 97	1,666,896 93	1,941,350 90	3,170 64
Boston passenger terminal.....			2,234,134 97	2,234,134 97	3,648 82
Portsmouth Electric Ry.....			414,538 27	414,538 27	677 03
Interest and discount.....			82,028 44	82,028 44	133 97
Central Mass. road purchase.....		105 00	5,348,208 49	5,348,313 49	8,734 94
Total construction		\$385,650 26	\$42,979,441 32	\$43,365,091 58	\$70,824 43
Equipment:					
Locomotives.....			\$2,405,990 06	\$2,405,990 06	\$3,929 49
Passenger cars.....					
Sleeping, parlor and dining cars.....			1,713,928 51	1,713,928 51	2,799 21
Baggage, express and postal cars.....					
Combination cars.....					
Freight cars.....			3,019,712 40	3,019,712 40	4,931 83
Other cars of all classes.....			23,566 31	23,566 31	38 49
Electric street railway equipment.....			60,122 98	60,122 98	98 19
Total equipment			\$7,223,320 26	\$7,223,320 26	\$11,797 22
Total construction		\$385,650 26	\$42,979,441 32	\$43,365,091 58	\$70,824 43
Grand total cost construction, equipment, etc.....		\$385,650 26	\$50,202,761 58	\$50,588,411 84	\$82,621 65

There has been expended for new equipment \$807,781.58, and \$92,754.80 for new air brakes and automatic couplers, all of which has been included in this year's operating expenses.

INCOME ACCOUNT.

Gross earnings from operation	\$36,213,245 50	
Less operating expenses.....	26,619,740 19	
Income from operation		\$9,593,505 31
Dividends on stocks owned	\$253,352 40	
Interest on bonds owned.....	4,668 00	
Miscellaneous income.....	329,568 56	
Income from other sources		\$587,588 96
Total income		\$10,181,094 27
Deductions from income:		
Interest on funded debt accrued	\$1,355,842 26	
Interest on interest-bearing current liabilities, etc	76,535 10	
Interest on real estate mortgages.....	23,792 00	
Rents paid for lease of road	5,069,577 71	
Taxes	1,605,489 77	
Other deductions, account of B. & M. R. R. bonds	36,285 00	
Sinking fund payments, account of Eastern R. R. bonds	100,000 00	
Total deductions from income		\$8,297,521 84
Net income		\$1,883,572 43
Dividends, 7 per cent, common stock.....	\$1,617,658 00	
Dividends, 6 per cent, preferred stock.....	188,988 00	
Total		\$1,806,646 00
Surplus from operations of year ending June 30, 1905.....		\$76,926 43
Surplus on June 30, 1904.....		1,538,074 95
		\$1,615,001 38
Additions for year		*879,139 18
Surplus on June 30, 1905.....		\$2,494,140 56

* Sinking fund for Boston & Maine railroad improvement bonds, which matured and were paid February 2, 1905	\$501,961 56
Sinking fund for certificates of indebtedness, Eastern Railroad Company, purchased and cancelled by trustees, 1900-1904	454,104 05
	\$956,065 61
Less surplus earnings for the year transferred to contingent fund	76,926 43
	\$879,139 18

EARNINGS FROM OPERATION.

Item.	Total receipts	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$12,659,289 59		
Less repayments—			
Tickets redeemed.....		\$25,064 13	
Excess fares refunded.....		103,753 23	
Total deductions.....		\$128,817 36	
Total passenger revenue.....			*\$12,530,472 23
Mail.....	\$458,318 55		
Express.....	1,156,871 28		
Extra baggage,\$108,876.33; storage,\$37,077.01	145,953 34		1,761,143 17
Total passenger earnings.....			†\$14,291,615 40
Freight:			
Freight revenue.....	\$21,540,269 59		
Less repayments—			
Overcharge to shippers.....		\$187,252 38	
Total freight revenue.....			21,353,017 21
Stock yards.....	\$3,011 56		
Elevators.....	79,600 71		
Storage and miscellaneous.....	235,310 19		317,922 46
Total freight earnings.....			\$21,670,939 67
Total passenger and freight earnings.....			35,962,555 07
Other earnings from operation:			
Switching charges—balance.....	\$137,130 44		
Hire of equipment—balance.....	26,032 44		
Telegraph and telephone companies.....	19,022 12		
Rents from tracks, yards and terminals.....	46,065 09		
Other sources:			
Steamer Mt. Washington.....	18,209 31		
Steamer Lady of the Lake.....	4,231 03		
Total other earnings.....			250,690 43
Total gross earnings from operation.....			\$36,213,245 50

* Total passenger revenue on steam railroads, \$12,329,832.96.

Total passenger revenue on electric street railroads, \$200,639.27.

† Total passenger earnings on steam railroads, \$14,090,475.84.

Total passenger earnings on electric street railroads, \$201,139 56.

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate %.	Income or dividend received.	Valuation. (Ledger.)	Shares.
Maine Central Railroad.....	\$2,516,000	7	\$176,120 00	\$2,516,000 00	25,160
Boston & Maine Railroad.....	1,128,200	7	.....	1,293,559 95	11,282
|| York Harbor & Beach Railroad.....	†255,200	2	5,071 00	250,875 00	5,104
Portland & Ogdensburg Railroad.....	395,240	2	7,904 80	146,238 80	3,952.4
St. Johnsbury & Lake Champlain R.R.	40,450	.....	.....	4,303 56	809
§Newburyport Railroad.....	178,400	.....	.....	5,352 00	1,784
**Danvers Railroad.....	54,060	.....	.....	2,552 00	540
St. John Bridge & R'y Extension Co..	†12,000	35	4,200 00	12,000 00	240
Concord & Claremont, N. H., Railroad	3,200	.....	.....	640 00	32
Montreal & Atlantic Railway Company	37,300	.....	.....	3,000 00	373
Fitchburg Railroad.....	5,454,700	.....	.....	5,454,549 75	54,547
Suncook Valley Road.....	.....	.....	3,783 60	.....	.....
Pemigewasset Valley Railroad.....	.....	.....	2,286 00	.....	.....
Peterboro Railroad.....	.....	.....	1,324 00	.....	.....
New Boston Railroad.....	.....	.....	400 00	.....	.....
Mt. Washington Railway.....	.....	.....	8,460 00	.....	.....
Vermont Valley Railroad.....	.....	.....	43,803 00	.....	.....
Total.....	\$10,074,690	..	\$253,352 40	\$9,689,071 06	.....
OTHER STOCK.					
Portland Union Railway Station Co...	\$25,000	.....	.....	\$25,000 00	250
Portsmouth Bridge Company.....	40,000	.....	.....	4,000 00	400
Wells River Bridge Company.....	1,100	.....	.....	1,090 00	11
Total.....	\$66,100	..	.....	\$30,090 00	.....
Grand total.....	\$10,140,790	..	\$253,352 40	\$9,719,161 06	.....

BONDS OWNED.

RAILWAY BONDS.					
Newburyport Railroad.....	\$300,000	.....	.....	\$300,000 00	.....
Danvers Railroad.....	125,000	.....	.....	125,000 00	.....
St. Johnsbury & Lake Champlain R. R.	432,000	.....	.....	432,000 00	.....
Fitchburg Railroad.....	57,000	.....	.....	57,000 00	.....
Montreal & Atlantic Railway.....	108,000	5 †	\$4,050 00	108,000 00	.....
Total.....	\$1,022,000	..	\$4,050 00	\$1,022,000 00	.....
OTHER BONDS.					
Woodsville Aqueduct Company.....	\$5,450	.....	\$218 00	\$5,618 50	.....
† Woodsville Aqueduct Company.....	.....	.....	400 00	.....	.....
Total.....	\$5,450	..	\$618 00	\$5,618 50	.....
Grand total.....	\$1,027,450	..	\$4,668 00	\$1,027,618 50	.....

	Shares.	Owned by		Rate.	Amount.
*Suncook Valley Railroad..	630‡	Concord & Montreal Railroad..	6		\$3,783 60
Pemigewasset Valley Ry... 331		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... 2,115		Concord & Montreal Railroad..	4		8,460 00
Vermont Valley Railroad.. 19,734		Connecticut River Railroad....	9		43,803 00

† Bonds Woodsville Aqueduct Company, \$10,000, owned by Concord & Montreal Railroad. Interest received, 4%=\$400.00.

‡ Par value, \$50.00.

|| 33 shares purchased during the year.

§ 303 shares purchased during the year.

**47 shares purchased during the year.

†† 9 months interest.

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			\$15,780 97
Yards and Terminals:				
	Sterling Jct., Mass	N. Y., N. H. & H. R.R.	\$4,127 76	
	Lowell, Mass	N. Y., N. H. & H. R.R.	3,600 00	
	Northampton, Mass ...	N. Y., N. H. & H. R.R.	799 99	
	Fitchburg, Mass	N. Y., N. H. & H. R.R.	3,130 08	
	Shelburne Falls, Mass..	N. Y., N. H. & H. R.R.	2,500 00	
	Woodsville, N. H	Mon. & Wells Riv. Rd.	240 00	
	Wells River, Vt	Mon. & Wells Riv. Rd.	360 00	
	St. Johnsbury, Vt	St. J. & L. C. R. R. Co.	1,200 00	
	Newport, Vt	Canadian Pacific Ry.	713 23	
	Sherbrooke P. Q	Quebec Central Ry. .	540 00	
	Baldwinville, Mass....	Boston & Albany Rd.	421 20	
	Athol, Mass	Boston & Albany Rd.	1,400 00	
	North Adams, Mass ...	Boston & Albany Rd.	700 00	
	Peterborough Jct., Vt.	Rutland Railroad....	360 00	
	Johnsonville, N. Y.....	Green & Jon'ville Ry.	300 00	
	Rotterdam, N. Y	N. Y. C. & H. R. R. R.	9,397 73	
	Mechanicville, N. Y ...	Delaware & Hud. Co.	177 45	
	Fabyan, N. H	Maine Central R. R..	250 00	
	White River Jct., Vt...	Central Vermont Ry.	66 68	
Total				30,284 12
Grand total rents received				\$46,065 09

MISCELLANEOUS INCOME.

Item.	Gross Income.	Expenses.	Net miscel-laneous income.
Rents of tenements, lands, etc	\$335,942 58	\$72,725 59	\$263,216 99
Bridge tolls	7,927 01	1,462 50	6,464 51
Interest received	48,641 60		48,641 50
Sundry items	11,245 46		11,245 46
Total	\$403,756 65	\$74,188 09	\$329,568 56

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,386,707 20
Renewals of rails	145,565 10
Renewals of ties	662,429 53
Repairs and renewals of bridges and culverts	409,408 35
Repairs and renewals of fences, road crossings, signs and cattle guards	138,283 77
Repairs and renewals of buildings and fixtures	612,662 84
Repairs and renewals of docks and wharves	114,479 47
Repairs and renewals of telegraph	11,650 92
Stationery and printing	4,187 08
Other expenses	12,568 70
Repairs of electric line	3,494 64
Total	\$4,501,377 60
Maintenance of equipment:	
Superintendence.....	\$121,310 80
Repairs and renewals of locomotives	1,844,468 89
Repairs and renewals of passenger cars	837,957 16
Repairs and renewals of freight cars	1,118,910 61
Repairs and renewals of work cars	34,308 40
Repairs and renewals of marine equipment	5,846 21
Repairs and renewals of shop machinery and tools.....	48,020 52
Stationery and printing	7,362 22
Other expenses	185,796 78
Total	\$4,204,161 39
Conducting transportation:	
Superintendence.....	\$330,911 23
Engine and roundhouse men	2,566,116 82
Fuel for locomotives	4,241,968 57
Water supply for locomotives.....	175,311 50
Oil, tallow and waste for locomotives	86,322 01
Other supplies for locomotives.....	26,221 88
Train service	2,054,548 14
Train supplies and expenses	418,830 56
Switchmen, flagmen and watchmen	2,033,421 43
Telegraph expenses	331,906 14
Station service	2,612,948 91
Station supplies	310,366 49
Car per diem and mileage—balance.....	765,639 47
Loss and damage	210,144 61
Injuries to persons	361,652 43
Clearing wrecks	51,673 36
Operating marine equipment	17,121 42
Advertising	89,565 92
Outside agencies	97,889 51
Stock yards and elevators.....	35,582 32
Rents for tracks, yards and terminals	26,249 72
Rents of buildings and other property	29,180 77
Stationery and printing	162,418 84
Electric motive power	57,880 53
Other expenses.....	23,434 98
Total	\$17,117,306 96
General expenses:	
Salaries of general officers	\$117,600 00
Salaries of clerks and attendants.....	232,628 50
General office expenses and supplies	30,024 23
Insurance.....	196,889 88
Law expenses.....	171,276 44
Stationery and printing (general offices).....	22,252 79
Other expenses.....	26,222 60
Total	\$796,894 24
Recapitulation of expenses:	
Maintenance of way and structures.....	\$4,501,377 60
Maintenance of equipment	4,204,161 39
Conducting transportation.....	17,117,306 96
General expenses	796,894 24
Grand total	*\$26,619,740 19

Percentage of expenses to earnings—entire line, 73.51.

*Operating expenses steam roads, \$26,434,147.36; operating expenses electric roads, \$185,592.83.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Fitchburg Railroad.....		\$688,000 00	\$940,506 78	\$1,808,506 78
Boston and Lowell Railroad.....			770,127 00	770,127 00
Concord and Montreal Railroad.....		521,241 00	290,758 93	811,999 93
Connecticut River Railroad.....		263,000 00	86,065 00	349,065 00
Worcester, Nashua and Rochester R. R.....			250,000 00	250,000 00
Vermont and Massachusetts Railroad.....			221,600 00	221,600 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
Pimigewasset 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 for..... 18,000				
			*500 00	*500 00
Total rents	\$16,960 00	\$1,652,241 00	\$3,406,376 71	\$5,069,577 71

* Credit.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks.....	Lennoxville, P. Q., to Sherbrooke, P. Q.....	Grand Trunk Railway.	\$2,012 46	\$8,729 67
	North Acton to Concord Junction.....	N. Y., N. H. & H. Road.	3,082 20	
	Eagle B'dge & Albany	Delaware & Hudson Co.	935 00	
	Winchendon, Mass.....	Ware River Railroad..	700 01	
	Worcester, Mass.....	N. Y., N. H. & H. Road.	2,000 00	
Terminals.....	Albany, N. Y.....	N. Y. Cen. & Hud. R'd.	\$2,700 00	17,520 06
	Albany, N. Y.....	Delaware & Hudson Co.	120 00	
	Troy, N. Y.....	Troy Union Railroad..	2,851 07	
	Springfield, Mass.....	Boston & Albany Road	7,200 00	
	Worcester, Mass.....	Boston & Albany Road	2,845 48	
	Clairmont Jct., N. H.....	Sullivan Co. Railroad.	220 00	
	Bellows Falls, Vt.....	Vermont Valley R. R..	373 00	
Groveton, N. H.....	Grand Trunk Railway.	130 50		
Grand total rents.....				\$26,249 72

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$ 42,979,441 32	Cost of road		\$ 43,365,091 58	\$85,650 26	
	7,223,320 26	Cost of equipment		7,223,320 26		
	9,720,970 06	Stock owned.....		9,719,161 06		\$1,809 00
	924,083 45	Bonds owned.....		1,027,618 50	103 535 05	
\$69,260 24		Other permanent investments:				
		Steamer Mt. Washington	\$69,260 24			
52,261 43	121,521 67	Rickford, Vt., Elevator	52,261 43	121,521 67		
	1,305,676 24	Lands owned		1,309,721 81	4,045 57	
	7,907,804 91	Cash and current assets.....		8,468,701 27	560,896 36	
		Other assets:				
		Materials and supplies	3,584,769 42			
		Sinking fund:				
	1,471 54	Eastern R. R.	1,395 89			
	1,337,865 60	B. & M. R. R.	924,067 89			
	320,559 61	Sundries.....	465,425 42			
	5,052,961 35			4,975,658 62		77,302 73
	\$ 75,235,779 26	Grand total ...		\$ 76,210,794 77	\$975,015 51	
		LIABILITIES.				
	26,987,870 70	Capital stock.....		27,787,870 70	800,000 00	
	2,272,218 90	Premium on B. & M. R. R. common stock sold..		2,837,218 90	565,000 00	
	31,405,008 41	Funded debt.....		30,808,743 91		596,264 50
	6,574,583 76	Current liabilities		6,488,549 15		86,034 61
	594,800 00	Real estate mortgages		594,800 00		
	292,738 50	Accrued interest on funded debt not yet payable		281,438 20		11,300 30
	427,262 65	Accrued rentals not yet due.....		430,505 73	3,243 08	
	577,979 74	Accrued taxes not yet due		584,834 30	6,854 56	
	1,823,079 10	Lease accounts, sundry railroads		1,823,079 10		
	828,965 21	Suspense account.		862,213 79	33,248 58	
	1,698,187 12	Sinking funds.....		925,463 78		772,723 34
1,337,865 60		For redemption of B. & M. Railroad bonds	924,067 89			
360,321 52		For redemption of Eastern R. R. bonds.....	1,395 89			
	150,000 00	Injury fund		150,000 00		
	65,010 23	Contingent fund		141,936 65	76,926 43	
	1,538,074 95	Profit and loss....		2,494,140 56	956,065 61	
	\$ 75,235,779 26	Grand total ...		\$ 76,210,794 77	\$975,015 51	

IMPORTANT CHANGES DURING THE YEAR—STATE OF MAINE.

8,000 shares common stock sold in January, 1905. This is the balance of issue of 10,000 shares authorized October 8, 1902.

\$500,000, 3½% 20 year bonds, dated February 2, 1905, were sold during the year.

Improvement bonds to the par value of \$1,000,000 matured and were paid February 2, 1905, partly from the sinking fund accumulations and in part by the sale of new issue of \$500,000 of bonds referred to above.

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..	106.29	\$73,593
Portsmouth, Great Falls and Conway R. R. bonds	Conway Jet., Me..	N. Conway, N. H.	72.86	13,725
†Central Massachusetts Railroad bonds	North Cambridge Junction, Mass..	Northamp., Mass.	95.69	20,901

* 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 (the latter has since been charged off as worthless), 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	\$209,991 50	\$22 36
Other officers.....	107	33,303	183,993 42	5 52
General office clerks.....	963	290,767	630,076 90	2 17
Station agents	781	265,413	514,790 38	1 94
Other station men.....	3,674	1,181,019	2,164,700 62	1 83
Enginemen.....	1,227	395,494	1,397,579 56	3 53
Firemen	1,178	383,475	779,537 93	2 03
Conductors	980	330,880	1,048,117 14	3 17
Other trainmen	2,625	909,855	1,995,585 82	2 19
Machinists	660	206,238	526,294 39	2 55
Carpenters	990	292,078	619,541 47	2 12
Other shopmen	1,292	397,928	802,039 93	2 02
Section foremen	619	204,887	459,868 41	2 20
Other trackmen.....	3,326	964,148	1,491,688 11	1 55
Switch tenders, crossing tenders and watchmen	1,716	662,316	959,959 02	1 59
Telegraph operators and dispatchers	413	142,599	287,543 91	2 02
Employees—account floating equipment	34	3,680	4,417 70	1 20
All other employees and laborers	2,894	909,620	1,577,113 80	1 73
Total (including "general officers")	23,509	7,523,090	15,643,839 51	\$2 08
Less "general officers".....	30	9,390	209,991 50	22 36
Total (excluding "general officers")	23,479	7,513,700	15,433,848 01	\$2 05
Distribution of above:				
General administration	784	237,085	\$776,085 51	\$3 27
Maintenance of way and structures	5,201	1,516,473	2,677,989 96	1 77
Maintenance of equipment	3,490	1,099,120	2,269,617 81	2 06
Conducting transportation	14,034	4,670,462	9,920,146 23	2 12

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	41,874,810			
Number of passengers carried one mile	702,490,018			
Number of passengers carried one mile per mile of road	313,284			
Average distance carried, miles	18.17			
Total passenger revenue		12,530,472	23	
Average amount received from each passenger				31 885
Average receipts per passenger per mile				01 755
Total passenger earnings		14,291,615	40	
Passenger earnings per mile of road		6,245	46	
Passenger earnings per train mile		1	23	266
Freight traffic:				
Number of tons carried of freight earning revenue ...	20,546,826			
Number of tons carried one mile	1,854,130,258			
Number of tons carried one mile per mile of road	826,373			
Average distance haul of one ton, miles	90.24			
Total freight revenue		21,353,017	21	
Average amount received for each ton of freight				1 03 924
Average receipts per ton per mile				01 152
Total freight earnings		21,670,939	67	
Freight earnings per mile of road		9,664	43	
Freight earnings per train mile		2	47	300
Total traffic:				
Gross earnings from operation		36,213,245	50	
Gross earnings from operation per mile of road		16,059	88	
Gross earnings from operations per train mile				1 79 728
Operating expenses		26,619,740	19	
Operating expenses per mile of road		11,78	64	
Operating expenses per train mile				1 31 928
Income from operation		9,593,505	31	
Income from operation per mile of road		4,271	24	
Car mileage, etc.:				
Mileage of passenger cars	49,769,558			
Average number of passenger cars per train mile	4.35			
Average number of passenger cars per train mile	61			
Average number of freight cars per train mile	21.57			
Average number of loaded cars per train mile	16.19			
Average number of empty cars per train mile	5.38			
Average number of tons of freight per train mile	211.57			
Average number of tons of freight per loaded car mile	13.07			
Average mileage operated during year	*2,288.32			
Train mileage:				
Mileage of revenue passenger trains	11,272,913			
Mileage of revenue mixed trains	158,045			
Mileage of revenue freight trains	8,605,773			
Total revenue train mileage	20,036,731			
Mileage of nonrevenue trains	9,169,248			

* Average mileage operated during the year: Steam roads, 2,242.34; electric roads, 45.98.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain.....	142,609	926,262	1,068,871	5.202
Flour.....	55,160	394,798	449,958	2.190
Other mill products.....	69,363	276,365	345,728	1.683
Hay.....	63,914	324,849	388,763	1.892
Tobacco.....	11,313	16,823	27,836	0.140
Cotton.....		252,744	252,744	1.230
Fruit and vegetables.....	152,134	138,877	291,011	1.416
Potatoes.....	77,630	215,454	293,084	1.426
Products of Animals:				
Live stock.....	40,693	108,699	149,392	0.727
Dressed meats.....	39,889	191,324	231,213	1.125
Other packing house products.....	68,638	480,497	549,135	2.673
Poultry, game and fish.....	73,411	42,810	116,221	0.566
Wool.....	87,720	120,450	208,170	1.013
Hides and leather.....	89,380	187,836	277,210	1.349
Products of Mines:				
Anthracite coal.....		1,461,754	1,461,754	7.114
Bituminous coal.....		3,044,927	3,044,927	14.819
Coke.....	145,610	118,283	263,893	1.284
Ores.....	54,412	64,947	119,359	0.581
Stone, sand and other like articles.....	392,525	343,593	741,118	3.607
Products of Forests:				
Lumber.....	1,007,866	981,994	1,989,860	9.684
Bark.....	24,873	40,152	65,025	0.316
Other forest products.....	288,422	139,807	428,229	2.084
Manufactures:				
Petroleum and other oils.....		177,276	177,276	0.863
Sugar.....		143,058	143,058	0.696
Naval stores.....	5,061	5,275	10,336	0.050
Iron, pig and bloom.....	65,196	211,012	276,208	1.344
Iron and steel rails.....	30,832	180,269	211,101	1.027
Other castings and machinery.....	139,124	183,571	322,695	1.585
Bar and sheet metal.....	31,250	126,681	157,931	0.769
Cement, brick and lime.....	405,855	307,547	713,402	3.472
Agricultural implements.....	65,801	5,802	71,603	0.348
Wagons, carriages, tools, etc.....	18,831	5,647	24,478	0.119
Wines, liquors and beers.....	138,494	96,828	235,292	1.145
Household goods and furniture.....	54,955	67,172	122,127	0.594
Domestics (cotton and wool).....	317,851	103,858	421,709	2.052
Paper.....	358,456	137,257	495,713	2.413
Wood pulp.....	102,219	216,458	318,677	1.543
Merchandise.....	674,426	574,538	1,248,964	6.080
Ice.....	525,093		525,093	2.555
Miscellaneous:				
Other commodities not mentioned above.....	1,148,120	1,096,336	2,244,456	10.924
Total tonnage—entire line.....	7,027,296	13,519,530	20,546,826	100.00

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.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....	5	399	399	Westinghouse..	399
Freight.....	*6	386	385	Westinghouse..	386
Switching.....	15	240	234	Westinghouse..	240
Total locomotives in service.....	14	1,025	1,018		1,025
Total locomotives owned.....		1,025	1,018		1,025
Cars—owned and leased:					
In passenger service—					
First-class cars.....	8	921	921	Westinghouse..	921
Second-class cars.....		12	12	Westinghouse..	12
Combination cars.....	4	244	244	Westinghouse..	244
Parlor cars.....		9	9	Westinghouse..	9
Baggage, express and postal cars.....	8	310	310	Westinghouse..	310
Other cars in passenger service.....	3	69	69	Westinghouse..	69
Electric street railroad cars.....	*2	61	19	Christensen..	19
Total.....	21	1,626	1,603		1,565
In freight service—					
Box cars.....	*223	8,248	7,635	Westinghouse..	8,248
Flat cars.....	*104	2,969	2,697	Westinghouse..	2,969
Stock cars.....	*10	150	145	Westinghouse..	150
Coal cars.....	*238	5,461	3,664	Westinghouse..	4,231
Refrigerator cars.....	1	138	138	Westinghouse..	138
Other cars in freight service.....		61		Westinghouse..	
Total.....	*574	17,027	14,279		15,736
In company's service—					
Officers' and pay cars.....		7	7	Westinghouse..	7
Air brake instruction cars.....		2	2	Westinghouse..	2
Derrick cars.....		58	38	Westinghouse..	53
Caboose cars.....	5	374	342	Westinghouse..	374
Other road cars (includes 3 electric cars).....	14	318	217	Westinghouse..	313
Snow plows (includes 4 electric).....	3	101	72	Westinghouse..	19
Total.....	22	860	678		768
Total cars in service.....	*531	19,513	16,560		18,069
Total cars owned.....		19,513	16,560		18,069

* Decrease.

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....	446.52	165.77	1,665.01	9.29	2,286.59	†3.71	.....	2,277.30
Miles of second track....	138.59	27.65	336.09	9.07	511.40	†1.56	.....	502.33
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.....	273.06	60.05	876.91	.....	1,210.02	*6.78	154.74	1,055.28
Total mileage operated (all tracks).....	860.43	253.47	2,886.08	18.36	4,018.34	*12.05	154.74	3,845.24

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Massachusetts.....	173.70	86.30	521.82	4.21	786.03	†3.47	.....	781.82
New Hampshire.....	124.28	75.08	859.58	.....	1,058.94	†* .24	.....	1,058.94
Maine.....	148.54	4.39	4.50	.....	157.43	.....	.....	157.43
Vermont.....	.....	.....	123.95	.....	123.95	.....	.....	123.95
New York.....	.....	.....	119.70	2.13	121.83	.....	.....	119.70
Canada.....	.....	.....	35.46	2.95	38.41	.....	.....	35.46
Total mileage operated (single track).....	446.52	165.77	1,665.01	9.29	2,286.59	*3.71	.....	2,277.30

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.....	173.70	86.30	260.00	†3.47	.....	260.00
New Hampshire.....	124.28	75.32	199.36	†* .24	.....	199.36
Maine.....	148.54	4.39	152.93	.....	.....	152.93
Total mileage owned (single track) ..	446.52	165.77	612.29	*3.71	.....	612.29

MILEAGE OF ROAD OPERATED IN MAINE (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.....	148.54	4.39	4.50	157.43	.....	.....	157.43
Miles of second track.....	19.82	.....	.....	19.82	.....	.....	19.82
Miles of yard track and sidings.	70.52	.....	.92	71.80	*.64	15.27	56.53
Total mileage operated (all tracks).....	238.88	4.75	5.42	249.05	*.64	15.27	233.78

* Decrease. † Account of abandonment of East Boston Branch, Revere to East Boston, single track 3.47 miles, second track 1.56 miles. Also on account of re-measurement of Portsmouth Electric Railway, single track .24 miles.

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel:				Cedar	50,942	45
New	264	75 to 85	30.28	Chestnut	41,733	45
Second hand	288	67 to 75	20.05	Oak	6,277	39
				Hemlock	1,850	27
				Pine	230	141
				Switch ties (60 feet)	3,647	95
Total steel	552		24.93	Total	104,729	47

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Locomotives.	COAL—tons.		Coke—tons.	Fuel oil—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger		367,653	95,290		462,943	11,736,850	78.89
Freight		565,229		8,303	573,532	9,330,032	122.83
Switching		205,163	48,660		253,763	7,565,512	67.08
Construction		21,413			21,413	573,585	74.66
Total		1,159,398	143,950	8,303	1,311,651	29,205,979	89.82
Average cost at distributing point		\$3 30	\$3 16	\$3 13	\$3 28		

ACCIDENTS TO PERSONS—STATE OF MAINE.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Kind of Accident.	RAILWAY EMPLOYEES.							
	Trainmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Jumping on or off trains, locomotives, or cars.....						1		1
Other causes.....	1	1						1
Total	1	1				1		2

Kind of Accident.	Passengers.	OTHER PERSONS.					
		Trespassing.		Not trespassing.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Struck by trains, locomotives or cars—							
At other points along track.....			2				2
Total			2				2

Summary.	Total.	
	Killed.	Injured.
Railway employees.....	1	2
Other persons	2	
Total	3	2

BRIDGES, TRESTLES, TUNNELS, Etc.—STATE OF MAINE.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone ...	16	429	7	10	0	68	0	Bridges	27	14	8½
Iron.....	49	3,836	11	10	7	593	3	Conduits	1	15	0
Wooden	9	463	10	13	0	124	0	Trestles	18	14	8
Total..	74	4,733	4					Total	46		
Trestles ..	10	5,119	0	22	11	1,253	0				

Road owned—gauge of track, 4 feet, 8½ inches—152.93 miles.
 Road leased—gauge of track, 4 feet, 8½ inches—4.50 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.
145.63	1,232.87	Western Union Telegraph Co.....	Western Union Telegraph Co.

Report of the Bridgton and Saco River Railroad Company for the Year Ending June 30, 1905.

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 ADDRESSES 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, 1905.

Stockholders at date of last election, 83.

Last meeting of stockholders for election of directors, November 16, 1904.

General and operating office, Bridgton, Maine.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

President and Chairman Board of Directors, 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 authorized, 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, 5%; amount, \$5,112.50.

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.					When payable.	Rate—%.	Amount accrued during year.	Amount paid during year.
1st mort	1898	1928	\$135,000	\$135,000	\$135,000	4	Jun. & Dec.	\$5,400 00	\$5,400 00	
2d mort	1901	1928	35,000	28,000	28,000	4	Jun. & Dec.	1,120 00	1,120 00	
Total			\$170,000	\$163,000	\$163,000			\$6,520 00	\$6,520 00	

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued, \$163,000; amount outstanding, \$163,000; interest accrued and paid during year, \$6,520.00.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash	\$7,974 14	Audited vouchers and accounts	\$141 49
Net traffic balances due from other companies	•229 20	Wages and salaries	1,756 17
		Total—current liabilities.	\$1,897 66
Total—cash and current assets	\$8,203 34	Balance—cash assets	6,305 68
		Total	\$8,203 34

Materials and supplies on hand, \$946.23.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$102,250 00	\$102,250 00	21.25	\$4,811 76
Bonds	163,000 00	163,000 00	.....	7,670 58
Total	\$265,250 00	\$265,250 00	21.25	\$12,482 35

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total construction: Total cost to June 30, 1904, \$224,856.30; total cost to June 30, 1905, \$224,856.30; cost per mile, \$10,581.47.

Total equipment: Total cost to June 30, 1904, \$48,119.28; total cost to June 30, 1905, \$48,119.28; cost per mile, \$2,264.43.

Total cost of construction and equipment to June 30, 1904, \$272,975.58; to June 30, 1905, \$272,975.58; cost per mile, \$12,845.91.

INCOME ACCOUNT.

Gross earnings from operation	\$47,888 72	
Less operating expenses	31,756 20	
Income from operation		\$16,132 52
Miscellaneous income		417 39
Total income		\$16,549 91
Deductions from income:		
Interest on funded debt accrued	\$6,520 00	
Taxes	592 86	
Permanent improvements	2,250 00	
Total deductions from income		9,362 86
Net income		\$7,187 05
Dividends, 5 per cent, common stock		5,112 50
Surplus from operations of year ending June 30, 1905		\$2,074 55
Surplus on June 30, 1904		8,864 99
		\$10,939 54
Deductions for year, credited to equipment and permanent improvement account		2,074 55
Surplus on June 30, 1905		\$8,864 99

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$16,042 45
Mail			1,366 36
Express			5,208 38
Extra baggage and storage			301 02
Total passenger earnings			\$22,918 21
Total freight revenue earnings			\$24,970 51
Total passenger and freight earnings			\$47,888 72
Total gross earnings from operation			\$47,888 72

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
Interest on deposits	\$165 44		
Old materials sold	105 95		
Bridgton Telegraph Company	146 00		
Total	\$417 39		\$417 39

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,468 77
Renewals of ties.....	1,021 53
Repairs and renewals of bridges and culverts.....	95 36
Repairs and renewals of fences, road crossings, signs and cattle guards.....	2 68
Repairs and renewals of buildings and fixtures.....	611 41
Repairs and renewals of telephone.....	44 90
Total.....	\$7,244 05
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,921 13
Repairs and renewals of passenger cars.....	684 26
Repairs and renewals of freight cars.....	1,358 19
Total.....	\$3,963 58
Conducting transportation:	
Engine and roundhouse men.....	\$2,428 25
Fuel for locomotives.....	3,412 16
Water supply for locomotives.....	174 10
Oil, tallow and waste for locomotives.....	226 20
Other supplies for locomotives.....	53 57
Train service.....	1,753 22
Train supplies and expenses.....	195 71
Switchmen, flagmen and watchmen.....	1,061 12
Telegraph expenses.....	54 15
Station service.....	8,255 09
Station supplies.....	545 52
Loss and damage.....	13 06
Injuries to persons.....	10 50
Advertising.....	248 33
Stationery and printing.....	279 85
Total.....	\$18,710 83
General expenses:	
Salaries of general officers.....	\$1,430 00
General office expenses and supplies.....	231 13
Insurance.....	176 61
Total.....	\$1,837 74
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,244 05
Maintenance of equipment.....	3,963 58
Conducting transportation.....	18,710 83
General expenses.....	1,837 74
Grand total.....	\$31,756 20

Percentage of expenses to earnings, entire line—66.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$224,856 30	Cost of road.....		\$224,856 30		
	48,119 28	Cost of equipment		48,119 28		
	6,715 15	Cash and current assets		8,203 34	1,488 19	
	686 00	Other assets: Materials and supplies		946 23	\$260 23	
	\$280,376 73	Grand total		\$282,125 15	\$1,748 42	
		LIABILITIES.				
	\$102,250 00	Capital stock		\$102,250 00		
	163,000 00	Funded debt		163,000 00		
	2,223 79	Current liabilities		1,897 66		326 13
	543 33	Accrued interest on funded debt not yet payable.		543 33		
	3,494 62	Equipment and permanent improvement accounts		5,569 17	2,074 55	
	8,864 99	Profit and loss.....		8,864 99		
	\$280,376 73	Grand total		\$282,125 15	\$1,748 42	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Harrison	Bridgton Jct	21.25	\$6,352 94
Second mortgage bonds	Harrison	Bridgton Jct	21.25	1,317 65

Equipment mortgaged.

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total Yearly compensation.	Average daily compensation.
General officers	2	626	\$1,560 00	\$2 49
Station agents	7	2,172	2,572 75	1 18
Other station men	11	3,413	5,545 03	1 62
Enginemen	2	647	1,437 04	2 22
Firemen	2	644	991 21	1 54
Conductors	2	514	811 67	1 53
Other trainmen	2	635	988 89	1 56
Machinists	1	314	999 96	3 18
Other shopmen	2	695	1,244 11	1 79
Section foremen	4	1,275	2,049 00	1 61
Other trackmen	9	2,202	3,005 52	1 37
Total (including "general officers")	44	13,137	\$21,205 18	\$1 61
Less "general officers"	2	626	1,560 00	2 49
Total (excluding "general officers")	42	12,511	\$19,645 18	1 57
Distribution of above:				
General administration	2	626	1,560 00	\$2 49
Maintenance of way and structures	13	3,477	5,054 52	1 45
Maintenance of equipment	3	1,009	2,244 07	2 22
Conducting transportation	26	8,025	12,346 59	1 54

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.....	26,917			
Number of passengers carried one mile.....	351,838			
Number of passengers carried one mile per mile of road.....	16,559			
Average distance carried, miles.....	13.07			
Total passenger revenue.....		16,142	45	
Average amount received from each passenger.....			59	598
Average receipts per passenger per mile.....			04	559
Total passenger earnings.....		22,918	21	
Passenger earnings per mile of road.....		1,078	50	400
Freight traffic:				
Number of tons carried of freight earning revenue....	25,222			
Number of tons carried one mile.....	395,009			
Number of tons carried one mile per mile of road.....	18,589			
Average distance haul of one ton, miles.....	15.66			
Total freight revenue.....		24,970	51	
Average amount received for each ton of freight.....			99	002
Average receipts per ton per mile.....			06	296
Total freight earnings.....		24,970	51	
Freight earnings per mile of road.....		1,175	08	
Total traffic:				
Gross earnings from operation.....		47,888	72	
Gross earnings from operation per mile of road.....		2,253	58	
Operating expenses.....		31,756	20	
Operating expenses per mile of road.....		1,494	41	
Income from operation.....		16,544	91	
Income from operation per mile of road.....		778	82	
Train mileage:				
Mileage of revenue mixed trains.....	41,545			
Total revenue train mileage.....	41,545			
Mileage of nonrevenue trains.....	6,800			

FREIGHT TRAFFIC.

Total tonnage originating on line of road, 11,001; from connecting roads, 14,221; total tonnage, 25,222 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.
			Number.	Name.	
Locomotives—owned and in the service.....		4	4	Eames Vacuum	
Cars—owned and leased:					
In passenger service—					
First-class cars.....		3	3	Eames Vacuum	3
Baggage, express and postal cars.....		2	2	Eames Vacuum	2
Other cars in passenger service.....		1	1	Eames Vacuum	
Total.....		6	6		
In freight service—					
Box cars.....	6	24			
Flat cars.....		30			
Tank cars.....		1			
Total.....		55			
Total cars owned and in service..		61			

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	21.25		21.25			21.25
Miles of yard track and sidings.....	1.50		1.50			1.50
Total mileage operated (all tracks).....	22.75		22.75			22.75

RENEWALS OF RAILS AND TIES.

Ties laid during the year: Hemlock, 344; oak, 620; cedar, 7,082. Cost: Hemlock, 11 cents; oak, 16 cents; cedar, 13½ cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Coal—Bituminous, 751 tons; soft wood, 9½ cords; total tons, 755.25; cost of coal, \$4.51 per ton. Miles run, all trains, 48,345. Average pounds consumed per mile, 31.

ACCIDENTS TO PERSONS.

Trainmen: Coupling and uncoupling, 1 injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail. Ft. In.
		Ft.	In.	Ft.	In.	Ft.	In.			
Bridges:								Overhead Highway Crossings: Bridges	1	
Iron.....	8	222	6	16	00	50	00			
Wooden.	4	51	6	12	00	14	00			
Total..	12	274								

Gauge of track, 2 feet—21.25 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
16	32	Bridgton Telegraph Company...	Western Union Telegraph Co.

**Report of the Canadian Pacific Railway Company for
the Year Ending June 30, 1905.**

[International Railway of Maine, Houlton Branch Railroad of Maine, and
Aroostook River Railroad of Maine.]

HISTORY.

Name of common carrier making this report. The International Railway of Maine, The Houlton Branch Railroad of Maine, and The Aroostook River Railroad of Maine.

Under laws of what government, state or territory organized. Under the laws of the State of Maine.*

What carrier operates the road of this company. The Canadian Pacific Railway Company.

*HOULTON BRANCH RAILROAD.

Incorporated under the provisions of chapter 216 of the Private and Special Laws of the State of Maine, 1867. By chapter 287 of Private and Special Laws, 1867, the town of Houlton was authorized to aid in construction.

*AROOSTOOK RIVER RAILROAD.

Incorporated under the provisions of chapter 376 of the Private and Special Laws of the State of Maine, 1873. By chapter 412 of Private and Special Laws, 1874, time within which it might locate and construct was extended for three years. By chapter 281 of Private and Special Laws, 1876, the A. R. R. Co. was authorized to extend road to Fort Kent. By chapter 337, Private and Special Laws 1881 again authorized to extend to Fort Kent and to increase capital stock and issue bonds to be secured by mortgage.

*INTERNATIONAL RAILWAY.

Incorporated under the provisions of chapter 541 of the Private and Special Laws of the State of Maine, 1871, under name of Penobscot and Lake Megantic Railway. By chapter 370 of Private and Special Laws, 1877, an additional 5 years given the P. & L. M. R'y within which to locate and construct. By chapter 65 of Private and Special Laws, 1881, the name was changed to International Railway of Maine. By chapter 403 of Private and Special Laws, 1885, charter was amended in relation to change of route, and chapter 256 of Private and Special Laws, 1887, amend charter again as to route and the existence and charter of corporation recognized, ratified and confirmed.

ORGANIZATION.

CANADIAN PACIFIC RAILWAY COMPANY.

Operating lines in the State of Maine.

Name of Directors.	Post-Office Address.	Date of Expiration of Term.
Sir Wm. C. Van Horne, K. C. M. G.	Montreal	} October, 1905.
Rt. Hon. Lord Strathcona and Mt. Royal	Montreal	
Sir Thos. G. Shaughnessy	Montreal	
Mr. E. B. Angus	Montreal	
Mr. E. B. Osler	Toronto	
Sir Sanford Fleming, K. C. M. G.	Ottawa	
Mr. Wilmont D. Matthews	Toronto	
Mr. Thomas Skinner	London	
Mr. Chas. R. Hosmer	Montreal	
Sir G. A. Drummond	Montreal	
Hon. Robt. Mackay	Montreal	
Mr. R. G. Reid	Montreal	
Mr. Clarence Mackay	New York	
Mr. David McNicoll	Montreal	

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.

OFFICERS.

CANADIAN PACIFIC RAILWAY COMPANY.

Title.	Name.	Location of Office.
Chairman of the Board	Sir. Wm C. Van Horne, K. C. M. G.	Montreal.
President	Sir Thos. G. Shaughnessy	Montreal.
First Vice-President	D. McNicoll	Montreal.
Second Vice-President	Wm. Whyte	Winnipeg.
Third Vice-President	I. G. Ogden	Montreal.
Secretary and Ass't to President	Chas. Drinkwater	Montreal.
Treasurer	W. Southerland Taylor	Montreal.
Fourth Vice-President	G. M. Bosworth	Montreal.
Chief Solicitor	A. R. Creelman	Montreal.
General Auditor	H. L. Penny	Montreal.
Auditor of Disbursements	Jno. Leslie	Montreal.
Chief Engineer	W. F. Tye	Montreal.
General Superintendent Atlantic Division	Wm. Downie	St. John, N. B.
Manager of Transportation	C. W. Spencer	Montreal.
Manager of Telegraph	Jas. Kent	Montreal.
Passenger Traffic Manager	Robt. Kerr	Montreal.
Freight Traffic Manager	W. R. MacInnes	Montreal.
General Passenger Agent	C. E. E. Ussher	Montreal.
General Baggage Agent	R. H. Morris	Montreal.
Superintendent Sleeping, Parlor and Dining Cars	Geo. McL. Brown	Montreal.
Superintendent Car Service	Geo. S. Cantlie	Montreal.
Land Commissioner	Fred T. Griffin	Winnipeg.

PROPERTY OPERATED—STATE OF MAINE.

Name.	TERMINALS.		Miles of line for each class of roads named. Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
International Railway of Maine.	Boundary	Mattawamkeag ..	144.5	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

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The International Railway of Maine was sold to the Atlantic and Northwestern Railway December 6, 1886. The Atlantic and Northwestern Railway leased to the Ontario and Quebec Railway August 1, 1883, 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 — com- mon:						
International R'y of Maine (Atlantic & Northwestern Rail- way 5% guarantee lien on this road) ..		\$100	\$1,445,000 00	\$1,445,000 00		
Houlton Branch R. R. of Maine			28,000 00	28,000 00		
Aroostook River R. R. of Maine			800,000 00	800,000 00		
Total			\$2,273,000 00	\$2,273,000 00		

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 Maine (Atlantic and North-western Railway 1st mortgage lien on this road).....	1887	1937	\$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.

LEASES.

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, \$55,852.34; deferred payments,—interest:—original amount, \$64,781.20; amount outstanding, \$5,342.96; amount accrued, and paid during year, \$4,435.09.

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.

STATE OF MAINE.

Construction: Cost to June 30, 1904, \$6,385,858.36; charged to construction or equipment during the year, \$121,580.09; cost to June 30, 1905, \$6,957,438.43. Cost per mile, \$39,374.30.

Equipment: Cost to June 30, 1904, \$482,104.63; charged to construction or equipment during the year, \$20,043.03; cost to June 30, 1905, \$502,147.66. Cost per mile, \$2,841.81.

Total cost of Construction and Equipment, etc.: To June 30, 1904, \$7,317,962.99. To June 30, 1905, \$7,459,586.09; cost per mile, \$42,216.11.

Expenditure during the year included in operating expenses, (construction) \$28,568.47.

INCOME ACCOUNT.

Gross earnings from operation	\$750,418 93	
Less operating expenses.....	858,091 03	
Deficit		\$107,672 10
Deductions from income:		
Interest on funded debt accrued	\$60,440 00	
Rents paid for lease of road	1,680 00	
Taxes	33,992 58	
Other deductions: Interest on rolling stock lease.....	4,435 09	
Total deductions from income		100,547 67
Deficit		\$208,219 77
Deficit from operations of year ending June 30, 1905, paid by Canadian Pacific Railway.....		\$208,219 77

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$181,683 88
Mail			29,430 29
Express			11,305 93
Other items.....			14,517 31
Total passenger earnings.....			\$236,937 41
Total freight revenue			513,481 52
Total passenger and freight earnings...			\$750,418 93
Total gross earnings from operation - Maine			\$750,418 93
Total gross earnings from operation - entire line			\$46,661,978 18

OPERATING EXPENSES—STATE OF MAINE.

Item.	Amount.
Maintenance of way and structure:	
Repairs of roadway.....	\$154,308 65
Renewals of rails.....	27,888 62
Renewals of ties.....	40,939 39
Repairs and renewals of bridges and culverts.....	5,770 78
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,829 97
Repairs and renewals of buildings and fixtures.....	25,147 19
Repairs and renewals of telegraph.....	4,184 69
Stationery and printing.....	281 36
Other expenses.....	1,957 39
Data not given.....	20,289 27
Total.....	\$282,597 31
Maintenance of equipment:	
Superintendence.....	\$4,864 14
Repairs and renewals of locomotives.....	34,575 73
Repairs and renewals of passenger cars.....	20,430 03
Repairs and renewals of freight cars.....	42,004 69
Repairs and renewals of work cars.....	7,006 03
Stationery and printing.....	311 78
Other expenses.....	601 97
Data not given.....	4,335 47
Total.....	\$114,129 84
Conducting transportation:	
Superintendence.....	\$6,373 16
Engine and roundhouse men.....	63,178 24
Fuel for locomotives.....	157,671 07
Water supply for locomotives.....	6,687 26
Oil, tallow and waste for locomotives.....	2,737 45
Other supplies for locomotives.....	844 31
Train service.....	51,615 82
Train supplies and expenses.....	18,257 01
Switchmen, flagmen and watchmen.....	8,112 59
Telegraph expenses.....	18,610 42
Station service.....	17,508 72
Station supplies.....	5,370 52
Car per diem and mileage—balance.....	1,586 28
Hire of equipment—balance.....	632 48
Loss and damage.....	1,857 40
Injuries to persons.....	1,370 76
Clearing wrecks.....	3,657 17
Advertising.....	10,272 48
Outside agencies.....	9,884 92
Rents for tracks, yards and terminals.....	23,800 00
Rents of buildings and other property.....	1,961 94
Stationery and printing.....	2,261 49
Other expenses.....	1,733 01
Total.....	\$410,984 50
General expenses:	
Salaries of general officers.....	\$14,066 38
Salaries of clerks and attendants.....	12,895 63
General office expenses and supplies.....	1,512 73
Insurance.....	6,840 24
Law expenses.....	8,678 98
Stationery and printing (general offices).....	3,039 74
Other expenses.....	3,545 68
Total.....	\$50,379 38
Operating expenses—State of Maine:	
Maintenance of way and structures.....	\$282,597 31
Maintenance of equipment.....	114,129 84
Conducting transportation.....	410,984 50
General expenses.....	50,379 38
Total.....	\$855,091 03

Percentage of expenses to earnings—Maine, 114.35.

RENTS PAID FOR LEASE OF ROAD.

Houlton Branch Railroad of Maine: Dividends on stock 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, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$6,835,858 36	Cost of road.....		\$6,957,438 43	\$121,580 07	
	482,104 63	Cost of equipment.....		502,147 66	20,043 03	
		Other permanent investments:				
	75,895 37	Rolling st'k leases.....		55,852 34		\$20,043 03-
	\$7,393,858 36	Grand total ...		\$7,515,438 43	\$121,580 07	
		LIABILITIES.				
	\$2,273,000 00	Capital stock.....		\$2,273,000 00		
	3,514,000 00	Funded debt.....		3,514,000 00		
	75,895 37	Rolling st'k leases.....		55,852 34		20,043 03
	1,530,962 99	Amount included by Canadian Pacific Railway in cost of road.....		1,672,586 09	141,623 10	
	\$7,393,858 36	Grand total ...		\$7,515,438 43	\$121,580 07	

SECURITY FOR FUNDED DEBT.

*International Railway of Maine: Atlantic and Northwestern 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	10	3,130	\$17,000 00	\$5 43
General office clerks	20	6,260	15,000 00	2 40
Station agents	13	4,738	11,423 17	2 41
Other station men	11	5,012	5,715 77	1 14
Enginemen	21	9,622	35,109 82	3 65
Firemen	21	9,622	21,364 97	2 22
Conductors	21	8,393	24,115 65	2 87
Other trainmen	42	16,470	30,018 72	1 82
Carpenters	2	502	1,022 53	2 04
Other shopmen	49	13,891	24,893 11	1 79
Section foremen	33	9,837	18,396 49	1 87
Other trackmen	101	23,812	33,059 60	1 39
Switch tenders, crossing tenders and watchmen	3	2,533	2,519 91	99
Telegraph operators and dispatchers.....	8	4,028	9,524 95	2 36
All other employees and laborers	389	35,644	56,888 42	1 60
Total (including "general officers")—Maine.	744	153,494	\$306,053 14	\$2 00
Less "general officers".....	10	3,130	17,000 00	\$5 43
Total (excluding "general officers")—Maine.	734	150,364	\$289,053 14	\$1 92
Distribution of above:				
General administration.....	31	9,695	\$32,680 00	\$3 37
Maintenance of way and structures	516	67,024	103,826 97	1 55
Maintenance of equipment.....	57	16,357	29,753 18	1 82
Conducting transportation	140	60,418	139,792 99	2 31

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

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	152,087			
Number of passengers carried one mile	13,461,998			
Number of passengers carried one mile per mile of road	67,827			
Average distance carried, miles	88.52			
Total passenger revenue		181,688	88	
Average amount received from each passenger			1	19 460
Average receipts per passenger per mile				01 349
Total passenger earnings		236,937	41	
Passenger earnings per mile of road		1,017	77	
Passenger earnings per train mile			90	345
Freight traffic:				
Number of tons carried of freight earning revenue	601,458			
Number of tons carried one mile	98,283,191			
Number of tons carried one mile per mile of road	422,179			
Average distance haul of one ton, miles	163.41			
Total freight revenue		513,481	52	
Average amount received for each ton of freight			85	373
Average receipts per ton per mile			00	522
Total freight earnings		513,481	52	
Freight earnings per mile of road		2,206	68	
Freight earnings per train mile			1	05 212
Total traffic:				
Gross earnings from operation		750,418	93	
Gross earnings from operation per mile of road		3,223	45	
Gross earnings from operations per train mile			1	14 479
Operating expenses		858,091	03	
Operating expenses per mile of road		3,685	96	
Operating expenses per train mile			1	30 905
Income from operation		*107,672	10	
Income from operation per mile of road			*462	51
Car mileage, etc.:				
Mileage of passenger cars	1,339,454			
Average number of passenger cars per train mile	5.11			
Average number of passengers per train mile	51			
Average number of freight cars per train mile	19.01			
Average number of loaded cars per train mile	14.14			
Average number of empty cars per train mile	4.87			
Average number of tons of freight per train mile	201.38			
Average number of tons of freight per loaded car mile	14.25			
Average mileage operated during year	232.80			
Train mileage:				
Mileage of revenue passenger trains	167,460			
Mileage of revenue mixed trains	94,909			
Mileage of revenue freight trains	393,134			
Total revenue train mileage	655,503			
Mileage of nonrevenue trains	29,545			

* Deficit.

FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain.....	466	118,220	118,686	19.73
Flour.....	134	71,480	71,614	11.91
Other mill products.....	46	13,300	13,346	2.22
Hay.....	345	27,311	27,656	4.60
Roots.....	543	38,026	38,569	6.41
Tea.....	4	2,228	2,232	.37
Other agricultural products.....	68	6,254	6,322	1.05
Products of Animals:				
Live stock.....	491	20,035	20,526	3.41
Dressed meats.....	32	11,405	11,437	1.90
Poultry, game and fish.....	21	5,331	5,352	.89
Wool.....	.....	199	199	.03
Hides, leather and furs.....	2	3,831	3,833	.64
Dairy products.....	10	4,725	4,735	.79
Other animal products.....	151	13,615	13,766	2.29
Products of Mines:				
Anthracite coal.....	114	5,303	5,417	.90
Bituminous coal.....	.....	.....	.....	.....
Salt.....	24	3,118	3,142	.52
Ores.....	.....	4,740	4,740	.78
Stone, sand and other like articles.....	163	1,681	1,844	.31
Other mine products.....	.....	28	28	.01
Products of Forests:				
Lumber.....	305	21,948	22,253	3.70
Wood (fuel).....	34	1,895	1,929	.32
Other forest products.....	19,541	38,284	57,825	9.61
Manufactures:				
Petroleum and other oils.....	6	2,443	2,449	.41
Iron and steel rails.....	.....	1	1	.....
Cement, brick and lime.....	181	10,488	10,669	1.77
Agricultural implements.....	30	3,087	3,117	.52
Wines, liquors and beers.....	7	3,536	3,543	.64
Household goods and furniture.....	74	1,349	1,423	.24
Other manufactured articles.....	7,503	129,486	136,989	22.78
Emigrants' movables and stock.....	20	293	313	.05
Miscellaneous:				
Other commodities not mentioned above.....	.....	7,203	7,203	1.20
Total tonnage—Maine.....	30,315	571,143	601,458	100.00

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.
			Number.	Name.	
Locomotives—owned:					
Passenger, freight and switching		10	10	Westinghouse..	10
Total locomotives owned and in service		10	10	Westinghouse..	10
Cars—owned and leased:					
In freight service—					
Box cars		1,000	1,000	Westinghouse..	1,000
In company's service—					
Caboose cars		6	6	Westinghouse..	6
Total cars in service		1,006	1,006	.....	1,006
Less cars leased	*35	110	110	Westinghouse..	110
Total cars owned		896	896		896

* 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.	Bran's and spurs.								Iron.	Steel.
Miles of single track	2,567.9	1,603.3	924.3	3,238.4	140.8	93.3	8,568	236	.....	8,474.7
Miles of second track				43.4			43.4	7.7	.....	43.4
Miles of yard track and sidings	1,398.8						1,398.8	146.8	9.1	1,389.7	
Total mileage operated (all tracks) ...	3,966.7	1,603.3	924.3	3,281.8	140.8	93.3	10,010.2	390.5	9.1	9,907.8	

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Dominion of Canada	2,567.9	1,603.3	924.3	3,061.7	140.8	37.2	8,335.2	236	.....	8,335.2
State of Maine.	.....	.....	.....	176.7	.....	56.1	232.8	.....	.....	232.8
Total mileage operated (single track)	2,567.9	1,603.3	924.3	3,238.4	140.8	93.3	8,568.0	236	.....	8,568.0

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	2,567.9	1,603.3	4,171.2	196.2	.....	4,171.2

MILEAGE OF ROAD OPERATED IN MAINE (ALL TRACKS)—STATE OF MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	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.	25.9	.....	.....	25.9	.30	.....	25.9
Total mileage operated (all tracks).....	202.6	.....	56.1	258.7	.30	.....	202.6

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Maine.	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 YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel	10,738	80	\$21.00	Cedar and hemlock.	95,976	38
				Cedar and hemlock culls.....	8,053	18
				Total	104,029	28

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	6,403	.....	31	6,419	167,596	76.6
Freight	24,800	.....	73	24,837	394,347	126
Switching	1,460	.....	8	1,464	43,503	67.3
Construction	1,634	.....	5	1,636	29,545	110.8
Mixed.....	3,847	.....	17	3,856	95,068	81.1
Total	38,144	.....	134	38,212	730,059	104.7
Average cost at distributing point	\$3.64	.....	\$1.10			

ACCIDENTS TO PERSONS—STATE OF MAINE.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Kind of Accident.	RAILWAY EMPLOYEES.							
	Trainmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Deraillments		1						1
Parting of trains		1						1
Falling from trains, locomotives or cars	1						1	
Jumping on or off trains, locomotives or cars				1				1
Other causes		1						1
Total	1	3		1			1	4

Kind of Accident.	OTHER PERSONS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Jumping on or off trains, locomotives or cars		1				1		1

Summary.	Total.	
	Killed.	Injured.
Railway employees	1	4
Passengers		1
Other persons		1
Total	1	6

BRIDGES, TRESTLES, TUNNELS, ETC.—STATE OF MAINE.

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 Railway Crossings:			
Iron.....	29	4761	5	24	0	1180	0	Bridges	1	22	0
Wooden.	24	187	0	3	0	12	0				
Combi- nation	1	269	8	269	8	269	8				
Total..	54	5218	1								
Trestles ..	25	1458	0	30	0	92	0				

Gauge of track, 4 feet, 8½ inches—176.70 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Owned and operated by this company: Miles of line, 203; miles of wire, 862.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

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, 1905.

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railway Company.

Date of organization. June 3, 1897.

Organized under laws of State of Maine.

If a consolidated company, name the constituent companies. Formed by bondholders of the Franklin and Megantic Railroad Company.

Franklin and Megantic Railroad Company. Formation of new corporation by bondholders, authorized by Revised Statutes of Maine, chapter 51, as amended by Laws of 1883, chapter 166.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Josiah S. Maxcy.....	Gardiner, Maine.....	} November 16, 1905.
Philip H. Winslow.....	Gardiner, Maine.....	
Geo. A. Farrington	Gardiner, Maine.....	

Total number of stockholders at date of last election, 4.

Date of last meeting of stockholders for election of directors, November 16, 1904

Post-office address of general and operating office, Gardiner, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, President and General Manager....	Josiah S. Maxcy	Gardiner, Maine.
Clerk and Attorney or General Counsel	Leslie C. Cornish.....	Augusta, Maine.
Treasurer	Geo. A. Farrington.....	Gardiner, Maine.
Auditor, General Freight Agent, General Passenger Agent and General Ticket Agent	Philip H. Winslow	Gardiner, Maine.
General Superintendent.....	Geo. M. Vose.....	Kingfield, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Franklin & Megantic R'y Co.....	Strong.....	Kingfield.....	15
Kingfield & Dead River R'y Co....	Kingfield.....	Bigelow.....	16
Total.....			31

PROPERTY LEASED.

Name.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Kingfield & Dead River R'y Co.....	Kingfield..	Bigelow...	Franklin & Megantic Railway Company.	Agreement.	16

The Kingfield and Dead River Railway Company having no rolling stock, the Franklin and Megantic Railway Company operate it under a short time agreement.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: Common.....	876	\$100	\$87,600 00	\$87,600 00	4%	\$3,504 00
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash—common.....			1	\$100 00	1	\$100 00
Issued for reorganization, common....					875	*87,500 00
Total.....			1	\$100 00	876	\$87,600 00

* Issued in exchange for bonds.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds.	Ap. 1, 1901	Ap. 1, 1911	\$50,000	\$24,000	\$24,000	\$21,600	5	April 1, October 1.	\$1,200	\$1,200

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$24,000 00	\$24,000 00	\$1,200 00	\$1,200 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash ..	\$1,329 83	Loans and bills payable.....	\$64,000 00
Due from agents	889 30	Audited vouchers and accounts.....	1,453 23
Due from solvent companies and individuals	1,154 36	Wages and salaries	1,245 95
Net traffic balances due from other companies	387 47	Dividends not called for	1,416 00
Other cash assets [excluding "materials and supplies"] ¹	6,702 91		
Total—cash and current assets	\$10,463 87		
Balance—current liabilities..	57,651 31		
Total	\$68,115 18	Total—current liabilities.	\$68,115 18

¹Materials and supplies on hand, \$588.64.

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	\$87,600 00	\$87,600 00	.....	16.70	\$5,246 00
Bonds	24,000 00	24,000 00	.....	16.70	1,437 00
Total	\$111,600 00	\$111,600 00	.....	16.70	\$6,683 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Franklin & Megantic Railway.	\$87,600 00	\$24,000 00	\$111,600 00	16.70	\$6,683 00
Kingfield & Dead River R'y....	54,000 00	32,000 00	86,000 00	16.00	5,375 00
Grand total.. ..	\$141,600 00	\$56,000 00	\$197,600 00	32.70	\$6,043 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction: To June 30, 1904, 146,991.71; charged to construction or equipment, \$5,353.60; to June 30, 1905, \$152,345.31; cost per mile, \$9,122.47.

Total cost of equipment: To June 30, 1904, \$11,182.23; to June 30, 1905, \$11,182.23; cost per mile, \$669.59.

Total cost of construction and equipment: To June 30, 1904, \$158,173.94; to June 30, 1905, \$163,527.54; cost per mile, \$9,791.78.

INCOME ACCOUNT.

Gross earnings from operation	\$45,616 33	
Less operating expenses.....	33,771 60	
Income from operation		\$11,844 73
Miscellaneous income		136 82
Total income		\$11,981 55
Deductions from income:		
Interest on funded debt accrued	\$1,200 00	
Interest on interest-bearing current liabilities, etc	2,825 83	
Rents paid for lease of road	3,760 00	
Taxes	400 19	
Total deductions from income		8,186 02
Net income		\$3,795 53
Dividends, 4 per cent, common stock		3,504 00
Surplus from operations of year ending June 30, 1905.....		\$291 53
Deficit on June 30, 1904		6,606 66
Deficit on June 30, 1905		\$6,315 13

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$11,775 92		
Less repayments—			
Tickets redeemed.....		\$13 36	
Total passenger revenue			\$11,762 56
Mail	\$1,363 60		
Express	1,439 33		
Extra baggage and storage.....	87 65		
Other items	23 77		2,914 35
Total passenger earnings.....			\$14,676 91
Total freight revenue.....			30,939 42
Total passenger and freight earnings			\$45,616 33
Total gross earnings from operation			\$45,616 33

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less expenses.	Net miscel- laneous income.
House rent.....	\$60 00	.....	\$60 00
Loading poplar	76 82	.....	76 82
Total	\$136 82	.....	\$136 82

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$7,314 68
Renewals of ties.....	985 77
Repairs and renewals of bridges and culverts	653 83
Repairs and renewals of fences, road crossings, signs and cattle guards.....	36 46
Repairs and renewals of buildings and fixtures	694 08
Other expenses	450 98
Total	\$10,135 50
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$980 49
Repairs and renewals of passenger cars.....	130 21
Repairs and renewals of freight cars	1,900 16
Other expenses	35 53
Total.....	\$3,046 39
Conducting transportation:	
Engine and roundhouse men.....	\$3,709 74
Fuel for locomotives.....	5,479 28
Water supply for locomotives	362 40
Oil, tallow and waste for locomotives.....	235 32
Other supplies for locomotives.....	24 45
Train service	4,318 54
Train supplies and expenses.....	316 58
Switchmen, flagmen and watchmen.....	517 50
Station service	2,549 85
Station supplies	57 64
Loss and damage.....	40 21
Advertising.....	87 11
Stationery and printing	99 77
Other expenses	160 69
Total.....	\$17,959 08
General expenses:	
Salaries of general officers.....	\$1,800 00
General office expenses and supplies	238 52
Insurance.....	262 00
Stationery and printing (general offices).....	10 90
Other expenses	319 21
Total.....	\$2,630 63
Recapitulation of expenses:	
Maintenance of way and structures.....	\$10,135 50
Maintenance of equipment	3,046 39
Conducting transportation.....	17,959 08
General expenses	2,630 63
Grand total	\$33,771 60

Percentage of expenses to earnings—74.03.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Kingfield and Dead River Railway	\$1,600 00	\$2,160 00	.....	\$3,760 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$146,991 71	Cost of road .....	.....	\$152,345 31	\$5,353 60	
	11,182 23	Cost of equipment .....	.....	11,182 23		
	7,668 57	Cash and current assets .....	.....	10,463 87	2,795 30	
	3,016 00	Other assets:				
	6,606 66	Materials and supplies .....	.....	588 64		\$2,427 36
		Profit and loss .....	.....	6,315 13		291 53
	\$175,465 17	Grand total .....	.....	\$180,895 18	\$5,430 01	
		LIABILITIES.				
	\$87,500 00	Capital stock .....	.....	\$87,600 00	\$100 00	
	24,000 00	Funded debt .....	.....	24,000 00		
	62,665 17	Current liabilities .....	.....	68,115 18	5,450 01	
	1,300 00	Accrued interest on funded debt not yet payable .....	.....	1,180 00		\$120 00
	\$175,465 17	Grand total .....	.....	\$180,895 18	\$5,430 01	

IMPORTANT CHANGES DURING THE YEAR.

Issued one share of stock, and received \$100 for same, in order to do away with fractional parts of shares.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Strong.....	Kingfield	15	\$1,600 00

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	313	\$1,800 00	\$5 75
General office clerks	*2			
Station agents	5	1,565	2,340 00	1 50
Other station men	1	185	209 85	1 13
Enginemen	4	1,126	2,169 14	1 93
Firemen	3	993	1,540 60	1 55
Conductors	2	774	1,272 84	1 64
Other trainmen	6	1,752	3,045 70	1 74
Carpenters	2	663	1,172 75	1 77
Other shopmen	2	683	1,146 04	1 65
Section foremen	5	1,491	2,232 30	1 50
Other trackmen	9	2,611	3,521 58	1 35
Switch tenders, crossing tenders and watchmen	1	414	517 50	1 25
All other employees and laborers	14	3,023	4,745 97	1 57
Total (including "general officers")	57	15,593	\$25,714 27	\$1 65
Less "general officers"	1	313	1,800 00	5 75
Total (excluding "general officers")	56	15,280	\$23,914 27	\$1 57
Distribution of above:				
General administration	3	313	\$1,800 00	\$5 75
Maintenance of way and structures	23	7,125	10,499 85	1 47
Maintenance of equipment	4	1,346	2,318 79	1 73
Conducting transportation	22	6,809	11,095 63	1 63

* Two "general office clerks" who performed work for this company were paid by the Sandy River Railroad, the two roads being owned by the same parties and occupy the same office in Gardiner, Maine.

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

Item.	Column for Number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	19,148			
Number of passengers carried one mile	315,478			
Number of passengers carried one mile per mile of road	10,177			
Average distance carried, miles	16.48			
Total passenger revenue		11,762	56	
Average amount received from each passenger			61	430
Average receipts per passenger per mile			03	728
Total passenger earnings		14,676	91	
Passenger earnings per mile of road			473	45
Passenger earnings per train mile			42	693
Freight traffic:				
Number of tons carried of freight earning revenue	34,378			
Number of tons carried one mile	823,548			
Number of tons carried one mile per mile of road	26,566			
Average distance haul of one ton, miles	23.54			
Total freight revenue		30,939	42	
Average amount received for each ton of freight			88	454
Average receipts per ton per mile			03	758
Total freight earnings		37,939	42	
Freight earnings per mile of road			998	05
Freight earnings per train mile			146	911
Total traffic:				
Gross earnings from operation		45,616	33	
Gross earnings from operation per mile of road			1,471	49
Gross earnings from operations per train mile			83	181
Operating expenses		33,771	60	
Operating expenses per mile of road			1,089	41
Operating expenses per train mile			61	582
Income from operation		11,844	73	
Income from operation per mile of road			382	09
Car mileage, etc.:				
Average number of passengers per train mile	9			
Average number of tons of freight per train mile	39.10			
Average mileage operated during year	31.00			
Train mileage:				
Mileage of revenue passenger trains	33,750			
Mileage of revenue mixed trains	598			
Mileage of revenue freight trains	20,462			
Total revenue train mileage	54,840			
Mileage of nonrevenue trains	12,314			

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain		257	257	.74
Products of Mines:				
Anthracite coal		49	49	.14
Products of Forests:	26,890	75	26,965	77.09
Lumber				
Merchandise.....	3,717	3,990	7,707	22.03
Total tonnage	30,607	4,371	34,978	100

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
		Number.	Name.	
Locomotives—owned and in service:				
Passenger.....	2	2	Eames Vacuum	2
Cars—owned and leased:				
In passenger service—				
First-class cars	1	1	Eames Vacuum	1
Combination cars.....	2	2	Eames Vacuum	2
Baggage, express and postal cars	1	1	Eames Vacuum	1
Total	4	4		4
In freight service—				
Box cars.....	6			
Flat cars	37			
Total	43			
In company's service—				
Caboose cars	1	1		
Total cars owned and in service..	48			

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	15	.....	16	31	.....	31
Miles of yard track and sidings	2	.....	.....	2	.....	2
Total mileage operated (all tracks)	17	.....	16	33	.....	33

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 TIES LAID DURING THE YEAR.

Cedar, 8,214; average price at distributing point, 12 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	350	.....	.....	350	33,780	20.72
Freight	570	.....	.....	570	21,060	54.18
Construction	202	.....	.....	202	12,314	32.81
Total	1,122	.....	.....	1,122	67,154	33.42
Average cost at distributing point	\$4.04	.....	.....	.....	.....	.....

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.
Trestles ..	5	557	00	86	00	327	00	Overhead Highway Crossings:			
								Trestles	2		17

Gauge of track, 2 feet—16.70 miles.

**Report of the Georges Valley Railroad Company for the Year
Ending June 30, 1905.**

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 ADDRESSES 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.; R. H. Crockett, Rockland, Me.; A. F. Brown, Union, Me.; J. C. Thurston, South Union, Me. Date of expiration of term, October 3, 1905.

Total number of stockholders at date of last election, 102.

Last meeting of stockholders for election of directors, November 2, 1904.

General and operating office, Union, Me.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

Chairman of the Board, President and General Manager, James Mitchell, Union, Me.; Secretary, Treasurer and Superintendent, W. S. Mitchell, Union, Me.; Attorney or General Counsel, C. E. Littlefield, Rockland, Me.

PROPERTY OPERATED.

Georges Valley Railroad Co., from Warren to Union, 8 miles; branch to lime kiln, .50 mile; total, 8.50 miles.

CAPITAL STOCK.

Common: Total par value authorized, \$100,000; total amount issued and outstanding, \$100,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Number of shares issued and outstanding, 245; cash realized, \$35,345.39.

Issued for construction, common: Number shares issued and outstanding, 755.

Total number shares issued and outstanding, 1,000; total cash realized, \$35,345.39.

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 during year, \$3,000.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$50,000; interest accrued 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, 1905.	
Cash	\$751 76	Loans and bills payable.....	\$673 86
Total—cash and current assets	\$751 76	Matured interest coupons unpaid (including coupons due July 1).....	6,000 00
Balance—current liabilities..	5,922 10		
Total	\$6,673 86	Total—current liabilities.	\$6,673 86

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; amount per mile of line, \$5,882.00.

Total: Amount outstanding, \$150,000; miles, 8.50; amount per mile of line, \$17,646.70.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1904, \$80,982; cost to June 30, 1905, \$80,982; cost per mile, \$9,527.29.

Equipment: Cost to June 30, 1904, \$4,172.36; cost to June 30, 1905, \$4,172.36; cost per mile, \$490.87.

Total construction, equipment, etc.: Cost to June 30, 1904, \$85,154.36; cost to June 30, 1905, \$85,154.36; cost per mile, \$10,018.16.

INCOME ACCOUNT.

Gross earnings from operation	\$13,066 11	
Less operating expenses.....	12,011 67	
Income from operation		\$1,054 44
Deductions from income:		
Interest on funded debt accrued	\$3,000 00	
Notes paid during the year.....	2,948 62	
Total deductions from income		5,948 62
Deficit		\$4,894 18
Deficit from operations of year ending June 30, 1905		4,894 18
Deficit on June 30, 1904.....		65,822 18
Deduction	51 38	51 38
Deficit on June 30, 1905.		\$70,767 74

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$1,689 90
Mail	\$283 25	\$41 00	242 25
Express	570 06		570 06
Other items.....	35 42		35 42
Total passenger earnings.....			\$2,537 63
Freight:			
Freight revenue	\$10,813 49	\$285 01	\$10,528 48
Total freight earnings.....			10,528 48
Total passenger and freight earnings			\$13,066 11
Total gross earnings from operation.....			\$13,066 11

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,477 95
Renewals of ties.....	766 93
Repairs and renewals of bridges and culverts.....	2 75
Repairs and renewals of fences, road crossings, signs and cattle guards.....	30 97
Repairs and renewals of buildings and fixtures.....	25 85
Other expenses.....	23 28
Total	\$2,328 33
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$679 47
Repairs and renewals of passenger cars.....	221 42
Repairs and renewals of freight cars.....	111 32
Total	\$1,012 21
Conducting transportation:	
Engine and roundhouse men.....	\$1,458 71
Fuel for locomotives.....	4,000 37
Other supplies for locomotives.....	118 09
Train service.....	600 00
Train supplies and expenses.....	13 93
Station service.....	960 00
Station supplies.....	24 00
Car per diem and mileage—balance.....	341 56
Loss and damage.....	16 32
Other expenses.....	21 40
Total	\$7,554 38
General expenses:	
Salaries of general officers.....	\$780 00
General office expenses and supplies.....	111 79
Stationery and printing (general offices).....	78 61
Other expenses.....	146 35
Total	\$1,116 75
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,328 33
Maintenance of equipment.....	1,012 21
Conducting transportation.....	7,554 38
General expenses.....	1,116 75
Grand total	\$12,011 67

Percentage of expenses to earnings—91.92.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road.....		\$80,982 00		
		Cost of equipment.....		4,172 86		
		Cash and current assets.....		751 76		
		Profit and loss....		70,767 74		
		Grand total ...		\$156,673 86		
		LIABILITIES.				
		Capital stock.....		\$100,000 00		
		Funded debt		50,000 00		
		Current liabilities.....		6,673 86		
		Grand total ...		\$156,673 86		

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—STATE OF MAINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$780 00	\$1 25
Station agents	3	939	1,060 00	1 13
Enginemen.....	1	313	600 00	1 93
Firemen	1	313	480 00	1 53
Conductors	1	313	600 00	1 93
Section foremen	1	313	600 00	1 93
Other trackmen	1	313	469 50	1 50
Watchmen.....	1	365	365 00	1 00
Total (including "general officers")	11	3,995	\$4,954 50	\$1 24
Less "general officers".....	2	626	780 00	1 25
Total (excluding "general officers").....	9	3,369	\$4,174 50	\$1 24

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.....	5,451	.		
Number of passengers carried one mile.....	43,608			
Number of passengers carried one mile per mile of road	5,130			
Average distance carried, miles.....	8.00			
Total passenger revenue.....		1,689	90	
Average amount received from each passenger.....			31	0
Average receipts per passenger per mile.....			03	9
Total passenger earnings.....		2,537	63	
Passenger earnings per mile of road.....		298	54	5
Passenger earnings per train mile.....			23	845
Freight traffic:				
Number of tons carried of freight earning revenue...	30,455			
Number of tons carried one mile.....	243,640			
Number of tons carried one mile per mile of road.....	3,807			
Average distance haul of one ton, miles.....	8.00			
Total freight revenue.....		7,579	86	
Average amount received for each ton of freight.....			24	888
Average receipts per ton per mile.....			31	110
Total freight earnings.....		7,579	86	
Freight earnings per mile of road.....		891	75	
Total traffic:				
Gross earnings from operation.....		13,066	11	
Gross earnings from operation per mile of road.....		1,537	19	
Operating expenses.....		12,011	67	
Operating expenses per mile of road.....		1,413	14	
Income from operation.....		1,054	44	
Income from operation per mile of road.....		124	05	
Train mileage:				
Mileage of revenue mixed trains.....	10,642			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 24,261 tons; freight received from connecting roads and other carriers, 6,194 tons; total freight tonnage, 30,455 tons.

DESCRIPTION OF EQUIPMENT.

Locomotives owned and in service: Passenger, 1. Cars owned: Passenger-combination, 1; freight box, 2; total cars owned and in service, 3. All equipment fitted with Westinghouse train brake. Engine and combination car fitted with automatic coupler.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Main line, 8 miles; branches and spurs, .50 miles; total miles operated, 8.50; steel rails, 8.50 miles.

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, 8½ inches—8.50 miles.

**Report of the Grand Trunk Railway Company for the
Year Ending June 30, 1905.**

HISTORY.

Name of common carrier making this report. Grand Trunk Railway Company of Canada.

Date of organization. 1852.

Organized under the laws of the Dominion of Canada. Atlantic and St. Lawrence Railroad chartered in Maine, February 10, 1845, in New Hampshire June 30, 1847, and in Vermont October 27, 1848.

ORGANIZATION.

Name of Directors.	Post-Office Address.	Date of Expiration of Term.
Sir Charles Rivers Wilson, G. C. M. G., C. B.	London, England.....	} Until their successors are appointed.
Alfred W. Smithers, Esq.	Sevenoaks, England.....	
Geo. Van Chauvin, Esq.	London, England.....	
Col. Frederick Firebrace, R. E.	London, England.....	
Alexander Hubbard, Esq.	London, England.....	
John Allan Clutton-Brock, Esq.	Weybridge, England.....	
Sir Henry Mather Jackson, Bart.	London, England.....	
Lewis James Seargeant, Esq.	Tunbridge Wells, England.....	
Rt. Hon. Lord Welby of Allington, G. C. B.	London, England.....	
Sir W. Lawrence Young, Bart.	London, England.....	

Date of last meeting of stockholders for election of directors, April 13, 1905.

Address of general office, Dashwood House, 9 New Broad St., London, Eng.

Address of operating office, Montreal, Canada.

OFFICERS.

Title.	Name.	Location of Office.
President	Sir Charles Rivers Wilson	London, England.
Vice-President	Alfred W. Smithers	London, England.
Second Vice-President	Chas. M. Hays	Montreal, Quebec.
Third Vice-President	E. H. Fitzhugh	Montreal, Quebec.
Secretary	H. H. Norman	London, England.
Treasurer	Frank Scott	Montreal, Quebec.
General Solicitor	John Bell	Belleville, Ontario.
Comptroller	Wm. Wainwright	Montreal, Quebec.
General Auditor	H. W. Walker	Montreal, Quebec.
General Manager	Chas. M. Hays	Montreal, Quebec.
Chief Engineer	Joseph Hobson	Montreal, Quebec.
Div. Superintendent, Eastern ...	M. S. Blaiklock	Montreal, Quebec.
Div. Superintendent, Northern ...	W. R. Tiffin	Allandale, Ontario.
Div. Superintendent, Middle ...	W. G. Brownlee	Toronto, Ontario.
Freight Traffic Manager	John W. Loud	Montreal, Quebec.
Passenger Traffic Manager	W. E. Davis	Montreal, Quebec.
General Freight Agent	John Pullen	Montreal, Quebec.
General Passenger and Ticket Agent	G. T. Bell	Montreal, Quebec.
Assistant General Passenger and Ticket Agent	H. G. Elliott	Montreal, Quebec.
General Baggage Agent	J. E. Quick	Toronto, Ontario.

PROPERTY OPERATED—STATE OF MAINE.

Name.	TERMINALS.		Miles of the for each road named.	Miles of line for each class of roads named.
	From—	To—		
Norway Branch Railroad....	South Paris, Me..	Norway, Me	1.50	89.51
Atlantic & St. Lawrence R. R.	Boundary line New Hampshire and Maine	Portland, Me	82.60	
Lewiston and Auburn R'y....	Lewiston Junc ...	Lewiston, Me.....	5.41	
Total				

PROPERTY OPERATED.

Grand Trunk Railway and branches	Boundary line, Vt.	Point Edward, Ont Windsor, Ont., & Point Levi, Que.	2,938.43 15.64	2,955.28
Champlain and St. Lawrence	Rouses Point, N.Y.	Island Pond, Vt... Canada Boundary Line	1.21	
Michigan Air Line Railway ..	Lenox, Mich.....	Jackson, Mich....		105.60
Atlantic & St. Lawrence R. R.	Portland, Me	Island Pond, Vt...	149.58	5.41
Lewiston and Auburn R'y....	Lewiston Jc., Me.	Lewiston, Me.....	5.41	
Chicago, Detroit and Canada Grand Trunk Junction R. R.	Detroit Jc., Mich.	Fort Gratiot, Mich.	60.00	52.97
Cincinnati, Saginaw and Mackinaw R. R.	Durand, Mich	West Bay City, Mich.	164.14	
Buffalo and Lake Huron R'y.	Goderich, Ont	Buffalo, N. Y.....	22.18	1.50
United States & Canada R. R.	Canadian Boundary	Massena, N. Y.....	12.40	
Norway Branch R. R.	South Paris, Me ..	Norway, Me	1.50	468.18
Owen Sound Branch	Park Head, Ont ..	Owen Sound, Ont.	12.40	
Intercolonial Railway	Chaudiere Junc ..	Point Levi, Que ..		5.77
Total.....				3,534.83

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	\$109,363,375 72		
4% guaranteed stock....			48,666,666 67	33,722,664 94	4%	\$1,305,163 35
Preferred.						
1st preference			16,644,000 00	16,644,000 00	5%	1,247,142 95
2d preference			12,312,666 67	12,312,667 67	5%	922,866 24
3d preference			34,884,535 43	34,884,535 43		
Total			\$225,990,306 27	\$206,926,242 76		\$3,475,172 54

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount issued.	INTEREST.			
	Date of issue.	When due.		Rate— <i>%</i> .	When payable.	Amount accrued during year.	Amount paid during year.
Bonds:							
Second equipment.....		1919	\$1,815,266 67	6	.....	\$108,916 00	
Northern Railway third mort.....			71,053 33	6	.....	4,336 20	
Midland Railway sectional.....		1908	2,074,173 33	5	.....	
Midland Railway consolidated.....		1912	4,946,966 66	5	.....	357,668 50	
Wellington Grey and Bruce.....			396,633 34	†	.....	24,925 23	
Debenture stock:							
Grand Trunk.....		*	20,782,491 67	5	.....	1,039,124 58	
Great Western.....		*	13,252,322 67	5	.....	662,616 12	
Grand Trunk consolidated.....		*	73,661,774 19	4	.....	2,946,410 10	
Northern Railway.....		*	1,693,551 33	4	.....	67,742 04	
Bonds matured:							
Great Western 5½.....			486 67				
Canadian government debenture.....			15,142,633 33				
Total mortgage bonds.....			\$133,837,353 19			\$5,211,738 77	

* Perpetual.

† Varying.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$133,837,353.19; interest accrued during year, \$5,211,738.77.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash ..	\$1,998,799 67	Audited vouchers and accounts.....	\$1,613,797 29
Due from solvent companies and individuals	4,651,604 26	Wages and salaries	1,229,726 50
Net traffic balances due from other companies	1,504,487 97	Dividends not called for	128,542 70
Other cash assets [excluding "materials and supplies"] ¹	1,573,745 34	Matured interest coupons unpaid (including coupons due July 1).....	2,320,535 57
		Miscellaneous	2,174,486 47
		Total—current liabilities.	\$7,467,088 53
Total—cash and current assets	\$9,728,637 24	Balance—cash assets	2,261,548 71
		Total	\$9,728,637 24

¹ Materials and supplies on hand, \$4,064,542.10.

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.....	\$206,926,242 76	\$206,926,242 76	.....	2,938.43	\$70,421 00
Bonds	133,837,353 19	133,837,353 19	.....	2,938.43	45,547 00
Total	\$340,763,595 95	\$340,763,595 95	.....	2,938.43	\$115,968 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.....	\$206,926,242 76	\$133,837,353 19	\$340,763,595 95	2,938.43	\$115,968
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	1.50	5,833
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 & Carada G. T. Junction Railroad...	1,095,000 00	1,786,141 46	2,881,141 46	60.00	48,019
Michigan Air Line Railway	300,000 00	1,508,666 67	1,898,666 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	164.14	38,209
Island Pond Extension Railway.....	.....	438,000 00	438,000 00	15.64	28,005
Owen Sound Branch Railway.....	.....	100,000 00	100,000 00	12.40	8,065
Grand total..	\$218,449,649 76	\$145,257,613 52	\$363,707,263 28	3,529.06	103,061

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost construction and equipment, etc., to June 30, 1904, \$329,156,990.70; to June 30, 1905, \$330,833,732.39; cost per mile, \$112,588.60.

INCOME ACCOUNT.

Gross earnings from operation	\$28,512,934 02	
Less operating expenses	19,739,843 17	
Income from operation		\$8,773,090 85
Dividends on stocks owned	\$125,858 20	
Interest on bonds owned	514,326 95	
Miscellaneous income	375,945 11	
Income from other sources		1,016,130 26
Total income		\$9,789,221 11
Deductions from income:		
Interest on funded debt accrued	\$5,211,738 77	
Rents paid for lease of road	755,336 22	
Taxes	352,330 92	
Total deductions from income		6,319,405 91
Net income		\$3,469,815 20
Dividends, common and preferred stock		3,475,172 54
Deficit from operations of year ending June 30, 1905		\$5,357 34
Surplus on June 30, 1904		21,234 28
Additions for year		\$20,250 37
Surplus on June 30, 1905		\$36,127 31

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$8,433,761 97
Mail			416,401 02
Express			964,263 85
Total passenger earnings			\$9,814,426 84
Total freight earnings			17,947,415 58
Total passenger and freight earnings			\$27,761,842 42
Total other earnings			751,091 60
Total gross earnings from operation—Maine			\$701,501 28
Total gross earnings from operation—entire line			\$28,512,934 02

STOCKS OWNED.

Railway stocks: Michigan Air Line Railway: Total par value, \$300,000.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,742,246 78
Renewals of rails.....	300,669 80
Renewals of ties.....	492,788 95
Repairs and renewals of bridges and culverts.....	489,722 48
Repairs and renewals of fences, road crossings, signs and cattle guards.....	175,477 32
Repairs and renewals of buildings and fixtures.....	888,801 05
Repairs and renewals of docks and wharves.....	39,422 98
Repairs and renewals of telegraph.....	3,746 25
Stationery and printing.....	2,383 01
Total.....	\$4,135,258 60
Maintenance of equipment:	
Superintendence.....	\$154,762 93
Repairs and renewals of locomotives.....	1,540,468 06
Repairs and renewals of passenger cars.....	319,449 09
Repairs and renewals of freight cars.....	1,305,529 43
Repairs and renewals of work cars.....	32,261 45
Repairs and renewals of marine equipment.....	2,425 57
Repairs and renewals of shop machinery and tools.....	239,357 65
Stationery and printing.....	9,608 03
Other expenses.....	216,021 28
Total.....	\$3,819,883 49
Conducting transportation:	
Superintendence.....	\$275,105 68
Engine and roundhouse men.....	1,611,401 29
Fuel for locomotives.....	3,620,348 28
Water supply for locomotives.....	121,990 71
Oil, tallow and waste for locomotives.....	102,746 31
Other supplies for locomotives.....	37,285 28
Train service.....	1,158,236 92
Train supplies and expenses.....	256,131 06
Switchmen, flagmen and watchmen.....	594,891 16
Telegraph expenses.....	363,467 78
Station service.....	1,337,758 84
Station supplies.....	171,389 63
Switching charges—balance.....	47,286 44
Car per diem and mileage—balance.....	166,167 70
Loss and damage.....	177,332 08
Injuries to persons.....	183,767 35
Clearing wrecks.....	31,275 35
Operating marine equipment.....	28,800 19
Advertising.....	108,596 83
Outside agencies.....	327,092 34
Commissions.....	69,762 79
Stock yards and elevators.....	3,481 90
Rents for tracks, yards and terminals.....	44,942 49
Rents of buildings and other property.....	89,976 13
Stationery and printing.....	116,090 92
Other expenses.....	41,201 26
Total.....	\$11,086,526 87
General expenses:	
Salaries of general officers.....	\$171,296 81
Salaries of clerks and attendants.....	157,194 66
General office expenses and supplies.....	52,049 84
Insurance.....	113,177 03
Law expenses.....	106,810 66
Stationery and printing (general offices).....	23,017 38
Other expenses.....	74,627 83
Total.....	\$698,174 21
Recapitulation of expenses:	
Maintenance of way and structures.....	\$4,135,258 60
Maintenance of equipment.....	3,819,883 49
Conducting transportation.....	11,086,526 87
General expenses.....	698,174 21
Grand total.....	\$19,739,843 17

OPERATING EXPENSES—CONCLUDED.

Item.	Amount.
Operating expenses—State of Maine:	
Maintenance of way and structures.....	\$97,592 10
Maintenance of equipment	90,149 25
Conducting transportation	261,642 04
General expenses.....	16,476 91
Total	\$465,860 30

Percentage of expenses to earnings—Maine, 66.41.

RENTALS PAID.

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		
Total rents		\$348,598 00		

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$329,156,990 70	Cost of road.....		\$330,833,732 39	\$1,676,741 69	
	4,796,107 02	Bonds owned		5,023,146 46	227,039 44	
	9,014,665 59	Cash and current assets		9,728,637 24	713,971 65	
	4,493,102 35	Other assets: Materials and supplies		4,064,542 10		\$428,560 25
	\$347,460,865 66	Grand total		\$349,650,058 19	\$2,189,192 53	
		LIABILITIES.				
	\$205,466,242 76	Capital stock		\$206,926,242 76	\$1,460,000 00	
	133,847,816 53	Funded debt		133,837,353 19		\$10,463 34
	7,527,234 18	Current liabilities		7,467,088 53		60,145 65
	598,337 91	Accrued interest on funded debt not yet payable.....		1,383,246 40	784,908 55	
	21,234 28	Profit and loss.....		36,127 31	14,892 97	
	\$347,460,865 66	Grand total		\$349,650,058 19	\$2,189,192 53	

EMPLOYEES AND SALARIES—STATE OF MAINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers (proportion).....	3	184	\$4,042 60	\$21 97
Other officers.....	17	1,091	3,755 04	3 44
General office clerks (proportion).....	15	2,576	3,709 79	1 44
Station agents.....	22	8,030	14,684 00	1 83
Other station men.....	83	44,534	77,381 28	1 74
Enginemen.....	29	8,972	32,298 76	3 60
Firemen.....	16	6,393	13,106 83	2 05
Conductors.....	24	4,944	13,447 68	2 73
Other trainmen.....	50	9,750	19,402 50	1 99
Machinists.....	22	8,828	15,498 26	2 27
Carpenters.....	53	13,600	25,270 72	1 86
Other shopmen.....	21	6,707	14,888 54	2 22
Section foremen.....	20	7,300	12,300 00	1 69
Other trackmen.....	50	15,552	20,179 37	1 30
Switch tenders, crossing tenders and watchmen.....	47	14,751	28,408 83	1 93
Telegraph operators and dispatchers.....	16	5,178	8,458 00	1 63
All other employees and laborers.....	186	50,385	87,649 98	1 74
Total (including "general officers")—Maine	674	206,776	\$394,483 18	\$1 91
Less "general officers".....	3	184	4,042 60	21 97
Total (excluding "general officers")—Maine	671	206,591	\$390,440 58	\$1 89
Distribution of above:				
General administration.....	18	2,760	\$7,752 39	\$2 81
Maintenance of way and structures.....	146	40,711	62,785 01	1 54
Maintenance of equipment.....	135	40,226	78,288 21	1 95
Conducting transportation.....	375	123,078	245,657 57	2 00

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

Item.	Column for Number Passengers, Tons, Car Mileage, Car Mileage, Number Cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	9,602,445			
Total passenger revenue		8,433,761	97	
Average amount received from each passenger			87	829
Total passenger earnings		9,814,426	84	
Passenger earnings per mile of road			2,385	90
Passenger earnings per train mile			95	850
Freight traffic:				
Number of tons carried of freight earning revenue	13,606,708			
Number of tons carried one mile	2,584,330,699			
Number of tons carried one mile per mile of road	731,105			
Average distance haul of one ton, miles	189.93			
Total freight revenue		17,947,415	58	
Average amount received for each ton of freight			131	901
Average receipts per ton per mile			00	695
Total freight earnings		17,947,415	58	
Freight earnings per mile of road			5,077	31
Freight earnings per train mile			166	827
Total traffic:				
Gross earnings from operation		28,512,934	02	
Gross earnings from operation per mile of road			8,066	28
Gross earnings from operations per train mile			150	617
Operating expenses		18,739,843	17	
Operating expenses per mile of road			5,584	38
Operating expenses per train mile			104	274
Income from operation		8,773,090	85	
Income from operation per mile of road			2,481	90
Car mileage, etc.:				
Mileage of passenger cars	37,342,091			
Average number of passenger cars per train mile	4.57			
Average number of freight cars per train mile	24.17			
Average number of loaded cars per train mile	17.65			
Average number of empty cars per train mile	6.52			
Average number of tons of freight per train mile	240.22			
Average number of tons of freight per loaded car mile	13.61			
Average mileage operated during year	3,534.83			
Train mileage:				
Mileage of revenue passenger trains	8,172,688			
Mileage of revenue mixed trains	626,187			
Mileage of revenue freight trains	10,131,914			
Total revenue train mileage	18,930,789			
Mileage of nonrevenue trains	1,056,074			

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.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....		187			
Freight.....		548			
Switching.....		87			
Total locomotives owned and in service.....		822			
Cars—owned and leased:					
In passenger service—					
First-class cars		374			
Second-class cars.....		112			
Combination cars.....		110			
Emigrant cars.....		6			
Dining cars		15			
Parlor cars.....		8			
Baggage, express and postal cars		204			
Total		829			
In freight service—					
Box cars.....		17,225			
Flat cars		4,717			
Stock cars.....		1,350			
Coal cars.....		2,623			
Tank cars.....		76			
Other cars in freight service.....		566			
Total		26,557			
In company's service—					
Officers' and pay cars.....		11			
Derrick cars		22			
Caboose cars		370			
Other road cars		754			
Total		1,157			
Total cars owned and in service..		28,543			

GRAND TRUNK RAILWAY.

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.	Bran's and spurs.							Iron.	Steel.
Miles of single track.....	2,955.28		105.60	468.18		5.77	3,534.83	*27.91		3,534.83
Miles of second track.....	623.31						623.31	59.13		623.31
Miles of yard track and sidings.....	945.50		10.90	144.62			1,100.92	105.58		1,100.92
Total mileage operated (all tracks)...	4,524.09		116.50	612.70		5.77	5,259.06	136.80		5,259.06

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Canada.....	2,938.43			176.54		5.77	3,120.74	*28.68		3,120.74
Maine.....				89.51			89.51	.14		89.51
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	112.97			218.57	.63		218.57
Total mileage operated (single track)	2,955.28		105.60	468.18		5.77	3,534.83	*27.91		3,534.83

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.....	2,938.43		2,938.43	*27.36		2,938.43
Vermont.....	15.64		15.64			15.64
New York.....	1.21		1.21			1.21
Total mileage owned (single track)	2,955.28		2,955.28	*27.36		2,955.28

MILEAGE OF ROAD OPERATED (ALL TRACKS)—STATE OF MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	82.60		6.91	89.51	.14		89.51
Miles of yard track and sidings.....	50.22			50.22	.82		50.22
Total mileage operated (all tracks).....	132.82		6.91	139.73	.96		139.73

* Decrease.

MILEAGE—CONCLUDED.

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Maine	82.60	.....	82.60	.....	.....	82.60

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.	
Steel	23	80	\$23.00	Oak	8,576	63	
				Cedar	16,189	39	
				Cedar culls	2,923	20	
				6 switch sets, \$64.00.			
				Total	27,688	44	

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	8,519.00	.....	47	8,542.50	218,615	78.15
Freight	25,934.50	.....	142	26,005.50	246,614	210.90
Switching	7,130.50	.....	38	7,149.50	210,589	67.90
Construction	146.25	.....	1	146.75	4,822	60.87
Total	41,730.25	228	41,844.25	680,640	122.96
Average cost at distributing point	\$3.15	\$1.35	\$3.15		

GRAND TRUNK RAILWAY.

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ACCIDENTS TO PERSONS—STATE OF MAINE.

TABLE A.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Kind of Accident.	RAILWAY EMPLOYEES.									
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains, locomotives or cars				1				2		3
Jumping on or off trains, locomotives or cars				2						2
Struck by trains, locomotives or cars			1			1			1	1
Overhead obstructions	1								1	
Other causes		1								1
Total	1	1	1	3		1		2	2	7

Kind of Accident.	Passengers.	OTHER PERSONS.								
		Trespassing.		Not trespassing.		Total.				
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Derailments			1							
Falling from trains, locomotives or cars						1				1
Jumping on or off trains, locomotives or cars			4		1				1	
Struck by trains, locomotives or cars:										
At highway crossings							1		1	
At other points along track					2			1	2	1
Other causes			2					2		2
Total			7		3	1	1	3	4	4

ACCIDENTS TO PERSONS—STATE OF MAINE—Concluded.

TABLE B.

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

Kind of Accident.	RAILWAY EMPLOYEES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employees.		Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Handling traffic.....									1	1
Handling tools, machinery, etc.....									1	1
Handling supplies, etc.....						1				1
Other causes.....		1			1	1			8	1
Total.....		1			1	2			10	1

SUMMARY TABLES A AND B.

	Total.	
	Killed.	Injured.
Table A:		
Railway employees.....	2	7
Passengers.....	1	1
Other persons.....	4	4
Table B:		
Railway employees.....	1	13
Passengers.....		
Other persons.....		
Grand total.....	7	31

BRIDGES, TRESTLES, TUNNELS, ETC.—STATE OF MAINE.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone....	1	15	0	15	0	15	0	Trestles.....	4	15	10
Iron.....	9	132	8	10	0	17	0				
Steel.....	31	2,271	3½	16	0	324	0	Overhead Railway Crossings:			
Total..	41	2418	11½					Bridges.....	3	16	5
Trestles..	2	200	0	60	0	140	0				

Gauge of track, 4 feet, 8½ inches—82.60 miles.

TELEGRAPH.

OWNED AND OPERATED BY COMPANY MAKING THIS REPORT.

Miles of line, 90.50; miles of wire, 271.50.

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, 90.50; miles of wire, 159.

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1905.

HISTORY.

Name of common carrier making this report. Kennebec Central Railroad Company.

Date of organization. October 3, 1889.

Organized under the laws of the State of Maine, chapter 51, Revised Statutes.

NAMES AND ADDRESSES OF THE 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 18, 1905.

Total number of stockholders at date of last election, 73.

Date of last meeting of stockholders for election of directors, September 19, 1904.

General and operating office, Gardiner, Maine.

NAMES AND BUSINESS ADDRESSES OF THE 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 of shares, \$100; total par value authorized, \$50,000; total amount issued and outstanding, \$40,000; rate of dividend, 6%; amount of dividend declared during the year, \$2,400.

Payment on stock not issued: Amount 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; 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 authorized and issued, \$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, 1905.	
Cash	\$5,462 66	Audited vouchers and acc'ts.	\$522 56
Due from agents	330 52	Wages and salaries	441 36
Due from solvent companies and individuals.....	179 51	Total—current liabilities.	\$963 92
Total—cash and current assets	\$5,972 69	Balance—cash assets.....	5,008 77
		Total	\$5,972 69

Materials and supplies on hand, \$12.60.

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, 1904, \$61,517.32; cost to June 30, 1905, \$61,517.32; cost per mile, \$12,303.46.

Equipment: Cost to June 30, 1904, \$20,061.33; cost to June 30, 1905, \$20,061.33; cost per mile, \$4,012.26.

Total cost construction, equipment, etc.: Cost to June 30, 1904, \$81,578.65; cost to June 30, 1905, \$81,578.65; cost per mile, \$16,315.73.

Expenditures during the year included in operating expenses, equipment, \$630.00.

INCOME ACCOUNT.

Gross earnings from operation.....	\$16,481 18	
Less operating expenses.....	11,762 42	
Income from operation.....		\$4,718 76
Deductions from income:		
Interest on funded debt accrued.....	\$1,500 00	
Taxes.....	337 05	
Total deductions from income.....		1,837 05
Net income.....		\$2,881 71
Dividends, 6 per cent, common stock.....		2,400 00
Surplus on operations of year ending June 30, 1905.....		\$481 71
Surplus on June 30, 1904.....		15,620 81
Surplus on June 30, 1905.....		\$16,102 52

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$5,746 05
Mail.....	\$256 78		
Express.....	574 31		831 09
Total passenger earnings.....			\$6,577 14
Freight revenue.....	\$9,798 89		
Less repayments—			
Overcharge to shippers.....		1 88	
Total freight revenue.....			9,797 01
Total passenger and freight earnings.....			\$16,374 15
Other earnings from operation:			
Rents not otherwise provided for.....	\$72 00		
Other sources.....	35 03		
Total other earnings.....			107 03
Total gross earnings from operation.....			\$16,481 18

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$2,072 19
Renewals of ties	316 26
Repairs and renewals of bridges and culverts	22 18
Repairs and renewals of fences, road crossings, signs and cattle guards	34 06
Repairs and renewals of buildings and fixtures	190 45
Total	\$2,635 14
Maintenance of equipment:	
Repairs and renewals of locomotives	\$693 11
Repairs and renewals of passenger cars	160 65
Repairs and renewals of freight cars	80 32
Repairs and renewals of work cars—coal cars	630 00
Total	\$1,564 08
Conducting transportation:	
Superintendence	\$550 00
Engine and roundhouse men	1,667 24
Fuel for locomotives	1,042 02
Water supply for locomotives	169 19
Other supplies for locomotives	172 05
Train service	1,322 55
Train supplies and expenses	205 46
Switchmen, flagmen and watchmen	456 25
Station service	960 00
Station supplies	189 37
Loss and damage	2 75
Advertising	97 75
Stationery and printing	51 70
Other expenses	12 00
Total	\$6,896 33
General expenses:	
Salaries of general officers	\$500 00
Insurance	91 87
Other expenses	75 00
Total	\$666 87
Recapitulation of expenses:	
Maintenance of way and structures	\$2,635 14
Maintenance of equipment	1,564 08
Conducting transportation	6,896 33
General expenses	666 87
Grand total	\$11,762 42

Percentage of expenses to earnings—71.37.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$61,517 32	Cost of road		\$61,517 32		
	20,061 33	Cost of equipment		20,061 33		
	5,845 04	Cash and current assets		5,972 69	\$127 65	
	335 60	Other assets: Materials and supplies		912 60	577 00	
	\$87,759 29	Grand total		\$88,463 94	\$704 65	
		LIABILITIES.				
	\$40,000 00	Capital stock		\$40,000 00		
	1,250 00	Capital stock pay- ment		1,250 00		
	30,000 00	Funded debt		30,000 00		
	740 98	Current liabilities		963 92	\$222 94	
	147 50	Accrued interest on funded debt not yet payable		147 50		
	15,620 81	Profit and loss		16,102 52	481 71	
	\$87,759 29	Grand total		\$88,463 94	\$704 65	

SECURITY FOR FUNDED DEBT.

First mortgage bonds, from Randolph to Togus, 5 miles; amount per mile of line, \$6,000.

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYES 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	555 00	1 65
Station agents	2	628	960 00	1 53
Enginemen	2	502	1,004 64	2 00
Firemen	2	442	662 60	1 50
Conductors	1	366	650 00	1 78
Other trainmen	2	384	672 55	1 75
Section foremen	1	304	577 60	1 90
Other trackmen	3	747	1,070 15	1 43
Switch tenders, crossing tenders and watchmen	1	365	456 25	1 25
Total (including "general officers")	16	4,388	\$7,103 79	\$1 62
Less "general officers"	1	312	500 00	1 60
Total (excluding "general officers")	15	4,071	\$6,603 79	\$1 62
Distribution of above:				
General administration	4	1,273	\$2,010 00	\$1 58
Maintenance of way and structures	4	1,051	1,647 75	1 57
Maintenance of equipment	1	365	456 25	1 25
Conducting transportation	7	1,694	2,989 79	1 76

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for Number passengers, tonnage, earnings, mileage, number cars, etc.	COLUMNS FOR REVENUE, AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	59,088			
Number of passengers carried one mile.....	292,760			
Number of passengers carried one mile per mile of road.....	58,552			
Average distance carried, miles.....	4.95			
Total passenger revenue.....		5,746	05	
Average amount received from each passenger.....			09	725
Average receipts per passenger per mile.....			01	563
Total passenger earnings.....		6,577	14	
Passenger earnings per mile of road.....		1,315	43	
Passenger earnings per train mile.....			2 51	689
Freight traffic:				
Number of tons carried of freight earning revenue...	6,832			
Number of tons carried one mile.....	34,160			
Number of tons carried one mile per mile of road.....	6,832			
Average distance haul of one ton, miles.....	5.00			
Total freight revenue.....		9,797	01	
Average amount received for each ton of freight.....			1 43	399
Average receipts per ton per mile.....			28	68
Total freight earnings.....		9,797	01	
Freight earnings per mile of road.....		1,959	40	
Freight earnings per train mile.....			4 68	532
Total traffic:				
Gross earnings from operation.....		16,481	18	
Gross earnings from operation per mile of road.....		3,296	24	
Gross earnings from operation per train mile.....			63	069
Operating expenses.....		11,762	42	
Operating expenses per mile of road.....		2,352	28	
Operating expenses per train mile.....			45	012
Income from operation.....		4,718	76	
Income from operation per mile of road.....		943	75	
Car mileage, etc.:				
Mileage of passenger cars.....	24,041			
Average number of passenger cars per train mile.....	.92			
Average number of passengers per train mile.....	11			
Average number of tons of freight per train mile.....	.14			
Average mileage operated during year.....	5.00			
Train mileage:				
Mileage of revenue passenger trains.....	24,041			
Mileage of revenue mixed trains.....	2,091			
Total revenue train mileage.....	26,132			
Mileage of nonrevenue trains.....	1,600			

FREIGHT TRAFFIC MOVEMENT.

Freight originating and received from connecting roads and other carriers, 6,832 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.
			Number.	Name.	
Locomotives—owned:					
Passenger		2	2	Eames.	
Total locomotives owned and in service		2	2	Eames.	
Cars—owned:					
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	2		
Flat cars		2	2		
Coal cars	2	2			
Total	2	10	5		
Total cars owned and in service	2	15	5		

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 THE YEAR.

Cedar, 2,589; average price at distributing point, 12.2 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		240.65			240.05	24,041	19.97
Mixed		20.88			20.88	2,091	19.97
Switching		16.00			16.00	1,600	20.00
Total		276.93			276.93	27,732	19.97
Average cost at distributing point		\$3.73			\$3.73		

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, 1905.

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 ADDRESSES OF THE 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.; C. A. Crockett, Rockland, Me.; W. T. Cobb, Rockland, Me. Term expires last Tuesday in January, 1906.

Total number of stockholders at date of last election, 8.

Date of last meeting of stockholders for election of directors, last Tuesday in January, 1905.

Address of general and operating office, Rockland, Me.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

President, Fred E. Richards, Portland, Me.; Secretary, Stephen C. Perry, Portland, Me.; Treasurer, Joseph Remick, Boston, Mass.; Assistant Treasurer, H. A. Buffum, Rockland, Me.; Attorney or General Counsel, C. E. Littlefield, Rockland, Me.; Auditor, F. Ernest Holman, Rockland, Me.; General Superintendent, Geo. P. White, Rockland, Me.

PROPERTY OPERATED.

To limestone quarries, 11.30 miles; trackage rights—Maine Central Railroad, 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%; dividends 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: Date of issue, 1899; when due, 1929; amount of authorized issue, \$425,000; amount issued and outstanding, \$425,000; * cash realized on amount issued. Interest: Rate, 4%; payable January and July; amount accrued and paid during year, \$17,000.

* Old bonds refunded.

RECAPITULATION OF FUNDED DEBT.

Consolidated mortgage bonds: Amount issued and outstanding, \$425,000; interest accrued and paid during year, \$17,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Bills receivable	\$2,429 68	Loans and bills payable.....	\$29,548 25
Due from solvent companies and individuals	23,896 68		
Total—cash and current assets	\$26,326 36		
Balance—current liabilities..	3,321 89		
Total	\$29,548 25	Total—current liabilities.	\$29,548 25

Materials and supplies on hand, \$4,421.66.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$450,000 00	\$450,000 00	.....	11.30	\$39,823 00
Bonds	425,000 00	425,000 00	.....	11.30	37,611 00
Total	\$875,000 00	\$875,000 00	.....	11.30	\$77,434 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1904, \$401,475.44; cost to June 30, 1905, \$401,475.44; cost per mile, \$35,528.70.

Equipment: Cost to June 30, 1904, \$114,636.22; cost to June 30, 1905, \$120,261.22; cost per mile, \$10,637.27.

Total construction and equipment: Cost to June 30, 1904, \$516,111.66; cost to June 30, 1905, \$521,736.66; cost per mile, \$46,165.97.

INCOME ACCOUNT.

Gross earnings from operation	\$82,755 86	
Less operating expenses	45,252 90	
Income from operation		\$37,502 96
Interest on bonds owned	\$1,000 00	
Miscellaneous income	3,072 07	
Income from other sources		4,072 07
Total income		\$41,575 03
Deductions from income:		
Interest on funded debt accrued	\$17,000 00	
Taxes	3,401 99	
Permanent improvements	171 81	
Total deductions from income		20,573 80
Net income		\$21,001 23
Dividends, 4 per cent, common stock		18,000 00
Surplus from operations of year ending June 30, 1905		\$3,001 23
Surplus on June 30, 1904		110,439 67
		\$113,440 80
Deductions for year		35 00
Surplus on June 30, 1905		\$113,405 90

EARNINGS FROM OPERATION.

Freight revenue, 78,445.86; other earnings from operation, switching charges—balance, 4,310.00. Total gross earnings from operation, \$82,755.86.

BONDS OWNED.

RAILWAY BONDS.

Railway Stocks.	Total par value.	Rate %.	Income or interest received.	Valuation.
Lime Rock Railroad Company	\$25,000 00	4	\$1,000 00	\$25,000 00

MISCELLANEOUS INCOME.

Rents, sundry lands and buildings, \$3,072.07.

LIME ROCK RAILROAD.

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OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$4,101 16
Repairs and renewals of bridges, culverts and trestles	8,791 49
Repairs and renewals of buildings and fixtures	2,469 66
Total	\$15,362 21
Maintenance of equipment:	
Repairs and renewals of locomotives	\$3,116 91
Repairs and renewals of freight cars	5,163 17
Repairs and renewals of shop machinery and tools	213 76
Other expenses	388 88
Total	\$8,882 72
Conducting transportation:	
Engine and roundhouse men	\$3,916 39
Fuel for locomotives	3,676 25
Water supply for locomotives	173 46
Oil, tallow and waste for locomotives	210 35
Other supplies for locomotives	73 21
Train supplies and expenses	6,677 34
Switchmen, flagmen and watchmen	1,584 62
Total	\$16,311 62
General expenses:	
Salaries of general officers	\$1,000 00
Insurance	2,774 13
Other expenses	922 22
Total	\$4,696 35
Recapitulation of expenses:	
Maintenance of way and structures	\$15,362 21
Maintenance of equipment	8,882 72
Conducting transportation	16,311 62
General expenses	4,696 35
Grand total	\$45,252 90

Percentage of expenses to earnings, 54.68.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$401,475 44	Cost of road		\$401,475 44		
	114,636 22	Cost of equipment		120,201 22	\$5,565 00	
	25,000 00	Bonds owned		25,000 00		
	35,625 00	Lands owned		35,625 00		
	21,022 26	Franchise owned		402,000 00	402,000 00	
	10,440 12	Cash and current assets		26,326 36	5,304 10	
	2,694 47	Other assets:				
		Materials and supplies		4,421 46		\$6,018 66
		Sundries		2,904 67	210 20	
	\$610,893 51	Grand total		\$1,017,954 15	\$407,060 64	
		LIABILITIES.				
	\$48,000 00	Capital stock		\$450,000 00	\$402,000 00	
	425,000 00	Funded debt		425,000 00		
	27,453 84	Current liabilities		29,548 25	2,094 41	
	110,439 61	Profit and loss		113,405 30	2,966 23	
	\$610,893 51	Grand total		\$1,017,954 15	\$407,060 64	

SECURITY FOR FUNDED DEBT.

Consolidated mortgage: Entire line, 11.30 miles; amount of mortgage per mile of line, \$37,611.

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	330	\$1,000 00	\$3 03
Enginemen	3	878	2,853 51	3 25
Firemen	3	844	1,689 00	2 00
Conductors	3	849	2,462 10	2 90
Other trainmen	9	2,455	4,395 19	1 79
Machinists	1	335	905 63	2 70
Carpenters	3	916	2,010 75	3 19
Other shopmen	6	1,462	2,808 00	1 92
Section foremen	2	592	1,292 48	2 03
Other trackmen	7	1,678	2,517 00	1 50
Switch tenders, crossing tenders and watchmen	4	1,150	1,584 62	1 38
All other employees and laborers	1	96	120 00	1 25
Total (including "general officers")	43	11,585	\$23,548 28	\$2 03
Less "general officers"	1	330	1,000 00	3 03
Total (excluding "general officers")	42	11,255	\$22,548 28	\$2 00
Distribution of above:				
General administration	1	330	\$1,000 00	\$3 03
Maintenance of way and structures	9	2,270	3,719 48	1 64
Maintenance of equipment	10	2,713	5,724 38	2 11
Conducting transportation	23	6,272	13,104 42	2 09
Total (including "general officers")—Maine	43	11,585	\$23,548 28	\$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.
Freight traffic:				
Number of tons carried of freight earning revenue.....	147,240			
Total freight revenue		78,445	86	
Average amount received for each ton of freight			53	278
Total freight earnings		78,445	86	
Freight earnings per mile of road		6,240	72	
Total traffic:				
Gross earnings from operation.....		82,755	86	
Gross earnings from operation per mile of road		6,583	60	
Operating expenses		45,252	90	
Operating expenses per mile of road		3,600	07	159
Income from operation		37,502	96	
Income from operation per mile of road.....		2,983	52	904

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 129,190 tons; received from connecting roads and other carriers, 18,050 tons; total tons, 147,240.

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.
			Number.	Name.	
Locomotives—owned:					
Freight	1	4			4
Total locomotives owned and in service		4			
Cars owned and leased:					
In freight service—					
Flat cars		4			
Dump cars		409			
Total		413			
In company's service—					
Other road cars		7			
Total cars owned and in service.....		420			

MILEAGE OF ROAD OPERATED.

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	11.30	.....	1.27	12.57	3.18	8.12

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Freight—Bituminous coal, 865 tons; hard wood, 8 cords; total tons, 870; cost at distributing point, \$4.25 per ton.

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS LOCOMOTIVES OR CARS.

Trainmen: Falling from trains, locomotives or cars—killed, 1.

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, 1905.**

***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 ADDRESSES OF THE BOARD OF DIRECTORS.

George F. Evans, Portland, Me.; William P. Frye, Lewiston, Me.; Samuel C. Lawrence, Medford, Mass.; Lewis Cass Ledyard, New York, N. Y.; Edward P. Ricker, South Poland, Me.; Alvah W. Sulloway, Franklin, N. H.; Joseph W. Symonds, Portland, Me.; Lucius Tuttle, Boston, Mass.; George Varney, Bangor, Me.; John Ware, Waterville, Me.; Henry M. Whitney, Brookline, Mass.; Franklin A. Wilson, Bangor, Me.

Term expires upon election of successors.

Total number of stockholders at date of last election, 781.

Date of last meeting of stockholders for election of directors, October 19, 1904.

General and operating office, Portland, Me.

* See Railroad Commissioners' Report for 1900.

† For all acts prior to 1901 see Railroad Commissioners' Report, year 1900.

OFFICERS.

Title.	Name.	Location of Office.
President	Lucius Tuttle	Portland, Me.
Vice-President and General Manager	Geo. F. Evans	Portland, Me.
Clerk of Corporation	Henry B. Cleaves	Portland, Me.
Treasurer	Geo. W. York	Portland, Me.
Paymaster	Thomas P. Shaw	Portland, Me.
Comptroller and Gen'l Auditor	Geo. S. Hobbs	Portland, Me.
Chief Engineer	Theo. L. Dunn	Portland, Me.
General Superintendent	Morris McDonald	Portland, Me.
Division Superintendent	F. E. Sanborn	Portland, Me.
Division Superintendent	M. F. Dunn	Bangor, Me.
Division Superintendent	Geo. F. Black	Portland, Me.
Superintendent of Telegraph	E. A. Hall	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 Motive Power	P. M. Hammett	Portland, Me.
Purchasing Agent	Chas. D. Barrows	Portland, Me.
Claim Agent	John S. Heald	Portland, Me.
Car Accountant	W. B. Drew	Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each class of roads named, Miles of line for each road named.	Miles of line of each class of roads named.
	From—	To—		
Maine Central Railroad.....	Portland	Bangor	136.60	393.10
	Brunswick	Bath	8.90	
	Woolwich	Rockland.....	47.13	
	Cumberland Jct. .	Skowhegan	91.20	
	Brunswick	Farmington	62.60	
	Crowley's Jct.	Lewiston	4.80	
	Brewer Junction .	Mt. Desert Ferry.	41.13	
	Portland Un. Sta .	Thompson's Pt. .	74	
	Gardiner Jct.	Copsecook Mill. .	1.15	
	Rockland	Wharf	1.36		2.51
Leased Lines.				
Belfast & Moosehead Lake R. R. .	Burnham Jct.	Belfast	33.13	
Dexter & Newport Railroad.....	Newport	Dexter	14.23	
Dexter & Piscataquis Railroad....	Dexter Junction .	Foxcroft.....	16.54	
European & North American R'y.	Bangor.....	Vanceboro 114.30	120.34	
Stillwater Branch	Orono	Stillwater 3.01		
Enfield Branch	Enfield	Montague 3.03	18.80	
Eastern Maine Railway.....	Bangor Junction .	Bucksport.....		
Portland & Ogdensburg Railway	Portland	Lunenburg, Vt. .	109.10	
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		420.32
Total.....				\$15.93

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.
Frenchman's Bay steamboats..	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 Railroad Company also owns and operates a line of steamboats in Frenchman's Bay running from Mt. Desert Ferry, and in the summer season in Penobscot Bay from Rockland. 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 2, 1884.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Maine Central, common	120,000	\$100	\$12,000,000	\$4,975,800	7%	\$348,365 50
Portland and Kennebec, scrip				600	7%	
Maine Central, scrip				300		
Androscoggin & Kennebec stocks bonds				11,000		
Total	120,000	\$100	\$12,000,000	\$4,988,000		\$348,365 50

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			13,754	\$1,375,400 00
Maine Central stock, scrip			3	300 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. 70, October 1, 1904, 1 $\frac{3}{4}$ % on \$4,976,500	\$87,088 75
Dividend No. 71, January 1, 1905, 1 $\frac{3}{4}$ % on \$4,976,700	87,092 25
Dividend No. 72, April 1, 1905, 1 $\frac{3}{4}$ % on \$4,976,700	87,092 25
Dividend No. 73, July 1, 1905, 1 $\frac{3}{4}$ % on \$4,976,700	87,092 25
Total	\$348,365 50

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 \$11,900, 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	\$270,588 50
Maine Central consols	Apr. 1, 1872	Apr. 1, 1912		269,500 00	269,500 00	269,500 00	5	April and Oct..	13,475 00	13,372 50
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	68,748 75
Maine Central consols	Apr. 1, 1872	Apr. 1, 1912		3,265,500 00	3,265,500 00	3,313,231 63	4	April and Oct..	130,620 00	129,970 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	34,450 00
Maine Shore Line 1st mortg..	June 1, 1883	June 1, 1923	750,000 00	81,000 00	81,000 00	95,137 80	6	June and Dec..	4,560 00	5,310 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	51,760 00
Knox and Lincoln 2d mortg...	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	18,675 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	\$11,496,017 28	.....	.....	\$595,860 00	\$592,874 75
Maine Central sinking fund..	Feb. 1, 1885	Feb. 1, 1905	.....	.....	.....	.....	4½	Feb. and Aug..	\$15,750 00	\$27,382 50
Maine Central imp. 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	20,250 00
Maine Central imp. Class B..	July 1, 1887	July 1, 1917	250,000 00	250,000 00	250,000 00	255,000 00	4½	Jan. and July..	11,250 00	
Total .....	.....	.....	\$450,000 00	\$450,000 00	\$450,000 00	\$459,000 00	.....	.....	\$36,000 00	\$47,632 50
Mortgage bonds .....	.....	.....	\$12,536,892 00	\$11,851,892 00	\$11,442,192 00	\$11,490,017 28	.....	.....	\$595,860 00	\$592,820 75
Miscellaneous obligations..	.....	.....	450,000 00	450,000 00	450,000 00	459,000 00	.....	.....	36,000 00	47,632 50
Grand total .....	.....	.....	\$12,986,892 00	\$12,301,892 00	\$11,892,192 00	\$11,949,017 28	.....	.....	\$631,860 00	\$640,507 25

\$600,000 in Maine Central Railroad Company 4½% Sinking Fund bonds, due on February 1, 1905; paid at maturity.

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	\$592,320 75
Miscellaneous obligations	450,000 00	450,000 00	36,000 00	47,632 50
Total	\$12,301,892 00	\$11,892,192 00	\$631,860 00	\$640,507 25

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash	\$748,056 14	Audited vouchers and accounts	\$631,262 43
Bills receivable	806,817 50	Wages and salaries	111,632 80
Due from agents	157,702 89	Dividends not called for	9,656 29
Due from solvent companies and individuals	191,378 58	Matured interest coupons unpaid (including coupons due July 1)	40,226 00
Net traffic balances due from other companies	176,198 32	Rents due July 1	29,975 00
		Miscellaneous, dividend No. 73 due July 1, 1905	87,092 25
		Total—current liabilities.	\$909,663 77
Total—cash and current assets	\$2,080,153 43	Balance—cash assets	1,170,289 66
		Total	\$2,080,153 43

Materials and supplies on hand, \$830,962.72.

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	.....	395.61	\$12,608 00
Bonds	11,892,192 00	11,892,192 00	.....	395.61	30,060 00
Total	\$16,880,192 00	\$16,880,192 00	.....	395.61	\$42,668 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE 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	\$11,892,192	\$16,880,192	395.61	\$42,669
Belfast and Moosehead Lake Railroad	648,100	100,500	748,600	33.13	22,596
Dexter & 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	10,633
Portland and Ogdensburg Railway	4,392,538	2,119,000	6,511,538	109.10	59,684
Upper Coos Railroad.....	350,000	1,043,000	1,393,000	55.33	25,176
Hereford Railway	800,000	800,000	1,600,000	52.85	30,274
Total	\$14,116,738	\$17,304,692	\$31,421,430	815.93	38,510

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1904, \$14,562,748.85; cost to June 30, 1905, \$14,562,748.85; cost per mile, \$36,810.87.

Equipment: Cost to June 30, 1904, \$2,617,687.93; cost to June 30, 1905, \$2,617,687.93; cost per mile, \$6,616.84.

Total cost construction and equipment, etc.: Cost to June 30, 1904, \$17,180,436.78; cost to June 30, 1905, \$17,180,436.78; cost per mile, \$43,427.71.

Construction: Included in operating expenses, \$59,648.72.

Equipment: Included in operating expenses, passenger cars and floating equipment, \$123,777.12. Depreciation of locomotives, freight and other cars, \$134,134.40.

INCOME ACCOUNT.

Gross earnings from operation	\$7,251,535 98	
Less operating expenses.....	4,876,202 34	
Income from operation		\$2,375,333 64
Dividends on stocks owned.....	\$11,542 60	
Interest on bonds owned.....	4,437 22	
Miscellaneous income.....	68,752 58	
Income from other sources.....		84,732 40
Total income		\$2,460,066 04
Deductions from income:		
Interest on funded debt accrued	\$631,860 00	
Rents paid for lease of road.....	545,875 76	
Taxes.....	260,400 00	
* Other deductions	494,693 86	
Total deductions from income.....		1,932,829 62
Net income.....		\$527,236 42
Dividends, 7 per cent, common stock.....		348,365 50
Surplus from operations of year ending June 30, 1905		\$178,870 92
Surplus on June 30, 1904		283,114 57
		\$461,985 49
† Additions for year.....	\$895,213 84	
‡ Deductions for year.....	178,870 92	716,342 92
Surplus on June 30, 1905		\$1,178,328 41

* Other deductions: Sinking fund payments, \$144,693.86; appropriation for new passenger station and terminals at Bangor, Me., \$300,000.00; note of Portland, Mt. Desert and Machias Steamboat Company, charged off as uncollectible, \$50,000.00.

† Additions for the year: Washington County Railway Company bonds received as consideration of guaranty, \$250,000.00; Maine Central Railroad sinking fund 4½% bonds, due and retired February 1, 1905, \$600,000.00; valuation of securities over and above original cost, \$33,715.00; miscellaneous items, \$11,498.84.

‡ Deductions for year: Amount transferred to contingent fund, \$178,870.92.

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$2,448,855 81		
Less repayment—			
Tickets redeemed.....		\$3,896 13	
Excess fares refunded.....		8,148 62	
Other repayments.....		651 07	
Total deductions.....		\$12,695 82	
Total passenger revenue.....			\$2,436,159 99
Mall.....	\$188,684 04		
Express.....	128,847 21		
Extra baggage and storage.....	47,705 77		
Other items.....	12,342 74		377,579 76
Total passenger earnings.....			\$2,813,739 75
Freight:			
Freight revenue.....	\$4,290,166 59		
Less repayments—			
Overcharge to shippers.....		\$27,913 72	
Total freight revenue.....			4,262,252 87
Other items.....			50,843 16
Total freight earnings.....			\$4,313,096 03
Total passenger and freight earnings.....			\$7,126,835 78
Other earnings from operation:			
Rents from tracks, yards and terminals..	\$27,800 00		
Rents not otherwise provided for.....	2,851 89		
Other sources:			
Wharfage and pierage.....	27,594 76		
Steamboat earnings.....	66,453 55		
Total other earnings.....			\$124,700 20
Total gross earnings from operation—entire line.....			\$7,251,535 98

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate %.	Income or dividend received.	Valuation.
Boston and Maine Railroad.....	\$4,700 00	7	\$329 00	\$8,225 00
The Portland and Ogdensburg Railway.....	198,180 00	2 1/2	3,963 60	99,090 00
Bridgton and Saco River Railroad.....	5,000 00	5	250 00	5,000 00
Washington County Railway.....	2,500,000 00	..	..	1 00
Phillips and Rangeley Railroad.....	25,000 00	..	..	1 00
Sebasticook and Moosehead Railroad.....	8,000 00	..	..	1 00
Total	\$2,740,880 00	..	\$4,542 60	\$112,318 00
Other Stocks.				
St. John Bridge and Railway Extension Co....	\$20,000 00	35	\$7,000 00	\$20,000 00
Portland Union Railway Station Company.....	25,000 00	..	..	25,000 00
Portland, Mt. Desert & Machias Steamboat Co.	110,000 00	..	..	1 00
Total	\$155,000 00	..	\$7,000 00	\$45,001 00
Grand total	\$2,895,880 00	..	\$11,542 60	\$157,319 00

BONDS OWNED.

Maine Central Railroad Company consols.....	\$26,500 00	7	\$82 22	\$31,892 50
*Knox and Lincoln Railway.....	31,000 00	5	..	35,631 00
*Maine Shore Line Railroad Company.....	5,000 00	6	..	6,463 00
*Upper Coos Railroad.....	118,000 00	4 1/2	..	132,278 00
Washington County Railway Company.....	469,000 00	3 1/2	4,375 00	450,215 00
Maine Central R. R. & European & N. Amer. R'y	5,000 00	4	..	5,350 00
Total	\$654,500 00	..	\$4,437 22	\$661,829 50

* 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:				
Mattawamkeag to..	Vanceboro.....	Canadian Pacific R'y	\$23,800 00	
Lewiston to.....	Rumford Junction.	Portland & Rumford Falls Railway.....	4,000 00	\$27,800 00

MISCELLANEOUS INCOME.

Item.	Gross Income.	Expenses.	Net miscellaneous income.
Rent of real estate.....	\$15,438 24	..	\$15,438 24
Interest and discount.....	53,314 34	..	33,314 34
Total	\$68,752 58	..	\$68,752 58

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$609,487 79
Renewals of rails.....	115,286 51
Renewals of ties.....	90,676 28
Repairs and renewals of bridges and culverts.....	195,746 36
Repairs and renewals of fences, road crossings, signs and cattle guards.....	25,848 68
Repairs and renewals of buildings and fixtures.....	139,523 30
Repairs and renewals of docks and wharves.....	52,069 41
Repairs and renewals of telegraph.....	2,034 61
Stationery and printing.....	1,079 41
Total.....	\$1,231,752 35
Maintenance of equipment:	
Superintendence.....	\$26,624 30
Repairs and renewals of locomotives.....	274,086 02
Repairs and renewals of passenger cars.....	184,423 93
Repairs and renewals of freight cars.....	225,801 45
Repairs and renewals of work cars.....	51,555 35
Repairs and renewals of marine equipment.....	77,220 35
Repairs and renewals of shop machinery and tools.....	22,997 46
Stationery and printing.....	2,438 07
Other expenses.....	1,560 92
Total.....	\$866,707 85
Conducting transportation:	
Superintendence.....	\$50,295 23
Engine and roundhouse men.....	394,986 70
Fuel for locomotives.....	753,861 69
Water supply for locomotives.....	26,581 97
Oil, tallow and waste for locomotives.....	11,375 77
Other supplies for locomotives.....	5,235 13
Train service.....	286,731 00
Train supplies and expenses.....	63,505 98
Switchmen, flagmen and watchmen.....	182,666 38
Telegraph expenses.....	67,442 57
Station service.....	292,176 99
Station supplies.....	52,058 44
Car per diem and mileage—balance.....	92,547 68
Loss and damage.....	32,600 52
Injuries to persons.....	94,346 90
Clearing wrecks.....	8,113 44
Operating marine equipment.....	67,672 38
Advertising.....	17,124 74
Outside agencies.....	1,959 30
Commissions.....	3,357 37
Rents of tracks, yards and terminals.....	7,500 00
Rents of buildings and other property.....	9,323 60
Stationery and printing.....	30,214 50
Total.....	\$2,552,328 28
General expenses:	
Salaries of general officers.....	\$49,800 20
Salaries of clerks and attendants.....	58,456 74
General office expenses and supplies.....	21,966 74
Insurance.....	49,150 00
Law expenses.....	35,732 04
Stationery and printing (general offices).....	7,526 17
Other expenses.....	2,791 97
Total.....	\$225,413 86
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,231,752 35
Maintenance of equipment.....	866,707 85
Conducting transportation.....	2,552,328 28
General expenses.....	225,413 86
Grand total.....	\$4,876,202 34

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stocks 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	\$219,825 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.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
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	157,319 00		\$23,347 00		
404,500 00	Bonds owned	661,829 50		257,329 50		
2,319,541 87	Cash and current assets	2,080,153 43			\$239,388 44	
757,331 65	Other assets: Materials and supplies	830,962 72		73,631 07		
803,127 88	Sinking fund	360,793 73			442,334 15	
\$21,598,910 18	Grand total	\$21,271,495 16			\$327,415 02	
	LIABILITIES.					
\$4,988,000 00	Capital stock	\$4,988,000 00				
12,492,192 00	Funded debt	11,892,192 00			\$600,000 00	
762,689 81	Current liabilities	909,893 77		\$147,173 96		
165,621 66	Accrued interest on funded debt not yet payable	154,371 66			11,250 00	
84,395 91	Accrued rents not yet payable	84,395 91				
139,698 28	Accrued taxes not yet payable	142,986 53		3,288 25		
688,000 00	Equipment fund	336,260 00			351,740 00	
283,208 73	Improvement fund	470,107 92		186,899 19		
100,000 00	Injury fund	125,000 00		25,000 00		
104,933 75	Sundry lease accounts	104,933 75				
803,127 88	Sinking funds for redemption of bonds	360,793 73			442,334 15	
253,963 74	Contingent fund	432,834 66		178,870 92		
199,963 85	Sundry accounts	91,426 82			108,537 03	
250,000 00	Wash. Co. Ry. Co., bond guaranty .....	.....			250,000 00	
283,114 57	Profit and loss	1,178,328 41		895,213 84		
\$21,598,910 18	Grand total	\$21,271,495 16			\$327,415 02	

IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

Three shares of stock issued in exchange for Maine Central script.

\$600,000 in Maine Central sinking fund bonds due on February 1, 1905, paid at maturity.

Following securities purchased during the year: \$26,000 Maine Central consolidated 7% bonds; \$219,000 Washington County Railway 3½% bonds; \$5,000 Maine Central and European and North American Railway 4% bonds.

Steamer Frank Jones, owned by the Portland, Mt. Desert and Machias Steamboat Company, sold and operations of the company discontinued in May, 1905. The Portland, Mt. Desert and Machias Steamboat Company is controlled by the Maine Central Railroad Company through ownership of a majority of the capital stock. When operations were discontinued the steamboat company had insufficient assets to pay its debts and the Maine Central Railroad Company was obliged to charge off \$50,000 to profit and loss to make good the deficit.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount of mortgage per mile of line.
	From—	To—			
*Maine Central Railroad consolidated bonds	Portland	Bangor	} 304.10	\$29,543	
	Brunswick	Bath			
	Cumberland Jc. ...	Skowhegan			
	Brunswick	Leeds Junction			
	Crowley's	Lewiston			
Maine Central R. R. collateral trust bonds	Leeds Junction ...	Farmington			
Maine Shore Line Railroad bonds	Brewer Junction.	Mt. Desert Ferry.	41.13	18,235	
†Penobscot Shore Line 1st mortgage	Bath	Rockland	} 48.49	} 26,810	
†Knox and Lincoln Railway 2d mortgage	Bath	Rockland .....				8,249

* 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	3,923	\$72,825 24	\$18 56
Other officers	30	10,031	44,642 50	4 45
General office clerks	172	59,782	114,596 52	1 92
Station agents	195	68,390	112,683 88	1 65
Other station men	455	143,057	216,166 47	1 51
Enginemen	180	58,782	202,081 85	3 44
Firemen	176	58,042	122,932 45	2 12
Conductors	156	45,887	139,671 14	3 04
Other trainmen	398	116,480	244,873 65	2 10
Machinists	132	39,492	78,316 95	1 98
Carpenters	266	77,084	145,642 94	1 89
Other shopmen	117	34,626	66,650 80	1 90
Section foremen	165	55,028	102,967 43	1 87
Other trackmen	973	245,563	381,988 17	1 56
Switch tenders, crossing tenders and watchmen	227	69,671	90,732 59	1 30
Telegraph operators and dispatchers	88	31,843	54,479 35	1 70
Employees—account floating equipment	125	25,441	44,930 20	1 92
All other employees and laborers	693	215,239	360,980 72	1 68
Total (including "general officers")—Maine	4,539	1,356,391	\$2,597,212 85	\$1 91
Less "general officers"	11	3,923	72,825 24	18 56
Total (excluding "general officers")—Maine	4,548	1,352,468	\$2,524,387 61	\$1 87
Distribution of above:				
General administration	171	60,755	\$165,704 02	\$3 73
Maintenance of way and structures	1,528	413,391	719,935 64	1 74
Maintenance of equipment	551	169,417	328,064 29	1 94
Conducting transportation	2,309	712,828	1,383,508 90	1 94

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	3,446,683			
Number of passengers carried one mile	120,787,694			
Number of passengers carried one mile per mile of road	148,037			
Average distance carried, miles	35.05			
Total passenger revenue		2,436,159	99	
Average amount received from each passenger			70	68½
Average receipts per passenger per mile			02	017
Total passenger earnings		2,813,739	75	
Passenger earnings per mile of road		3,448	51	
Passenger earnings per train mile			1	31 672
Freight traffic:				
Number of tons carried of freight earning revenue	4,731,443			
Number of tons carried one mile	396,734,697			
Number of tons carried one mile per mile of road	486,236			
Average distance haul of one ton, miles	53.85			
Total freight revenue		4,262,252	87	
Average amount received for each ton of freight			90	084
Average receipts per ton per mile			01	074
Total freight earnings		4,313,096	03	
Freight earnings per mile of road		5,286	11	
Freight earnings per train mile			2	86 013
Total traffic:				
Gross earnings from operation		7,251,535	98	
Gross earnings from operation per mile of road		8,887	45	
Gross earnings from operation per train mile		2	05 468	
Operating expenses		4,876,202	34	
Operating expenses per mile of road		5,976	25	
Operating expenses per train mile			1	38 163
Income from operation		2,375,333	64	
Income from operation per mile of road		2,911	20	
Car mileage, etc.:				
Mileage of passenger cars	10,083,834			
Average number of passenger cars per train mile	4.72			
Average number of passengers per train mile	57			
Mileage of loaded freight cars—north or east	13,145,351			
Mileage of loaded freight cars—south or west	16,341,467			
Mileage of empty freight cars—north or east	7,093,253			
Mileage of empty freight cars—south or west	3,561,391			
Average number of freight cars per train mile	26.62			
Average number of loaded cars per train mile	19.55			
Average number of empty cars per train mile	7.07			
Average number of tons of freight per train mile	263.09			
Average number of tons of freight per loaded car mile	13.45			
Average mileage operated during year	815.93			
Train mileage:				
Mileage of revenue passenger trains	2,021,263			
Mileage of revenue mixed trains	115,668			
Mileage of revenue freight trains	1,392,339			
Total revenue train mileage	3,529,270			
Mileage of nonrevenue trains	200,519			

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain.....	20,837	328,907	349,744	7.39
Flour.....	4,201	84,096	88,297	1.87
Other mill products.....	13,381	105,641	119,022	2.52
Hay.....	36,480	20,107	56,587	1.20
Tobacco.....	160	188	348	.01
Cotton.....	290	18,447	18,737	.40
Fruit and vegetables.....	44,437	20,728	65,165	1.38
Potatoes.....	18,461	234,451	252,912	5.34
Products of Animals:				
Live stock.....	16,112	8,210	24,322	.51
Dressed meats.....	2,066	10,164	12,230	.26
Other packing-house products.....	4,960	8,349	13,309	.28
Poultry, game and fish.....	2,752	19,404	22,156	.47
Wool.....	1,516	6,641	8,157	.17
Hides and leather.....	3,765	14,314	18,079	.38
Products of Mines:				
Anthracite coal.....		131,389	131,389	2.78
Bituminous coal.....		547,203	547,203	11.56
Coke.....	110	4,701	4,811	.10
Ores.....	516	71	587	.01
Stone, sand and other like articles.....	79,531	38,471	118,002	2.49
Products of Forests:				
Lumber.....	352,483	394,180	746,663	15.78
Bark.....	19,978	12,107	32,085	.68
Wood.....	301,824	203,359	505,183	10.68
Manufactures:				
Petroleum and other oils.....	15,634	5,171	20,805	.44
Sugar.....	347	9,476	9,823	.21
Naval stores.....	276	450	726	.02
Iron, pig and bloom.....	4,640	9,390	14,030	.30
Iron and steel rails.....	978	16,192	17,170	.36
Other castings and machinery.....	6,513	14,438	20,951	.44
Bar and sheet metal.....	997	10,575	11,572	.24
Cement, brick and lime.....	105,343	20,679	126,022	2.66
Agricultural implements.....	808	2,588	3,396	.07
Wagons, carriages, tools, etc.....	1,385	1,829	3,214	.07
Wines, liquors and beers.....	134	2,270	2,404	.05
Household goods and furniture.....	8,420	4,735	13,155	.28
Merchandise.....	177,279	151,029	328,308	6.94
Miscellaneous:				
Other commodities not mentioned above.....	575,274	449,605	1,024,879	21.66
Total tonnage—Entire line.....	1,821,888	2,909,555	4,731,443	100.00

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.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....	1	63	63	Westinghouse .	63
Freight.....	*8	69	69	Westinghouse .	69
Switching.....	3	34	34	Westinghouse .	34
Total locomotives owned and in service.....	*4	166	166	.....	166
Cars—owned and leased:					
In passenger service—					
First-class cars	6	156	156	Westinghouse .	156
Second-class cars.....	9	9	9	Westinghouse .	9
Combination cars.....	20	20	20	Westinghouse .	20
Baggage, express and postal cars	3	73	73	Westinghouse .	73
Other cars in passenger service (observation).....	2	2	2	Westinghouse .	2
Total	9	260	260	.....	260
In freight service—					
Box cars.....	*45	2,282	2,134	Westinghouse .	2,282
Flat cars	80	2,011	1,959	Westinghouse .	2,011
Stock cars.....	49	104	104	Westinghouse .	104
Coal cars.....	200	737	737	Westinghouse .	737
Refrigerator cars	4	28	28	Westinghouse .	28
Total	288	5,162	4,962	.....	5,162
In company's service—					
Officers' and pay cars.....	1	2	2	Westinghouse .	2
Gravel cars.....	58	58	58	.....	58
Derrick cars	*1	18	12	Westinghouse .	17
Caboose cars	69	69	69	Westinghouse .	69
Other road cars	45	365	255	Westinghouse .	332
Total	45	512	338	.....	420
Total cars owned and in service..	342	5,934	5,560	.....	5,842

* 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.....	393.10	2.51	.....	420.32	.....	.....	815.93	.....	1.26	814.67
Miles of second track.....	37.84	.....	.....	7.26	.....	.....	45.10	.....	.....	45.10
Miles of yard track and sidings.....	157.11	.74	.....	121.15	.....	.....	279.00	.74	18.68	260.32
Total mileage operated (all tracks)....	588.05	3.25	.....	548.73	.....	.....	1,140.03	.74	19.94	1,120.09

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

Maine.....	393.10	2.51	.....	254.16	.....	.....	649.77	.....	1.26	648.51
New Hampshire.....	.....	.....	.....	100.13	.....	.....	100.13	.....	.....	100.13
Vermont.....	.....	.....	.....	13.85	.....	.....	13.85	.....	.....	13.85
Quebec.....	.....	.....	.....	52.18	.....	.....	52.18	.....	.....	52.18
Total mileage operated (single track)	393.10	2.51	.....	420.32	.....	.....	815.93	.....	1.26	814.67

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.....	393.10	2.51	395.61	.....	.....	395.61

MILEAGE OF ROAD OPERATED (ALL TRACKS)—STATE OF MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	393.10	2.51	254.16	649.77	.....	1.26	648.51
Miles of second track.....	37.84	.....	7.26	45.10	.....	.....	45.10
Miles of yard track and sidings.....	157.11	.74	83.28	241.13	.....	14.58	226.55
Total mileage operated (all tracks).....	588.05	3.25	344.70	936.00	.....	15.84	920.16

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel	376.18	85.00	\$30 22	Cedar	204,550	35.6
	4,663.59	75.00	30 22	Hackmatack.....	2,865	30.2
Total steel.....	5,039.77		\$30 22	Hemlock.....	36,856	26.7
				Hard pine (switch)..	10,462	102.5
				Hard pine (bridge, etc).....	2,177	141.9
				Total.....	256,910	37.4

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		72,940.00		240.62	73,060.31	2,064,346	70.78
Freight		113,630.97		193.25	113,727.60	1,703,117	133.55
Switching	1,830.87	44,690.50		82.38	46,562.56	1,267,685	73.46
Construction		9,383.00		6.00	9,386.00	285,068	65.85
Total	1,830.87	240,664.47		522.25	242,736.47	5,320,216	91.25
Average cost at distributing point.....	\$3.44	\$3.22		\$4.46	\$3.23		

ACCIDENTS TO PERSONS—STATE OF MAINE.

TABLE A.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Kind of Accident.	RAILWAY EMPLOYEES.									
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	5	8							5	8
Derailments	2	2					1	2	5	4
Falling from trains, locomotives or cars	2	9						1	2	10
Jumping on or off trains, locomotives or cars		4		1				3		8
Struck by trains, locomotives or cars	2	1					1	1	3	2
Overhead obstructions		4								4
Other causes		21						2		23
Total	11	49		1			2	9	13	59

Kind of Accident	Passengers.		Postal clerks, express messengers, Pullman employees, etc.		OTHER PERSONS.					
					Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments		9	1	1		1				1
Falling from trains, locomotives or cars		2				1		1		2
Jumping on or off trains, locomotives or cars		4				6		1		7
Struck by trains, locomotives or cars:										
At highway crossings						1	4	5	4	6
At stations		1				3	5	2	10	15
At other points along track						3	3		3	3
Other causes		7		4		1	2		8	10
Total		23	1	5		7	19	6	25	44

ACCIDENTS TO PERSONS—STATE OF MAINE—Concluded.

TABLE B.

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

Kind of Accident.	RAILWAY EMPLOYEES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employees.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling traffic...		4						3		7
Handling tools, machinery, etc				31		2		1		34
Handling supplies, etc				9		7		11		27
Getting on or off locomotives or cars at rest								1		1
Other causes		1		3				1	17	21
Total		5		43		9		33	1	90

Kind of Accident.	Passengers.		Postal clerks, express messengers, Pullman employees, etc.		Other persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Getting on or off locomotives or cars at rest				5		
Other causes				4		
Total				9		4

SUMMARY TABLES A AND B.

	Total.	
	Killed.	Injured.
Table A:		
Railway employees	13	59
Passengers		33
Postal clerks, etc	1	5
Other persons	13	44
Table B:		
Railway employees	1	90
Passengers		9
Other persons		4
Grand total	28	234

BRIDGES, TRESTLES, TUNNELS, ETC.—ENTIRE LINE.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone . . .	1	25	5	25	5	25	5	Bridges	19	14	9½
Iron	175	23,410	4	22		1,024	10	Trestles	19		
Wooden . .	9	1,300	3	40	6	376	6	Total	38		
Total . .	185	24,736						Overhead Railway Crossings:			
Trestles:								Bridges	1	15	8
Steel	3	1,048	3	45	3	518		Trestles	2		
Wood	31	8,599	7	23	9	1,331	9	Total	3		

Gauge of track, 4 feet, 8½ inches—395.61 miles.

The "overhead railway crossing" is at Bangor where the track of the Bucksport Branch (Eastern Maine Railway) crosses the European and North American Railway, which is leased to the Maine Central Railroad Company.

Report of bridges, trestles, tunnels, etc., includes leased roads, but does not include the Washington County Railway, which is operated as a separate corporation.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT, INCLUDING LEASED LINES.

Miles of line.	Miles of wire.	OPERATED BY ANOTHER COMPANY.		Name of Operating Company.
		Miles of line.	Miles of wire.	
165.23	175.23	165.23	175.23	Western Union Telegraph Company.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
719.80	6,361.70	Western Union Telegraph Co.	Western Union Telegraph Co.
63.40	63.40	International Telegraph Company	Western Union Telegraph Co.
12.60	50.40	Northern Telegraph Company	Northern Telegraph Co.
57.98	57.98	Commercial Cable Company	Postal Telegraph Cable Co.
38.04	88.27	Postal Telegraph Cable Company	Postal Telegraph Cable Co.
56.00	280.00	Canadian Pacific Telegraph Co.	Canadian Pacific Telegraph Co.

Report of the Monson Railroad Company for the Year Ending June 30, 1905.

[Narrow Gauge—Two Feet.]

HISTORY.

Name of common carrier making this report. Monson Railroad Company.
Date of organization. October 9, 1882.
Organized under the laws of the State of Maine, chapter 51, Revised Statutes.

ORGANIZATION.

Name of Directors.	Post-Office Address.	Date of Expiration of Term.
Chas. J. Wier	Lowell, Mass	June 30, 1906.
Harry W. Waite	80 Broad St., Boston, Mass.	June 30, 1906.
F. H. Crane	Monson, Maine	June 30, 1906.
J. F. Sprague	Monson, Maine	June 30, 1906.
I. P. Wing	Monson, Maine	June 30, 1906.
H. E. Morrill	Monson, Maine	June 30, 1906.
Geo. F. Barnard	113 Devonshire St., Boston, Mass	June 30, 1906.

Total number of stockholders at date of last election, 13.
Date of last meeting of stockholders for election of directors, July 13, 1905.
Post-office address of general office, 103 Central St., Lowell, Mass.
Post-office address of operating office, Monson, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Chas. J. Wier	103 Central Street, Lowell, Mass.
President	Chas. J. Wier	Lowell, Mass.
Secretary	J. F. Sprague	Monson, Maine.
Treasurer	Chas. J. Wier	Lowell, Mass.
Attorney or General Counsel ..	Chas. J. Wier	Lowell, Mass.
General Manager	Chas. J. Wier	Lowell, Mass.
General Superintendent	H. E. Morrill	Monson, Maine.
General Freight and Pass. Agent	H. E. Morrill	Monson, Maine.

PROPERTY OPERATED.

Monson Railroad Company from Monson Junction to Monson, 6.16 miles. Monson Railroad Company, spur from Monson to slate quarries, 2 miles. Total operated, 8.16.

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.

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, 1905.	
Balance—current liabilities..	\$96,124 44	Loans and bills payable..... Matured interest coupons un- paid (including coupons due July 1)	\$9,032 53 87,091 91
Total	\$96,124 44	Total—current liabilities.	\$96,124 44

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$70,000; apportionment to railroads, \$70,000; miles, 8.16; amount per mile of line, \$8,578.

Bonds: Amount outstanding, \$70,000; apportionment to railroads, \$70,000; miles, 8.16; amount per mile of line, \$8,578.

Total: Amount outstanding, \$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, 1904, \$60,886.68; cost to June 30, 1905, \$60,886.68; cost per mile, \$7,461.60.

Equipment: Cost to June 30, 1904, \$17,261.95; cost to June 30, 1905, \$18,839.95; cost per mile, \$2,307.83.

Total cost construction and equipment to June 30, 1904, \$78,123.63; to June 30, 1905, \$79,726.63; cost per mile, \$9,760.44.

INCOME ACCOUNT.

Gross earnings from operation	\$12,783 97	
Less operating expenses.....	8,414 16	
Income from operation		\$4,369 81
Total income		\$4,369 81
Deductions from income:		
Interest on funded debt accrued	\$4,200 00	
Interest on interest-bearing current liabilities, etc....	665 21	
Taxes	91 44	
Total deductions from income.....		\$4,956 65
Deficit.....		\$586 84
Deficit from operations of year ending June 30, 1905.....		\$586 84
Deficit on June 30, 1904		155,887 04
		\$156,473 88
Net deductions for year, not otherwise entered ...		76 07
Deficit on June 30, 1905.....		\$156,397 81

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$2,882 74
Mail			259 50
Express			319 01
Extra baggage and storage.....			151 77
Other items.....			1 00
Total passenger earnings.....			\$3,114 02
Total freight revenue.....			\$9,669 95
Total passenger and freight earnings ...			\$12,783 97
Total gross earnings from operation.....			\$12,783 97

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,529 51
Renewals of ties.....	34 98
Repairs and renewals of fences, road crossings, signs and cattle guards.....	36 61
Repairs and renewals of buildings and fixtures.....	294 41
Total.....	\$1,895 48
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$479 01
Repairs and renewals of passenger cars.....	361 41
Total.....	\$840 42
Conducting transportation:	
Superintendence.....	\$890 00
Engine and roundhouse men.....	1,121 84
Fuel for locomotives.....	970 92
Oil, tallow and waste for locomotives.....	53 84
Train service.....	1,890 85
Station service.....	149 50
Loss and damage.....	42 61
Stationery and printing.....	48 51
Total.....	\$5,170 07
General expenses:	
Salaries of general officers.....	\$300 00
General office expenses and supplies.....	155 19
Insurance.....	50 00
Total.....	\$508 19
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,895 48
Maintenance of equipment.....	840 42
Conducting transportation.....	5,170 07
General expenses.....	508 19
Grand total.....	\$8,414 16

Percentage of expenses to earnings—65.81.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$60,886 68	Cost of road		\$60,886 68		
	17,281 85	Cost of equipment		18,839 95	\$1,578 00	
	1,971 99	Cash and current assets				\$1,971 99
	155,887 04	Profit and loss		156,397 81	510 77	
	\$236,007 66	Grand total		\$236,124 44	\$116 78	
		LIABILITIES.				
	\$70,000 00	Capital stock		\$70,000 00		
	70,000 00	Funded debt		70,000 00		
	96,007 66	Current liabilities		96,144 44	\$116 78	
	\$236,007 66	Grand total		\$236,124 44	\$116 78	

SECURITY FOR FUNDED DEBT.

Mortgage: From Monson and quarries to Monson Junction, 8.16 miles; amount of mortgage per mile of line, \$8,578. All equipment mortgaged. Income and securities not mortgaged.

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	313	\$300 00	\$0 95
Station agents	1	313	149 50	47
Enginemen	1	328	626 49	1 91
Firemen	1	313	495 35	1 58
Conductors	1	313	890 00	2 84
Other trainmen	4	1,200	1,890 85	1 57
Section foremen	1	310	565 70	1 82
Other trackmen	2	411	609 09	1 48
Total (including "general officers")	12	3,188	\$5,226 98	\$1 64
Less "general officers"	1	313		
Total (excluding "general officers")	11	2,875	\$5,226 98	\$1 64
Distribution of above:				
Maintenance of way and structures	3	721	\$1,174 79	\$1 63
Conducting transportation	9	2,467	4,152 19	1 64

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for Number Passengers, Tons, Cars, etc.	COLUMNS FOR REVENUE, AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	5,177			
Number of passengers carried one mile.....	31,890			
Number of passengers carried one mile per mile of road.....	840			
Average distance carried, miles.....	6.16			
Total passenger revenue.....		2,382	74	
Average amount received from each passenger.....			46	025
Average receipts per passenger per mile.....			10	294
Total passenger earnings.....		3,114	02	
Passenger earnings per mile of road.....		381	62	
Passenger earnings per train mile.....			20	760
Freight traffic:				
Number of tons carried of freight earning revenue... ..	12,178			
Number of tons carried one mile.....	99,372			
Number of tons carried one mile per mile of road.....	1,492			
Average distance haul of one ton, miles.....	8.16			
Total freight revenue.....		9,669	95	
Average amount received for each ton of freight.....			79	404
Average receipts per ton per mile.....			09	731
Total freight earnings.....		9,669	95	
Freight earnings per mile of road.....		1,185	04	
Freight earnings per train mile.....			57	904
Total traffic:				
Gross earnings from operation.....		12,783	97	
Gross earnings from operation per mile of road.....		1,566	66	
Gross earnings from operation per train mile.....			76	550
Operating expenses.....		8,414	16	
Operating expenses per mile of road.....		1,031	14	
Operating expenses per train mile.....			50	384
Income from operation.....		4,369	81	
Income from operation per mile of road.....		535	51	
Train mileage:				
Mileage of revenue mixed trains.....	15,000			
Mileage of revenue freight trains.....	1,700			
Total revenue train mileage.....	16,700			

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, 14. Total cars in freight service, 22. Total cars owned and in service, 23.

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

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Maine	6.16	2.00	8.16	.....	.....	8.16

NEW TIES LAID DURING THE YEAR.

Cedar, 299; average price at distributing point, 11.68 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction locomotives: Coal, bituminous, 153.86 tons; wood, hard, 32.75 cords; total fuel consumed, 186.61 tons; miles run, 16,700; average pounds consumed per mile, 22.35. Average cost at distributing point, coal, \$4.51; wood, \$3.65.

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: Northern Telegraph Company; miles of wire, 6.00. Operating company, Monson Railroad Company.

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1905.

[Narrow—2 Feet Gauge.]

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 ADDRESSES OF THE BOARD OF DIRECTORS.

† Calvin Putnam, Danvers, Mass.; Joel Wilbur, Phillips, Me.; Fletcher Pope, Phillips, Me.; Fred N. Beal, Phillips, Me.; Joel H. Bryan, Phillips, Me.; Sidney G. Haley, Phillips, Me.; D. F. 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 20, 1904.

General and operating office, Phillips, Me.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

President, Fletcher Pope, Phillips, Me.; Treasurer, General Freight Agent, General Passenger Agent and General Ticket Agent, D. F. Field, Phillips, Me.; Receiver, Seth M. Carter, Lewiston, Me.; General Superintendent, F. A. Lawton.

January 30, 1905, on petition of the bondholders Seth M. Carter, Esq., of Lewiston, was appointed receiver.

PROPERTY OPERATED.

Phillips and Rangeley Railroad; from Phillips to Rangeley, 28.60 miles.

* Madrid Railroad; from Madrid Station to No. 6, 6.40 miles.

* Eustis Railroad; from Eustis Junction to Berlin Mills Camp, Redington, 15.00 miles. Total, 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, \$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 during year, \$7,500; amount paid during the year, \$3,750.

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 during year, \$2,500; amount paid during year, \$1,250.

Total amount authorized, \$225,000; amount issued and outstanding, \$200,000; cash realized on amount issued, \$178,155; interest accrued during year, \$10,000; amount paid during the year, \$5,000.

* The Madrid Railroad and the Eustis Railroad are operated by this company under an agreement made between the owners of those roads and the Receiver of this road, with the consent of the court. Rental to be determined by the court at the expiration of the receivership.

† Deceased.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$200,000; interest accrued during year, \$10,000; paid, \$5,000.

RECEIVER'S CERTIFICATES.

Date issued.	Amount issued.	Amount outstanding.	PRINCIPAL.		INTEREST.		Rate.
			Amount paid during year.	Amount funded or otherwise disposed of.	Amount accrued during year.	Amount paid during year.	
June 8, 1905	\$2,000 00	\$2,000 00	.....	.....	\$6 11	.....	5%
June 12, 1905	1,000 00	1,000 00	.....	.....	2 50	.....	5%
Total	\$3,000 00	\$3,000 00	.....	.....	\$8 61	.....

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash	\$4,293 43	Receiver's certificates	\$3,000 00
Due from agents	581 34	Loans and bills payable	108,362 80
Due from solvent companies and individuals	5,841 94	Audited vouchers and acc'ts	17,195 72
Net traffic balances due from other companies	1,740 55	Wages and salaries	9,312 97
Total—cash and current assets	\$12,467 26	Matured interest coupons unpaid (including coupons due July 1)	5,000 00
Balance—current liabilities ..	130,404 23	Total—current liabilities ..	\$142,871 49
Total	\$142,871 49		

Materials and supplies on hand, \$3.99.

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, 1904, \$238,934.48; cost to June 30, 1905, \$238,934.48; cost per mile, \$8,354.35.

Equipment: Cost to June 30, 1904, \$57,588.28; cost to June 30, 1905, \$55,588.28; cost per mile, \$1,943.65.

Total cost construction and equipment, etc.: Cost to June 30, 1904, \$296,522.76; cost to June 30, 1905, \$294,522.76; cost per mile, \$10,298.00.

INCOME ACCOUNT.

Gross earnings from operation	\$54,956 31	
Less operating expenses.....	59,826 79	
Deficit		\$4,870 48
Deductions from income:		
Interest on funded debt accrued	\$10,000 00	
Interest on interest-bearing current liabilities, etc	4,970 87	
Taxes.....	352 78	
Total deductions from income.....		15,323 75
Deficit from operations of year ending June 30, 1905		\$20,194 23
Deficit on June 30, 1904		133,318 55
Deficit on June 30, 1905.		\$153,512 78

EARNINGS FROM OPERATION—ENTIRE LINE.

Item	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$10,013 46
Mail			1,412 79
Express			1,664 23
Extra baggage and storage			478 18
Other items.....			
Total passenger earnings.....			\$13,558 66
Total freight revenue			40,980 65
Total passenger and freight earnings			\$54,539 31
Other earnings from operation:			
Car per diem and mileage—balance			357 00
Rents not otherwise provided for			60 00
Total gross earnings from operation.....			\$54,956 31

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$17,797 18
Renewals of rails.....	18 04
Renewals of ties.....	5,118 81
Repairs and renewals of bridges and culverts.....	133 53
Repairs and renewals of fences, road crossings, signs and cattle guards.....	15 59
Repairs and renewals of buildings and fixtures.....	2,762 41
Other expenses.....	2 89
Total.....	\$25,838 45
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,753 40
Repairs and renewals of passenger cars.....	1,753 04
Repairs and renewals of freight cars.....	1,614 64
Repairs and renewals of work cars.....	130 60
Repairs and renewals of shop machinery and tools.....	801 73
Stationery and printing.....	2 50
Other expenses.....	37 50
Total.....	\$6,098 41
Conducting transportation:	
Superintendence.....	\$1,007 80
Engine and roundhouse men.....	5,257 10
Fuel for locomotives.....	8,321 00
Oil, tallow and waste for locomotives.....	264 92
Other supplies for locomotives.....	25 87
Train service.....	5,723 02
Train supplies and expenses.....	359 56
Switchmen, flagmen and watchmen.....	1,538 86
Telegraph expenses.....	54 54
Station service.....	2,162 54
Station supplies.....	140 14
Hire of equipment—balance.....	279 25
Loss and damage.....	83 06
Advertising.....	123 88
Stationery and printing.....	252 45
Other expenses.....	28 45
Total.....	\$25,622 04
General expenses:	
Salaries of general officers.....	\$1,300 00
Salaries of clerks and attendants.....	431 50
General office expenses and supplies.....	216 27
Insurance.....	295 50
Law expenses.....	20 00
Other expenses.....	9 62
Total.....	\$2,272 89
Recapitulation of expenses:	
Maintenance of way and structures.....	\$25,838 45
Maintenance of equipment.....	6,093 41
Conducting transportation.....	25,622 04
General expenses.....	2,272 89
Grand total.....	\$59,826 79

Percentage of expenses to earnings, 1.088.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$238,934 48	Cost of road		\$238,934 48		
	57,588 28	Cost of equipment		55,588 28		\$2,000 00
	3,849 28	Cash and current assets		12,467 26	\$2,617 98	
	478 95	Other assets: Materials and supplies		3 99		474 96
	133,318 55	Profit and loss		153,512 78	20,194 23	
	\$440,169 54	Grand total		\$460,503 79	\$20,337 25	
		LIABILITIES.				
	\$99,400 00	Capital stock		\$99,400 00		
	200,000 00	Funded debt		200,000 00		
	127,505 21	Current liabilities		142,871 49	\$15,366 28	
	3,958 33	Accrued interest on funded debt not yet payable		3,958 33		
	9,306 00	Accrued interest on floating debt not yet paid		14,268 36	4,962 36	
		Accrued interest on receiver's certificates not yet payable		8 61	8 61	
	\$440,169 54	Grand total		\$460,506 79	\$20,337 25	

IMPORTANT CHANGES DURING THE YEAR.

On January 30, 1905, a receiver was appointed in the interest of the bondholders. Since the appointment of the receiver, January 30, 1905, all current expenses have been paid. The only increase in liabilities since that date is represented by "Receiver's Certificates."

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 of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	650	\$2,307 90	\$3 55
General office clerks.....	1	313	431 50	1 38
Station agents.....	5	1,559	2,137 79	1 38
Enginemen.....	8	1,555	3,062 39	1 97
Firemen	10	1,426	1,944 58	1 36
Conductors	6	1,453	2,643 60	1 82
Other trainmen	11	2,432	3,215 17	1 32
Machinists.....	1	361	814 22	2 25
Carpenters.....	4	1,233	2,004 19	1 63
Other shopmen.....	7	1,665	2,989 24	1 79
Section foremen.....	10	2,667	4,166 70	1 57
Other trackmen.....	63	8,662	12,266 68	1 42
Switch tenders, crossing tenders and watchmen	6	1,285	1,658 99	1 29
All other employees and laborers.....	.....	389	716 40	1 84
Total (including "general officers")	135	25,650	\$40,359 35	\$1 57
Less "general officers".....	3	650	2,307 90	3 55
Total (excluding "general officers").....	132	25,000	\$38,051 45	\$1 52
Distribution of above:				
General administration	3	650	\$2,307 90	\$3 55
Maintenance of way and structures	73	11,329	16,433 38	1 45
Maintenance of equipment	12	3,259	5,807 65	1 78
Conducting transportation	47	10,412	15,810 42	1 52

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.....	11,585			
Number of passengers carried one mile.....	292,469			
Number of passengers carried one mile per mile of road.....	5,849			
Average distance carried, miles.....	25.25			
Total passenger revenue.....		10,013	46	
Average amount received from each passenger.....			86	435
Average receipts per passenger per mile.....			63	424
Total passenger earnings.....		13,558	66	
Passenger earnings per mile of road.....		271	17	
Passenger earnings per train mile.....			30	573
Freight traffic:				
Number of tons carried of freight earning revenue....	64,949			
Number of tons carried one mile.....	1,070,209			
Number of tons carried one mile per mile of road.....	21,404			
Average distance haul of one ton, miles.....	16.48			
Total freight revenue.....		40,980	65	
Average amount received for each ton of freight.....			63	097
Average receipts per ton per mile.....			03	829
Total freight earnings.....		40,980	65	
Freight earnings per mile of road.....		819	61	
Freight earnings per train mile.....			87	642
Total traffic:				
Gross earnings from operation.....		54,956	31	
Gross earnings from operation per mile of road.....		1,099	13	
Gross earnings from operation per train mile.....			77	187
Operating expenses.....		59,826	79	
Operating expenses per mile of road.....		1,196	54	
Operating expenses per train mile.....			84	023
Income from operation.....		†4,870	48	
Income from operation per mile of road.....			†97	41
Car mileage, etc.:				
Mileage of passenger cars.....	64,706			
Average number of passenger cars per train mile.....	1.46			
Average number of passengers per train mile.....	6.59			
Average number of freight cars per train mile.....	5.14			
Average number of loaded cars per train mile.....	3.28			
Average number of empty cars per train mile.....	1.86			
Average number of tons of freight per train mile.....	22.89			
Average number of tons of freight per loaded car mile.....	6.98			
Average mileage operated during year.....	50.00			
Train mileage:				
Mileage of revenue passenger trains.....	24,440			
Mileage of revenue mixed trains.....	19,908			
Mileage of revenue freight trains.....	26,851			
Total revenue train mileage.....	71,199			
Mileage of nonrevenue trains.....	7,796			

† Deficit.

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 52,854 tons; received from connecting roads and other carriers, 12,095 tons; total tons, 64,949.

22,408 tons lumber originating on this road and through billed out.

3,587 tons of pulp wood originating on this road and through billed out.

26,782 tons logs for local mills on this road.

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.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger	}	7	7	Eames Vacuum	
Freight.....					
Switching.....					
Total locomotives in service.....		7	7		
Less locomotives leased		3	3		
Total locomotives owned		4	4		
Cars—owned and leased:					
In passenger service—					
First-class cars.....		2	2	Eames Vacuum	2
Combination cars		1	1	Eames Vacuum	1
Baggage, express and postal cars		1	1	Eames Vacuum	1
Total		4	4		
In freight service—					
Box cars		15			
Flat cars		92			
Other cars in freight service.....		14			
Total		121			
In company's service—					
Caboose cars		1			
Other road cars		2			
Total		3			
Total cars in service		128			
Less cars leased.....		25			
Total cars owned.....		103			

Three locomotives and twenty-five flat cars reported as leased are property of the Eustis Railroad Company.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract, etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	28.60	.....	21.40	50.00	.....	50.00

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	28.60	.....	.....	.....	.....	28.60

NEW TIES LAID DURING THE YEAR.

Spruce, 2,123, average price at distributing point, 9 cents.
 Cedar, 17,228, average price at distributing point, 12 cents.
 Hack, 1,333, average price at distributing point, 9 cents.
 Total, 20,684, average price at distributing point, 11.5.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Bituminous coal, 1,642 tons; miles run, 78,995; average pounds consumed per mile, 41.57; average price at distributing point, \$5.00.

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.

Overhead Highway Crossings: Bridges, 1; height of lowest above surface of rail, 16 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, 1905.

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway.

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. The 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 ADDRESSES 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 12, 1905.

Total number of stockholders at date of last election, 75.

Date of last meeting of stockholders for election of directors, September 13, 1904.

Address of general office, Portland, Me.

Address of operating office, Rumford Falls, Me.

NAMES AND BUSINESS ADDRESSES 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.; Assistant Treasurer, Frank H. Bradford, Portland, Me.; Auditor, B. S. Robinson, Portland, 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 R'y.	Rumford Junction	Rumford Falls, Me.	53.58	63.85
Otis Falls Branch.....	Canton	Livermore, Me. . .	10.27	
Maine Central Railroad*.....	Rumford Junction	Lewiston, Me. ....	.....	4.20
Total.....	.....	.....	.....	68.05

* Trackage rights.

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%, amount, 120,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Total number of shares issued and outstanding, 14,000; cash realized, \$1,525,000.

Issued for construction, common: Number of shares issued and outstanding, 6,000.

Total: 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.

Collateral trust: Issued February 1, 1904, due February 1, 1934; amount authorized, issued and outstanding, \$500,000. Interest, rate 4%, payable February 1 and August 1, amount accrued and paid during the year, \$20,000.

Grand total: Amount authorized and issued, \$1,850,000; amount outstanding, \$1,842,000; interest accrued and paid during year, \$72,680.00.

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, \$850,000; interest—amount accrued and paid during year, \$34,000.00.

Total: Amount issued, \$1,850,000; amount outstanding, \$1,842,000, interest, amount accrued and paid during year, \$73,680.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash	\$122,933 25	Audited vouchers and ac- counts, including June pay- roll	\$68,871 27
Notes receivable	196,455 49	Net traffic balances due to other companies	50,550 27
Other cash assets	17,842 41	Miscellaneous, taxes accrued	11,474 31
		Total—current liabilities.	\$130,895 85
		Balance—current assets	206,335 30
Total—cash and current assets	\$337,231 15	Total	\$337,231 15

Materials and supplies on hand, \$54,738.79.

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, \$31,823.

Bonds: Amount outstanding, \$1,842,000; apportionment to railroads, \$1,842,000; amount per mile of line, miles, 63.85, amount, \$28,849.

Total: Amount outstanding, \$3,842,000; apportionment to railroads, 3,842,000; amount per mile of line, miles, 63.85, amount \$60,172.

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, \$1,842,000; total, \$3,842,000; amount per mile of line, miles, 63.85, amount, \$60,172.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1904, \$2,196,589.79; cost to June 30, 1905, \$2,211,094.37; cost per mile, \$34,629.51.

Equipment: Cost to June 30, 1904, \$339,446.79; cost to June 30, 1905, \$339,446.79; cost per mile, \$5,316.31.

Total cost construction, equipment, etc.: Cost to June 30, 1904, \$2,536,036.58; cost to June 30, 1905, \$2,550,541.16; cost per mile, \$39,945.82.

INCOME ACCOUNT.

Gross earnings from operation.....	\$658,663 39	
Less operating expenses.....	377,953 43	
Income from operation.....		\$280,709 96
Dividends or stocks owned.....	\$222 00	
Interest on bonds owned.....	53 630 00	
Miscellaneous income.....	10,602 49	
Income from other sources.....		64,454 49
Total income.....		\$345,164 45
Deductions from income:		
Interest on funded debt accrued.....	\$73,680 00	
Interest on interest-bearing current liabilities.....	766 66	
Taxes.....	25,045 12	
Other deductions, sinking funds.....	21,666 66	
Total deductions from income.....		121,158 44
Net income.....		\$224,006 01
Dividends, 6 per cent, common stock.....		120,000 00
Surplus from operations of year ending June 30, 1905.....		\$104,006 01
Surplus on June 30, 1904.....		659,154 68
		\$763,160 69
Deductions for year.....		4,143 46
Surplus on June 30, 1905.....		\$759,017 23

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$116,085 03
Mail			6,724 48
Express			8,855 42
Extra baggage and storage.....			1,493 50
Other items.....			1,438 55
Total passenger earnings.....			\$134,596 98
Total freight revenue.....			\$501,898 84
Other items.....			13,943 70
Total freight earnings			\$515,842 54
Total passenger and freight earnings.....			\$650,439 52
Other earnings from operation:			
Rents from tracks, yards and terminals			\$1,200 00
Other sources.....			7,023 87
Total gross earnings from operation.....			\$658,663 39

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate %.	Income or dividend received.	Valuation.
Rumford Falls and Rangeley Lakes R. R. Co. common.....	\$210,000 00			\$65,600 00
Other Stocks.				
International Paper Company, preferred.....	\$3,700 00		\$222 00	\$2,339 00
Oxford Paper Company.....	700,000 00			700,000 00
Total	\$703,700 00		\$222 00	\$702,339 00
Grand total	\$913,700 00		\$222 00	\$767,939 00

BONDS OWNED.

RAILWAY BONDS.	Total par value.	Rate-%.	Income or interest received.	valuation.
Rumford Falls and Rangeley Lakes R. R. Co	\$210,000 00	4	\$8,150 00	\$189,000 00
OTHER BONDS.				
Oxford Paper Company.....	\$666,000 00	5	\$33,300 00	\$632,700 00
International Paper Company, debenture	183,000 00	6	10,980 00	183,000 00
International Paper Company, 1st mortgage	20,000 00	6	1,200 00	20,000 00
Total	\$869,000 00	..	\$45,480 00	\$835,700 00
Grand total.....	\$1,079,000 00	..	\$53,630 00	\$1,024,700 00

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.....	\$9,635 79	\$1,042 87	\$8,592 92
Other sources.....	2,091 34	.....	2,091 34
Rent of real estate.....	468 50	550 27	*81 27
Total.....	\$12,195 63	\$1,593 14	\$10,602 49

* Deficit.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$47,837 54
Renewals of rails.....	12,355 09
Renewals of ties.....	13,205 03
Repairs and renewals of bridges and culverts.....	6,662 72
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,520 56
Repairs and renewals of buildings and fixtures.....	21,983 19
Repairs and renewals of telegraph.....	1,048 42
Stationery and printing.....	123 47
Other expenses.....	329 58
Total	\$105,065 60
Maintenance of equipment:	
Superintendence.....	\$2,351 55
Repairs and renewals of locomotives.....	29,100 92
Repairs and renewals of passenger cars.....	8,546 42
Repairs and renewals of freight cars.....	29,337 35
Repairs and renewals of work cars.....	5,326 68
Repairs and renewals of shop machinery and tools.....	1,291 24
Stationery and printing.....	150 14
Other expenses.....	1,176 80
Total	\$77,341 15
Conducting transportation:	
Superintendence.....	\$5,830 36
Engine and roundhouse men.....	18,402 75
Fuel for locomotives.....	48,792 98
Water supply for locomotives.....	1,642 58
Oil, tallow and waste for locomotives.....	1,121 37
Other supplies for locomotives.....	384 98
Train service.....	13,413 05
Train supplies and expenses.....	2,117 74
Switchmen, flagmen and watchmen.....	8,178 17
Telegraph expenses.....	4,926 95
Station service.....	17,114 51
Station supplies.....	3,263 91
Car per diem and mileage—balance.....	24,856 44
Hire of equipment—balance.....	328 47
Loss and damage.....	1,961 79
Injuries to persons.....	1,992 44
Clearing wrecks.....	147 39
Advertising.....	3,764 90
Outside agencies.....	100 00
Rents for tracks, yards and terminals.....	4,000 00
Rents of buildings and other property.....	1,195 01
Stationery and printing.....	3,263 41
Other expenses.....	121 23
Total	\$166,920 43
General expenses:	
Salaries of general officers.....	\$8,666 66
Salaries of clerks and attendants.....	10,423 87
General office expenses and supplies.....	1,983 61
Insurance.....	4,728 00
Law expenses.....	791 83
Stationery and printing (general offices).....	1,450 92
Other expenses.....	581 36
Total	\$28,626 25
Recapitulation of expenses:	
Maintenance of way and structures.....	\$105,065 60
Maintenance of equipment.....	77,341 15
Conducting transportation.....	166,920 43
General expenses.....	28,626 25
Grand total	\$377,953 43

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 R. R. Company	Between Rumford Junct. and Lewis- ton, 4.20 miles....	Maine Central Rail- road Company.....		\$4,000 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,196,589 79	Cost of road		\$2,211,094 37	\$14,504 58	
	339,446 79	Cost of equipment		339,446 79		
	765,939 00	Stocks owned.....		767,939 00	2,000 00	
	1,006,700 00	Bonds owned		1,024,700 00	18,000 00	
	24,936 32	Lands and build- ings owned		32,542 98	7,606 66	
	274,841 65	Cash and current assets.....		337,231 15	62,389 50	
	52,072 14	Other assets: Materials and supplies		54,738 79	2,666 65	
	59,997 22	Sinking fund....		84,421 78	24,424 56	
	\$4,720,522 91	Grand total ...		\$4,852,114 86	\$131,591 95	
		LIABILITIES.				
	\$2,000,000 00	Capital stock.....		\$2,000,000 00		
	1,842,000 00	Funded debt		1,842,000 00		
	138,591 01	Current liabilities		130,895 85		\$7,695 16
	20,780 00	Accrued interest on funded debt not yet payable.		20,780 00		
	59,997 22	Sinking funds for redemption of bonds.....		84,421 78	\$24,424 56	
	659,154 68	Contingent fund..		15,000 00	15,000 00	
		Profit and loss		759,017 23	99,862 55	
	\$4,720,522 91	Grand total ...		\$4,852,114 86	\$131,591 95	

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	\$15,536

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	939	\$6,500 00	\$6 92
Other officers	6	1,792	9,210 82	5 14
General office clerks.....	29	8,496	15,678 61	1 85
Station agents	22	6,697	9,693 60	1 45
Other station men.....	26	7,275	10,155 49	1 40
Enginemen.....	9	3,030	8,735 15	2 88
Firemen	12	3,530	6,473 25	1 83
Conductors	10	2,982	7,784 85	2 61
Other trainmen	24	6,977	12,380 65	1 77
Machinists	3	1,625	4,018 40	2 47
Carpenters	3	1,341	2,780 25	2 07
Other shopmen	14	4,263	7,877 60	1 85
Section foremen	14	4,387	7,826 50	1 78
Other trackmen.....	47	12,488	17,032 55	1 36
Switch tenders, crossing tenders and watchmen	10	3,283	4,690 55	1 43
Telegraph operators and dispatchers	3	953	2,154 40	2 26
All other employees and laborers	72	9,898	15,540 25	1 57
Total (including "general officers")—Maine	307	79,956	\$148,532 92	\$1 86
Less "general officers".....	3	939	6,500 00	6 92
Total (excluding "general officers")--Maine	304	79,017	\$142,032 92	\$1 80
Distribution of above:				
General administration.....	35	10,753	\$25,141 72	\$2 34
Maintenance of way and structures	125	24,389	39,683 65	1 63
Maintenance of equipment	30	9,774	19,222 95	1 97
Conducting transportation	117	35,040	64,484 60	1 84

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for Number passengers, tonnage, car miles, number cars, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents. Mills.
Passenger traffic:			
Number of passengers carried earning revenue	179,637		
Number of passengers carried one mile.....	4,624,073		
Number of passengers carried one mile per mile of road	67,951		
Average distance carried, miles.....	25.74		
Total passenger revenue.....		116,085	03
Average amount received from each passenger			64
Average receipts per passenger per mile.....			02
Total passenger earnings.....		134,586	98
Passenger earnings per mile of road.....			1,977
Passenger earnings per train mile.....			1 33 784
Freight traffic:			
Number of tons carried of freight earning revenue....	808,187		
Number of tons carried one mile	26,975,261		
Number of tons carried one mile per mile of road	396,404		
Average distance haul of one ton, miles	33.38		
Total freight revenue.....		501,898	84
Average amount received for each ton of freight			62
Average receipts per ton per mile.....			01
Total freight earnings.....		515,842	54
Freight earnings per mile of road.....			7,580
Freight earnings per train mile.....			5 67 078
Total traffic:			
Gross earnings from operation.....		658,603	39
Gross earnings from operation per mile of road			9,679
Gross earnings from operation per train mile			3 43
Operating expenses		377,953	43
Operating expenses per mile of road.....			5,554
Operating expenses per train mile.....			1 97
Income from operation		280,709	96
Income from operation per mile of road.....			4,125
Car mileage, etc.:			
Mileage of passenger cars	227,139		
Average number of passenger cars per train mile	2.26		
Average number of passengers per train mile	46		
Mileage of loaded freight cars—north or east	829,666		
Mileage of loaded freight cars—south or west	665,618		
Mileage of empty freight cars—north or east.....	153,191		
Mileage of empty freight cars—south or west.....	270,156		
Average number of freight cars per train mile.....	22.19		
Average number of loaded cars per train mile.....	16.44		
Average number of empty cars per train mile.....	5.75		
Average number of tons of freight per train mile.....	296.55		
Average number of tons of freight per loaded car mile	18.04		
Average mileage operated during year	68.05		
Train mileage:			
Mileage of revenue passenger trains.....	100,608		
Mileage of revenue freight trains.....	90,965		
Total revenue train mileage.....	191,573		
Mileage of nonrevenue trains	25,187		

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain.....	975	15,699	16,674	} 3.50
Flour.....				
Hay.....	490	1,010	1,500	
Fruit and vegetables.....	7,391	2,704	10,095	
Products of Animals:				
Live stock.....	675	143	818	} .64
Dressed meats.....	10	1,019	1,029	
Other packing-house products.....	21	9	30	
Hides and leather.....	250	562	812	
Cream.....	2,515		2,515	
Products of Mines:				
Anthracite coal.....	828	11,566	12,394	} 22.05
Bituminous coal.....	812	145,636	146,448	
Ores.....		128	128	
Stone, sand and other like articles.....	119	972	1,091	
Clay and sulphur.....	158	18,017	18,175	
Products of Forests:				
Lumber.....	51,008	17,357	68,365	8.46
Pulp and pulp wood.....	252,861	73,555	326,416	40.39
Bark.....	356	200	556	.07
Manufactures:				
Iron, pig and bloom.....	763	636	1,399	} 19.82
Iron and steel rails.....		162	162	
Other castings and machinery.....	809	1,726	2,535	
Bar and sheet metal.....		152	152	
Cement, brick and lime.....	2,335	15,191	17,526	
Agricultural implements.....	14	26	40	
Wagons, carriages, tools, etc.....	152	52	204	
Household goods and furniture.....	141	824	965	
Paper.....	133,475	3,752	137,227	
Merchandise:				
Boots and shoes.....	7,448	15,498	22,946	} 5.07
Chemicals.....	28	42	70	
	819	8,679	9,498	
Miscellaneous:				
Other commodities not mentioned above.....	2,345	6,072	8,417	
Total tonnage—Entire line.....	466,798	341,389	808,187	100.00

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.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....		4	4	Westinghouse .	4
Freight.....		8	8	Westinghouse .	8
Switching.....	1	2	1	Westinghouse .	2
Total locomotives owned and in service.....	1	14	13	.....	14
Cars—owned and leased:					
In passenger service—					
First-class cars		6	6	Westinghouse .	6
Combination cars.....		2	2	Westinghouse .	2
Baggage, express and postal cars		2	2	Westinghouse .	2
Total		10	10	.....	10
In freight service—					
Box cars.....		73	73	Westinghouse .	73
Flat cars	25	115	85	Westinghouse .	115
Stock cars.....		1	1	Westinghouse .	1
Coal cars.....		50	50	Westinghouse .	50
Bark cars		3	3	.....	3
Other cars in freight service.....		40	40	.....	40
Total	25	282	249	.....	282
In company's service—					
Derrick cars		1	1	Westinghouse .	1
Caboose cars		6	6	Westinghouse .	6
Other road cars		23	6	Westinghouse .	19
Cinder cars		2	1	Westinghouse .	2
Total		32	8	.....	28
Total cars owned and in service..	25	324	267	.....	320

PORTLAND AND RUMFORD FALLS RAILWAY.

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.	Bran's and spurs.							Iron.	Steel.
Miles of single track.....	53.58	10.27	4.20	.....	.....	.....	68.05	.....	.....	63.85
Miles of yard track and sidings.....	22.08	7.12	.....	.....	.....	.....	29.20	2.04	.....	29.20
Total mileage operated (all tracks) ...	75.66	17.39	4.20	.....	.....	.....	97.25	2.04	.....	93.05

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK.)

Maine	53.58	10.27	63.85	63.85
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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel.....	337	80	32 51	Cedar	23,948	34.10
				Hack		
				Oak		
				Hemlock.....		

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		2,751.96		21.62	2,762.73	102,653	53.83
Freight		7,130.97		52.63	7,157.28	95,665	149.63
Switching		2,348.78		18.38	2,377.97	63,772	74.58
Construction		587.59		5.12	590.16	22,019	53.60
Total		12,839.30		97.75	12,888.17	284,109	90.73
Average cost at distributing point		\$3.87		\$2.04			

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Trainmen: Injured—coupling or uncoupling, 1; other causes, 1. Total trainmen 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.

Trackmen: Injured—handling tools, machinery, etc., 3; other causes, 1.

Total injured, 7.

BRIDGES, TRESTLES, TUNNELS, ETC.—ENTIRE LINE.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone, rail covers	9	84	0	6	0	12	0	Trestles	1	20	0
Stone and concrete..	6	165	0	6	0	72	0				
Iron and steel..	18	1,590	2	13	0	609	2				
Wooden.	2	81	0	10	0	71	0				
Total..	35	1,920	2								
Trestles...	1	540	0	540	0	540	0				

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, 1905.

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 ADDRESSES OF THE 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.; Chas. D. Brown, Boston, Mass.; Fred E. Richards, Portland, Me.; George D. Bisbee, Rumford Falls, Me.; R. C. Bradford, Portland, Me.; Harry E. Plummer, Lisbon Falls, Me. Term expires September 12, 1904.

Total number of stockholders at date of last election, 26.

Date of last meeting of stockholders for election of directors, September 12, 1905.

Address of general office, Portland, Me.

Address of operating office, Rumford Falls, Me.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Hugh J. Chisholm, Portland, Me.; Vice-President, Waldo Pettengill, Rumford Falls, Me.; Clerk, Treasurer and Traffic Manager, R. C. Bradford, Portland, Me.; Assistant Treasurer, Frank H. Bradford, Portland, Me.; Auditor, B. S. Robinson, Portland, 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....	Oquossoc		35.99
Portland and Rumford Falls Railway	Passenger station Rumford Falls..	R. F. & R. L. bridge over Androscoggin river		
Total				37.41

PROPERTY LEASED OR OTHERWISE CONTROLLED.

In May, 1899, the Portland and Rumford Falls Railway acquired by purchase a controlling interest in the capital stock of this company.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common	3,000	\$100	\$300,000 00	\$300,000 00		
Optional whether common or preferred	2,000	100	200,000 00			
Total	5,000	\$100	\$500,000 00	\$300,000 00		
Manner of Payment for Capital Stock.						
Issued for cash:						
Common					3,000	\$300,000 00
			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Rate—%.	INTEREST.	
	Date of issue.	When due.					When payable.	Amount accrued during year.
Forty year gold cons...	Oct. 1 1897	Oct. 1 1937	\$400,000	\$400,000	\$400,000	5 Apr. 1. Oct. 1.		\$20,000
Twenty year mortgage...	Nov. 2 1903	Nov. 2 1923	300,000	278,000	278,000	4 Nov. 2. May 2.	11,120	11,120
Grand total...			\$700,000	\$678,000	\$678,000		\$31,120	\$31,120

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$678,000 00	\$678,000 00	\$31,120 00	\$31,120 00
Total	\$678,000 00	\$678,000 00	\$31,120 00	\$31,120 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash	\$7,786 66	Audited vouchers and ac- counts, including June pay roll	\$18,359 13
Due from agents	713 00	Miscellaneous (Taxes ac- crued)	977 18
Due from solvent companies and individuals	21,981 34	Total—current liabilities.	\$19,336 31
Net traffic balances due from other companies	32,336 66	Balance—cash assets	43,481 35
Total—cash and current assets	\$62,817 66	Total	\$62,817 66

Materials and supplies on hand, \$25,219.92.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$300,000 00	\$300,000 00	.....	35.99	\$8,336
Bonds.....	678,000 00	678,000 00	.....	35.99	18,838
Total.....	\$978,000 00	\$978,000 00	.....	35.99	\$27,174

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Rumford Falls and Rangeley Lakes Railroad Company....	\$300,000 00	\$678,000 00	\$978,000 00	35.99	\$27,174

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Total cost to June 30, 1904, \$881,982.22; total cost to June 30, 1905, \$869,020.98; cost per mile, \$24,146.17.

Equipment: Total cost to June 30, 1904, \$93,234.17; total cost to June 30, 1905, \$93,234.17; cost per mile, \$2,590.56.

Total cost construction, equipment, etc.: To June 30, 1904, \$975,216.39; to June 30, 1905, \$962,255.15; cost per mile, \$26,736.73.

INCOME ACCOUNT.

Gross earnings from operation.....	\$132,425 58	
Less operating expenses.....	88,598 71	
Income from operation.....		\$43,826 87
Miscellaneous income.....		838 34
Total income.....		\$44,665 21
Deductions from income:		
Interest on funded debt accrued.....	\$31,120 00	
Interest on interest-bearing current liabilities.....	249 83	
Taxes.....	2,338 06	
Other deductions, sinking fund payments.....	3,000 00	
Total deductions from income.....		\$36,707 89
Net income.....		\$7,957 32
Surplus from operations of year ending June 30, 1905.....		\$7,957 32
Surplus on June 30, 1904.....		33,226 78
		\$41,184 10
Deductions for year.....		928 84
Surplus on June 30, 1905.....		\$40,255 26

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$28,992 09
Mail.....			1,606 08
Express.....			1,912 06
Other items.....			35 00
Total passenger earnings.....			\$32,545 83
Total freight earnings.....			\$98,053 47
Total passenger and freight earnings.....			\$130,599 30
Other earnings from operation:			
Other sources.....			\$1,826 28
Total gross earnings from operation.....			\$132,425 58

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
Income from real estate.....	\$214 35	\$36 47	\$177 88
Other sources.....	672 23	11 77	660 46
Total.....	\$886 58	\$48 24	\$838 34

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$19,376 97
Renewals of rails.....	8,683 25
Renewals of ties.....	3,510 47
Repairs and renewals of bridges and culverts.....	6,597 11
Repairs and renewals of fences, road crossings, signs and cattle guards.....	220 63
Repairs and renewals of buildings and fixtures.....	1,314 56
Repairs and renewals of telegraph.....	594 00
Stationery and printing.....	27 71
Other expenses.....	42 71
Total	\$35,367 41
Maintenance of equipment:	
Superintendence.....	\$23 25
Repairs and renewals of locomotives.....	4,878 69
Repairs and renewals of passenger cars.....	919 83
Repairs and renewals of freight cars.....	5,981 55
Repairs and renewals of work cars.....	2,244 42
Repairs and renewals of shop machinery and tools.....	9 86
Stationery and printing.....	2 25
Other expenses.....	56
Total	\$14,060 41
Conducting transportation:	
Engine and roundhouse men.....	\$3,977 43
Fuel for locomotives.....	16,134 29
Water supply for locomotives.....	214 96
Oil, tallow and waste for locomotives.....	359 75
Other supplies for locomotives.....	51 23
Train service.....	3,515 68
Train supplies and expenses.....	481 29
Telegraph expenses.....	222 42
Station service.....	2,661 76
Station supplies.....	733 78
Car per diem and mileage—balance.....	3,314 99
Loss and damage.....	122 82
Injuries to persons.....	75
Clearing wrecks.....	163 64
Advertising.....	24 16
Rents for tracks, yards and terminals.....	1,200 00
Stationery and printing.....	264 53
Other expenses.....	5 83
Total	\$33,449 31
General expenses:	
Salaries of general officers.....	\$1,600 00
Salaries of clerks and attendants.....	2,584 10
General office expenses and supplies.....	41 96
Insurance.....	1,213 65
Law expenses.....	40 50
Stationery and printing (general offices).....	138 37
Other expenses.....	103 00
Total	\$5,721 58
Recapitulation of expenses:	
Maintenance of way and structures.....	\$35,367 41
Maintenance of equipment.....	14,060 41
Conducting transportation.....	33,449 31
General expenses.....	5,721 58
Grand total	\$88,598 71

Percentage of expenses to earnings—66.90.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Leased of Portland and Rumford Falls Railway at Rumford Falls, \$1,200.

RUMFORD FALLS AND RANGELEY LAKES RAILROAD. 173

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$881,982 22	Cost of road.....		\$869,020 98		\$12,961 24
	93,234 17	Cost of equipment.....		93,234 17		
	4,152 17	Lands owned.....		4,152 17		
	44,307 43	Cash and current assets.....		62,817 66	\$18,510 23	
	18,983 44	Other assets:				
		Materials and supplies.....		25,219 92	6,236 48	
	6,236 47	Sinking fund.....		9,579 16	3,342 69	
	\$1,048,895 90	Grand total ...		\$1,064,024 06	\$15,128 16	
		LIABILITIES.				
	\$300,000 00	Capital stock.....		\$300,000 00		
	683,155 75	Funded debt.....		678,000 00		\$5,155 75
	8,423 57	Current liabilities.....		19,336 31	9,912 74	
	6,553 33	Accrued interest on funded debt not yet payable.....		6,553 33		
	6,236 47	Sinking funds for redemption of bonds.....		9,579 16	3,342 69	
	6,000 00	Improvem't fund.....		6,000 00		
	4,000 00	Equipment fund.....		4,000 00		
	33,226 78	Profit and loss.....		40,255 26	7,028 48	
	\$1,048,895 90	Grand total ...		\$1,064,024 06	\$15,128 16	

IMPORTANT CHANGES DURING THE YEAR.

During the current fiscal year the track extending from Houghton to Township E, a distance of 4.31 miles was taken up and the value of the material released credited to construction account.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Rumford Falls and Rangeley Lakes R. R. Co. cons. 40 year mortgage gold sinking fund bond dated Oct. 1, 1897	{ Rumford Falls.	Bemis	27.00	} \$12,775
	{ Houghton	Township E.....	4.31	
Rumford Falls and Rangeley Lakes Railroad Co. 20 year mortgage bond dated Nov. 2, 1903.....			31.31	} \$6,898
	{ *Rumford Falls.	Bemis	27.00	
	{ †Houghton.....	Township E.....	4.31	
	{ ‡Bemis	Oquossoc.....	8.99	
			40.30	

* Second mortgage.

† Second mortgage.

‡ First mortgage.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	626	\$1,600 00	\$2 56
Other officers	3			
General office clerks	4	1,252	2,584 10	2 06
Station agents	7	2,218	2,398 40	1 08
Other station men	2	251	288 25	1 15
Enginemen	2	686	1,815 55	2 65
Firemen	3	777	1,328 10	1 71
Conductors	2	710	1,661 80	2 34
Other trainmen	4	1,252	2,114 95	1 69
Machinists	2	581	1,440 45	2 48
Carpenters	1	605	1,269 40	2 10
Other shopmen	3	1,556	3,007 60	1 93
Section foremen	9	2,976	5,208 00	1 75
Other trackmen	24	6,825	9,215 85	1 35
Switch tenders, crossing tenders and watchmen	1	518	792 15	1 53
All other employees and laborers	15	3,814	6,506 75	1 71
Total (including "general officers")	81	24,647	\$41,231 35	\$1 67
Less "general officers"	2	626	1,600 00	2 56
Total (excluding "general officers")	79	24,021	\$39,631 35	\$1 65
Distribution of above:				
General administration	6	1,878	\$4,184 10	\$2 23
Maintenance of way and structures	47	13,440	26,699 60	1 54
Maintenance of equipment	7	2,885	5,904 75	2 05
Conducting transportation	21	6,444	10,442 90	1 62

Services performed by officials of Portland and Rumford Falls Railway, for which the Rumford Falls and Rangeley Lakes Railroad Company pay \$1,600 per annum. It is estimated that the time is equivalent to that of two men.

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	28,152			
Number of passengers carried one mile.....	687,777			
Number of passengers carried one mile per mile of road.....	18,385			
Average distance carried, miles.....	24.43			
Total passenger revenue.....		28,992	09	
Average amount received from each passenger.....			1	02 984
Average receipts per passenger per mile.....				04 215
Total passenger earnings.....		32,545	83	
Passenger earnings per mile of road.....		869	98	
Passenger earnings per train mile.....		1	00	905
Freight traffic:				
Number of tons carried of freight earning revenue.....	158,582			
Number of tons carried one mile.....	4,034,545			
Number of tons carried one mile per mile of road.....	107,846			
Average distance haul of one ton, miles.....	25.44			
Total freight revenue.....		98,053	47	
Average amount received for each ton of freight.....			61	831
Average receipts per ton per mile.....			02	433
Total freight earnings.....		98,053	47	
Freight earnings per mile of road.....		2,621	05	
Freight earnings per train mile.....		2	30	167
Total traffic:				
Gross earnings from operation.....		132,425	58	
Gross earnings from operation per mile of road.....		3,539	84	
Gross earnings from operation per train mile.....			2	15 740
Operating expenses.....		88,598	71	
Operating expenses per mile of road.....		2,368	32	
Operating expenses per train mile.....			1	44 340
Income from operation.....		43,826	87	
Income from operation per mile of road.....		1,171	53	
Car mileage, etc.:				
Mileage of passenger cars.....	80,297			
Average number of passenger cars per train mile.....	2.49			
Average number of passengers per train mile.....	21			
Average number of freight cars per train mile.....	9.45			
Average number of loaded cars per train mile.....	5.11			
Average number of empty cars per train mile.....	4.34			
Average number of tons of freight per train mile.....	94.71			
Average number of tons of freight per loaded car mile.....	18.55			
Average mileage operated during year.....	37.41			
Train mileage:				
Mileage of revenue passenger trains.....	18,781			
Mileage of revenue mixed trains.....	13,505			
Mileage of revenue freight trains.....	29,096			
Total revenue train mileage.....	61,382			
Mileage of nonrevenue trains.....	5,525			

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain	463	1,175	1,638	} 1.40
Hay	320	198	518	
Fruit and vegetables	59	16	75	
Products of Animals:				
Live stock	341	35	376	} .27
Dressed meats	44		44	
Hides and leather	1		1	
Products of Mines:				
Anthracite coal		676	676	} .93
Bituminous coal		798	798	
Products of Forests:				
Lumber	40,797	162	40,959	25.83
Pulp wood	108,251		108,251	68.26
Cord and waste wood	1,486		1,486	.94
Manufactures:				
Iron, pig and bloom	3		3	} .29
Iron and steel rails	6		6	
Other castings and machinery		39	39	
Cement, brick and lime	3	61	64	
Wagons, carriages, tools, etc.	22		22	
Household goods and furniture	11	267	278	
Wooden goods	48		49	
Merchandise	1,040	2,233	3,273	
Miscellaneous:				
Other commodities not mentioned above	26		26	2.08
Total tonnage	152,922	5,660	158,582	100

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.
			Number.	Name.	
Locomotives—owned and leased:					
Freight.....		4	2	Westinghouse	4
Total locomotives owned and in service		4	2		4
Cars—owned and leased:					
In passenger service—					
First-class cars.....		1	1	Westinghouse	1
Combination cars.....		1	1	Westinghouse	1
Total.....		2	2		2
In freight service—					
Flat cars.....		33			33
Logging trucks (basis 8 wheels).....		97			
Total.....		130			33
In company's service—					
Derrick cars.....		1			1
Caboose cars.....		2			2
Other road cars.....		5	1	Westinghouse	5
Total.....		8	1		8
Total cars owned and in service.....		140	3		43

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	35.99	.....	1.42	37.41	.....	.....	35.99
Miles of yard track and sidings.	10.22	.....	.....	10.22	.09	.....	10.22
Total mileage operated (all tracks).....	46.21	.....	1.42	47.63	.09	.....	46.21

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.....	35.99	.....	35.99	.....	.....	35.99

NEW TIES LAID DURING THE YEAR.

Cedar, hackmatack, hemlock, oak, 6,908; average price, 39.679 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.....	677.54	.....	3.62	679.35	18,965	71.64
Freight.....	2,186.73	.....	15.63	2,194.60	46,953	93.43
Switching.....	344.67	.....	2.88	346.11	6,784	119.68
Construction.....	167.80	.....	1.37	168.49	5,215	64.62
Total.....	3,376.80	.....	23.50	3,388.55	76,917	88.11
Average cost at distributing point.....	\$5.07	.....	\$2.06	.....	.....	.....

ACCIDENT.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Trainmen: Other causes—injured, 1.

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

Trackmen: Handling tools, machinery, etc.—injured, 1.

Other persons: Other causes—injured, 1.

Total injured, 3.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.					
Bridges:						Overhead Highway Crossings:		
Stone and rail covers ..	2	13		9	9	Bridges		
Stone and concrete....	1	6		6	6	Conduits		
Iron and steel	4	564	6	50	350	Trestles		
Wooden	16	302	9	3	67	Total		
Total .	23	891	3			Overhead Railway Crossings:		
Trestles ..	6	481	4	28	154	Bridges		
						Conduits		
						Trestles		
						Total		

Gauge of track, 4 feet, 8½ inches—35.99 miles.

TELEGRAPH.

OWNED AND OPERATED BY COMPANY MAKING THIS REPORT.

Miles of line, 37; miles of wire, 74.

**Report of the Sandy River Railroad Company for the Year
Ending June 30, 1905.**

[Narrow—2 Feet Gauge.]

HISTORY.

Name of common carrier making this report. Sandy River Railroad Company.
Date of organization. April 8, 1879.
Organized under the laws of the State of Maine, chapter 120, sections one and two, Public Laws of 1878.

NAMES AND ADDRESSES OF THE BOARD OF DIRECTORS.

Weston Lewis, Josiah S. Maxcy, * P. H. Winslow, all of Gardiner, Me. Term expires November 13, 1905.

Total number of stockholders at date of last election, 3.
Date of last meeting of stockholders for election of directors, November 16, 1904.
Address of general and operating office, Gardiner, Me.

NAMES AND BUSINESS ADDRESSES OF THE 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; par value of shares, \$100; par value authorized and amount outstanding, \$100,000; dividends declared during the year, rate 4%, amount, \$4,000.

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 outstanding, 309.

Total: Number of shares issued and outstanding, 1,000; cash realized, \$69,100.

* Deceased.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage bonds.....	1885.	1915.	\$100,000	\$100,000	\$100,000	\$100,000	5	March & Sept ..	\$5,000	\$5,000
Consolidated mortgage bonds.....	1896.	1921.	200,000	200,000	200,000	200,000	5	Jan. and July ..	10,000	10,000
Total mortgage bonds.....	.....	.....	\$300,000	\$300,000	\$300,000	\$300,000			\$15,000	\$15,000

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$300,000; interest, amount 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, 1905.	
Cash.....	\$5,470 84	Loans and bills payable.....	\$35,000 00
Due from agents.....	1,828 34	Audited vouchers and accounts.....	2,112 14
Due from solvent companies and individuals.....	1,603 95	Wages and salaries.....	955 49
Net traffic balances due from other companies.....	2,279 54	Dividends not called for.....	1,000 00
Other cash assets.....	16,173 32	Matured interest coupons unpaid (including coupons due July 1).....	5,000 00
Total—cash and current assets.....	\$27,155 99		
Balance—current liabilities..	16,911 64		
Total.....	\$44,067 63	Total—current liabilities.	\$44,067 63

Materials and supplies on hand, \$680.00.

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. 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, \$22,223.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Total cost to June 30, 1904, \$222,337.14; charged to construction or equipment during the year, \$54.75; total cost to June 30, 1905, \$222,391.89; cost per mile, \$12,355.11.

Equipment: Total cost to June 30, 1904, \$77,204.68; total cost to June 30, 1905, \$77,204.68; cost per mile, \$4,289.15.

Grand total cost construction, equipment, etc., to June 30, 1904, \$299,541.82; to June 30, 1905, \$299,596.57; cost per mile, \$16,644.25.

Expenditures during the year included in operating expenses, construction, \$1,430.26; equipment, \$630.21.

INCOME ACCOUNT.

Gross earnings from operation	\$67,710 39	
Less operating expenses.....	42,599 71	
Income from operation		\$25,110 68
Interest on bonds owned.....	\$1,250 00	
Miscellaneous income, less expenses	145 00	1,385 00
Total income		\$26,505 68
Deductions from income:		
Interest on funded debt accrued	\$15,000 00	
Interest on interest-bearing current liabilities, accrued, not otherwise provided for	1,475 65	
Taxes	1,257 26	
Total deductions from income.....		\$17,732 91
Net income		\$8,772 77
Dividends, 4 per cent, common stock.....		4,000 00
Surplus from operations of year ending June 30, 1905.....		\$4,772 77
Deficit on June 30, 1904		77,084 86
Deficit on June 30, 1905.....		\$72,312 09

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$18,436 40		
Less repayments—			
Tickets redeemed.....		\$11 90	
Total passenger revenue			\$18,424 50
Mail.....			1,335 84
Express.....			2,524 75
Extra baggage and storage			212 72
Other items.....			354 15
Total passenger earnings.....			\$22,851 96
Freight:			
Freight revenue.....	\$45,123 02		
Less repayments.....		\$264 59	
Total freight revenue			44,858 43
Total passenger and freight earnings			\$67,710 39
Total gross earnings from operation.....			\$67,710 39

STOCKS OWNED.

Kingfield and Dead River Railroad Company, total par value, \$4,500; valuation, \$4,500.

BONDS OWNED.

Phillips and Rangeley Railroad Company; second mortgage bonds, total par value, \$50,000; 5%; interest received, \$1,250; valuation, \$41,565.20.

MISCELLANEOUS INCOME.

Old iron sold, \$145.00.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$6,029 73
Renewals of rails.....	700 00
Renewals of ties.....	1,040 68
Repairs and renewals of bridges and culverts.....	90 25
Repairs and renewals of fences, road crossings, signs and cattle guards.....	509 93
Repairs and renewals of buildings and fixtures.....	655 63
Other expenses.....	242 70
Total.....	\$9,268 91
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$2,285 53
Repairs and renewals of passenger cars.....	1,045 49
Repairs and renewals of freight cars.....	1,147 53
Repairs and renewals of work cars.....	18 89
Repairs and renewals of shop machinery and tools.....	300 00
Other expenses.....	919 10
Total.....	\$6,016 34
Conducting transportation:	
Engine and roundhouse men.....	\$3,276 69
Fuel for locomotives.....	4,797 10
Water supply for locomotives.....	443 64
Oil, tallow and waste for locomotives.....	233 18
Other supplies for locomotives.....	37 90
Train service.....	4,068 67
Train supplies and expenses.....	611 52
Switchmen, flagmen and watchmen.....	767 45
Station service.....	2,033 50
Station supplies.....	148 40
Car per diem and mileage—balance.....	358 78
Loss and damage.....	943 37
Advertising.....	454 45
Stationery and printing.....	249 05
Other expenses.....	3,369 01
Total.....	\$21,792 71
General expenses:	
Salaries of general officers.....	\$1,200 00
Salaries of clerks and attendants.....	2,333 34
General office expenses and supplies.....	325 80
Insurance.....	589 50
Law expenses.....	651 67
Stationery and printing (general offices).....	57 38
Other expenses.....	364 06
Total.....	\$5,521 75
Recapitulation of expenses:	
Maintenance of way and structures.....	\$9,268 91
Maintenance of equipment.....	6,016 34
Conducting transportation.....	21,792 71
General expenses.....	5,521 75
Grand total.....	\$42,599 71

Percentage of expenses to earnings, 62.91.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$222,337 14	Cost of road.....		\$222,331 89	\$54 75	
	77,204 68	Cost of equipment.....		77,204 68		
	4,500 00	Stocks owned.....		4,500 00		
	41,565 20	Bonds owned.....		41,565 20		
	21,450 46	Cash and current assets.....		27,155 99	5,705 53	
	1,727 70	Other assets: Materials and supplies.....		680 00		\$1,047 70
	77,084 86	Profit and loss.....		72,312 09		4,772 77
	\$445,870 04	Grand total.....		\$445,809 85		\$60 19
		LIABILITIES.				
	\$100,000 00	Capital stock.....		\$100,000 00		
	300,000 00	Funded debt.....		300,000 00		
	44,203 87	Current liabilities.....		44,057 63		\$135 74
	1,666 67	Accrued interest on funded debt not yet payable.....		1,742 22	\$75 55	
	\$445,870 04	Grand total.....		\$445,809 85		\$60 19

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.

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$1,200 00	\$3 83
General office clerks.....	2	626	2,333 34	3 73
Station agents.....	3	939	1,338 25	1 43
Other station men.....	2	620	695 25	1 12
Enginemen.....	3	1,053	2,191 85	2 08
Firemen.....	3	1,017	1,534 84	1 51
Conductors.....	3	996	1,717 70	1 72
Other trainmen.....	5	1,494	2,600 97	1 74
Machinists.....	3	897	2,019 09	2 25
Carpenters.....	1	349	699 60	2 00
Other shopmen.....	4	1,202	2,038 84	1 70
Section foremen.....	3	982	1,557 00	1 59
Other trackmen.....	6	2,055	2,799 85	1 36
Switch tenders, crossing tenders and watchmen.....	2	730	767 45	1 05
All other employees and laborers.....	9	1,466	2,253 58	1 54
Total (including "general officers").....	50	14,739	\$25,747 61	\$1 75
Less "general officers".....	1	313	1,200 00	3 83
Total (excluding "general officers").....	49	14,426	\$24,547 61	\$1 70
Distribution of above:				
General administration.....	3	939	\$3,533 34	\$3 76
Maintenance of way and structures.....	18	4,503	6,610 43	1 47
Maintenance of equipment.....	8	2,448	4,757 53	1 94
Conducting transportation.....	21	6,849	10,846 31	1 58

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.....	35,698			
Number of passengers carried one mile.....	478,882			
Number of passengers carried one mile per mile of road	26,605			
Average distance carried, miles.....	13.41			
Total passenger revenue.....		18,424	50	
Average amount received from each passenger.....			51	612
Average receipts per passenger per mile.....			03	847
Total passenger earnings.....		22,551	96	
Passenger earnings per mile of road.....		1,269	55	
Passenger earnings per train mile.....			55	115
Freight traffic:				
Number of tons carried of freight earning revenue...	74,097			
Number of tons carried one mile.....	1,093,445			
Number of tons carried one mile per mile of road.....	60,747			
Average distance haul of one ton, miles.....	14.76			
Total freight revenue.....		44,858	43	
Average amount received for each ton of freight.....			60	54
Average receipts per ton per mile.....			04	102
Total freight earnings.....		44,858	43	
Freight earnings per mile of road.....		2,492	14	
Freight earnings per train mile.....			173	614
Total traffic:				
Gross earnings from operation.....		67,710	39	
Gross earnings from operation per mile of road.....		3,761	69	
Gross earnings from operation per train mile.....			128	376
Operating expenses.....		42,599	71	
Operating expenses per mile of road.....		2,368	65	
Operating expenses per train mile.....			80	767
Income from operation.....		25,110	68	
Income from operation per mile of road.....		1,395	04	
Car mileage, etc.:				
Average number of passenger cars per train mile.....	12			
Average number of tons of freight per train mile.....	42.32			
Average mileage operated during year.....	18.00			
Train mileage:				
Mileage of revenue passenger trains.....	26,906			
Mileage of revenue mixed trains.....	14,556			
Mileage of revenue freight trains.....	11,282			
Total revenue train mileage.....	52,744			
Mileage of nonrevenue trains.....	1,350			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 6,081 tons; received from connecting roads 68,016 tons; total freight tonnage, 74,097.

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.
			Number.	Name.	
Locomotives—owned:					
Passenger.....		3	3	Eames.	
Freight.....		3	2	Eames.....	1
			1	Westinghouse.	
Total locomotives owned and in service.....		6	6		
Cars owned and leased:					
In passenger service—					
First-class cars.....		4	4	Eames.....	4
Combination cars.....		1	1	Eames.....	1
Parlor cars.....		1	1	Eames.....	1
Baggage, express and postal cars.....		2	2	Eames.....	1
Total.....		8	8		
In freight service—					
Box cars.....		40			
Flat cars.....		81			
Caboose cars.....	2	2			
Total.....	2	131			
Total cars owned and in service.....		131			

MILEAGE OF ROAD OWNED AND OPERATED (ALL TRACKS.)

Miles of single track, represented by capital stock, 18. Mileage operated, 18. Rails, steel, 18 miles.

NEW RAILS LAID DURING THE YEAR.

Steel: 29.66 tons; 56 pounds per yard; average price per ton at distributing point, \$23.60.

NEW TIES LAID DURING THE YEAR.

Cedar, 8,672, average price at distributing point, 12 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	418	.....	.....	418	26,906	31.07
Freight	652	.....	.....	652	25,838	50.47
Construction	30	.....	.....	30	1,350	4.44
Total	1,100	.....	.....	1,100	54,094	40.67
Average cost at distributing point.....	\$4.04	.....	.....	.....	.....	.....

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above sur. face of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Iron	2	262	0	105	0	157	0	Bridges	1	13	0
Wooden	4	161	1	19	6	87	7	Trestles	1	15	0
Total..	6	423	1					Total	2		
Trestles ..	2	186	0	63	0	123	0				

Gauge of track, 2 feet—18 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
18	18	Western Union Telegraph Co.....	Western Union Telegraph Co.

Report of the Seabasticook and Moosehead Railroad Company for the Year Ending June 30, 1905.

HISTORY.

Name of common carrier making this report. Seabasticook and Moosehead Railroad Company.

Date of organization. July 24, 1886.

Organized under the laws of the State of Maine.

General and operating office, Pittsfield, Me.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

President, W. J. Hayes, Cleveland, Ohio; First Vice-President, J. W. Manson, Pittsfield, Maine; Receiver, Treasurer and General Manager, A. B. Thompson, Pittsfield, Maine.

PROPERTY OPERATED.

Seabasticook and Moosehead Railroad from Pittsfield to Mainstream, 15 miles.

CAPITAL STOCK.

Common: Number of shares authorized, 8,000; par value of shares, \$50; total par value authorized, \$400,000; total amount issued and outstanding, \$180,090.

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.

Date issued.	Amount issued.	INTEREST.		
		Amount accrued during year.	Amount paid during year.	Rate.
1900.....	\$27,500 00			
1901.....	17,500 00			
1902.....	3,500 00			
1903.....	500 00			
Total.....	\$49,000 00	\$1,960 00	\$1,960 00	4%

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Expenditures during the year, not included in operating expenses, charged to income account as permanent improvements: Construction, \$945.42; equipment, \$2,731.97.

INCOME ACCOUNT.

Gross earnings from operation.....	\$24,152 70	
Less operating expenses.....	17,438 80	
Income from operation		\$6,713 90
Deductions from income:		
Interest on funded debt accrued	\$1,960 00	
Taxes	185 06	
Permanent improvements.....	3,677 39	
Total deductions from income		5,822 45
Net income		\$891 45
Surplus from operations		\$891 45

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$7,431 26
Mail	5516 03		
Express	2,021 16		2,537 19
Total passenger earnings.....			\$9,968 45
Total freight revenue.....			14,184 25
Total passenger and freight earnings...			\$24,152 70
Total gross earnings from operation.....			\$24,152 70

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$5,459 03
Renewals of ties	489 20
Repairs and renewals of fences, road crossings, signs and cattle guards	4 64
Repairs and renewals of buildings and fixtures	8 32
Other expenses	15 00
Total	\$5,976 19
Maintenance of equipment:	
Repairs and renewals of locomotives	\$219 43
Repairs and renewals of passenger cars	256 33
Repairs and renewals of freight cars	59 09
Repairs and renewals of work cars	12 94
Other expenses	9 21
Total	\$567 00
Conducting transportation:	
Engine and roundhouse men	\$1,675 71
Fuel for locomotives	3,194 24
Water supply for locomotives	50 00
Oil, tallow and waste for locomotives	142 21
Other supplies for locomotives	52 81
Train service	537 26
Train supplies and expenses	59 74
Station service	1,352 00
Station supplies	231 97
Car per diem and mileage—balance	1,405 13
Loss and damage	60 72
Stationery and printing	70 75
Other expenses	593 49
Total	\$9,426 03
General expenses:	
Salaries of general officers	\$720 00
Salaries of clerks and attendants	456 00
General office expenses and supplies	213 51
Stationery and printing (general offices)	27 68
Other expenses	62 39
Total	\$1,479 58
Recapitulation of expenses:	
Maintenance of way and structures	\$5,976 19
Maintenance of equipment	567 00
Conducting transportation	9,426 03
General expenses	1,479 58
Grand total	\$17,438 80

Percentage of expenses to earnings—71.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	313	\$720 00	\$2 30
General office clerks	1	313	456 00	1 46
Station agents	3	939	1,224 00	1 30
Other station men	3	939	128 00	14
Enginemen	1	360	719 50	2 00
Firemen	1	331	497 26	1 50
Conductors	1	277	457 81	1 65
Other trainmen	1	53	79 35	1 50
Section foremen	3	827	1,446 65	1 75
Other trackmen	15	2,510	3,762 56	1 50
Switch tenders, crossing tenders and watchmen	1	367	458 95	1 25
All other employees and laborers	12	86	160 37	1 36
Total (including "general officers")	43	7,315	\$10,110 55	\$1 38
Less "general officers"	1	313	720 00	2 30
Total (excluding "general officers")	42	7,002	\$9,390 55	\$1 34
Distribution of above:				
General administration	2	626	\$1,176 00	\$1 68
Maintenance of way and structures	18	3,337	5,239 21	1 56
Maintenance of equipment	1	36	72 00	2 00
Conducting transportation	22	3,316	3,653 34	1 10

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for Number of passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	20,516			
Number of passengers carried one mile.....	186,947			
Number of passengers carried one mile per mile of road.....	1,368			
Average distance carried, miles.....	9.11			
Total passenger revenue.....		7,431	26	
Average amount received from each passenger.....			36	221
Average receipts per passenger per mile.....			03	975
Total passenger earnings.....		9,968	45	
Passenger earnings per mile of road.....		664	56	333
Passenger earnings per train mile.....			48	161
Freight traffic:				
Number of tons carried of freight earning revenue....	25,513			
Number of tons carried one mile.....	317,090			
Number of tons carried one mile per mile of road.....	21,139			
Average distance haul of one ton, miles.....	12.42			
Total freight revenue.....		14,184	25	
Average amount received for each ton of freight.....			55	596
Average receipts per ton per mile.....			04	473
Total freight earnings.....		14,184	25	
Freight earnings per mile of road.....		945	61	666
Freight earnings per train mile.....			68	529
Total traffic:				
Gross earnings from operation.....		24,152	70	
Gross earnings from operation per mile of road.....		1,610	18	
Gross earnings from operation per train mile.....			1	16 69
Operating expenses.....		17,438	80	
Operating expenses per mile of road.....		1,162	58	666
Operating expenses per train mile.....			84	253
Income from operation.....		6,713	90	
Income from operation per mile of road.....		447	58	333
Train mileage:				
Mileage of revenue passenger trains.....	11,578			
Mileage of revenue freight trains.....	9,120			
Total revenue train mileage.....	20,698			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 17,920 tons; freight received from connecting roads, 7,592 tons; total freight tonnage, 25,513.

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.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....		2	2	Westinghouse .	2
Total locomotives in service		1	1		
Cars—owned: .					
In passenger service—					
Combination cars.....		2	1	Westinghouse .	2
In freight service—					
Flat cars		5	5	Westinghouse .	5
In company's service—					
Other road cars		1	1	Westinghouse .	1
Total cars owned and in service..		8	7	.....	8

MILEAGE OF ROAD OPERATED.

Line represented by capital stock, main line, single track, 15 miles; yard track and sidings, 1.01; total operated, 16.01 miles.

BRIDGES, TRESTLES, TUNNELS, Etc.

Bridges: Iron, 2.

Gauge of track, 4 feet, 8½ inches—15.00 miles.

Report of the Somerset Railway Company for the Year Ending June 30, 1905.

HISTORY.

Name of common carrier making this report. Somerset Railway Company.
 Date of re-organization, August 15, 1904.
 Organized under laws of the State of Maine, act approved October 19, 1860;
 Revised Statutes, chapter 51, section 56. Amendments March 6, 1883 and 1887.
 Special act, March 11, 1903.
 Mortgage of Somerset Railroad foreclosed March 31, 1887.
 Right of redemption sold at auction July 8, 1884, to Somerset Railway.
 Somerset Railway sold its franchise and all property August 4, 1904, to Kennebec
 Valley Railroad Company which was incorporated under special law March 11
 1903.
 Name of Kennebec Valley Railroad Company changed to Somerset Railway
 Company, August 15, 1904.
 If a reorganized company, give name of original corporation, and refer to laws
 under which it was organized. Somerset Railroad Company. Maine, March 19,
 1860.

NAMES AND ADDRESSES OF THE BOARD OF DIRECTORS.

John F. Hill, Augusta, Me.; Weston Lewis, Gardiner, Me.; William T. Haines
 Waterville, Me.; Wm. M. Ayer, Oakland, Me.; R. W. Dunn, Waterville, Me.; Abner
 R. Small, Oakland, Me.; B. P. J. Weston, Madison, Me. Term expires October 11,
 1905.

Total number of stockholders at date of last election, 41.
 Date of last meeting of stockholders for election of directors, October 12, 1904.
 Address of general and operating office, Oakland, Me.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John F. Hill, Augusta, Me.; Vice-President, R. W. Dunn, Waterville,
 Me.; Secretary and Treasurer, A. R. Small, Oakland, Me.; Attorney and General
 Counsel, W. T. Haines, Waterville, Me.; Auditor, H. W. Greeley, Oakland, Me.;
 Manager, General Superintendent, General Freight, Passenger and Ticket Agent,
 W. M. Ayer, Oakland, Me.

PROPERTY OPERATED.

Somerset Railway from Oakland to Bingham, 41.06 miles; Austin Junction to
 Dead Water, 8.20 miles; branch from main line to quarry, 1 mile; total 50.26 miles.

CAPITAL STOCK.

Total number of shares authorized, common, 7,366; par value, \$100 per share.
 Total par value authorized, \$736,648.76. Total amount issued and outstanding,
 \$696,500. Somerset Railroad bonds and interest to August 15, 1883, to be converted,
 outstanding, \$46,148.76. Total amount outstanding, \$736,648.76.

Manner of payment of capital stock: Issued during the year, for Somerset Rail-
 road bonds, 1 share. Total number of shares issued and outstanding, 6,965.

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, January and July; amount of interest accrued and paid during the year, \$11,250.

Consolidated Mortgage Bonds: Date of issue, July 2, 1900; due July 2, 1950; amount authorized, \$420,000; issued, \$172,500; amount outstanding, \$172,500; cash realized, \$169,500; interest, 4%, payable semi-annually, January and July; accrued and paid, \$6,900; total authorized, \$645,000; issued and outstanding, \$397,500; cash realized, \$372,000; interest accrued and paid during the year, \$18,150.

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, 1905.	
Cash	\$2,198 55	Loans and bills payable.....	\$228,205 20
Bills receivable.....	400 00	Audited vouchers and ac- counts	1,589 24
Due from agents	8,305 42	Wages and salaries.....	1,500 00
Due from solvent companies and individuals	9,623 70	Net traffic balances due to other companies	5,893 02
Other cash assets:			
Express	320 98		
Mail	775 89		
Telegraph.....	44 98		
Interest and insurance	3,468 59		
Total—cash and current assets	\$25,138 11		
Balance—current liabilities..	212,049 35		
Total	\$237,187 46	Total—current liabilities.	\$237,187 46

Materials and supplies on hand, \$13,400.00.

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 outstanding and apportioned to railroads, \$397,500; miles, 42.06; amount per mile, \$9,451.

Total: Stock and bonds outstanding and apportioned to railroads, \$1,134,248.76; miles, 42.06; amount per mile, \$26,965.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction to June 30, 1904, \$1,043,654.54; expenditures during the year, charged to construction, \$206,928.97; total cost of construction to June 30, 1905, \$1,250,583.51; cost per mile, \$24,882.28.

Total cost of equipment to June 30, 1904, \$150,178.65; expenditures during the year, charged to equipment, \$15,415.39; total cost of equipment to June 30, 1905, \$165,594.04; cost per mile, \$3,294.75.

Total cost construction and equipment to June 30, 1904, \$1,193,833.19; total cost of construction and equipment to June 30, 1905, \$1,416,177.56; total cost per mile, \$28,177.03.

INCOME ACCOUNT.

Gross earnings from operation.....	\$127,418 52	
Less operating expenses.....	74,257 09	
Income from operation.....		\$53,161 43
Deductions from income:		
Interest on funded debt accrued.....	\$18,150 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	7,461 31	
Taxes.....	1,815 89	
Total deductions from income.....		27,427 20
Net income.....		\$25,734 23
Surplus from operations of year ending June 30, 1905.....		\$25,734 23
Surplus on June 30, 1904.....		57,645 20
Surplus on June 30, 1905.....		\$83,379 44

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$35,078 27
Mail.....			3,103 56
Express.....			3,146 40
Extra baggage and storage.....			726 69
Total passenger earnings.....			\$42,054 92
Total freight earnings.....			84,068 95
Total passenger and freight earnings.....			\$126,123 87
Other earnings from operation:			
Car per diem and mileage—balance.....			1,129 04
Telegraph and telephone companies.....			165 61
Total gross earnings from operation.....			\$127,418 52

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$18,102 05
Renewals of ties.....	800 60
Repairs and renewals of bridges and culverts.....	165 05
Repairs and renewals of buildings and fixtures.....	660 79
Other expenses.....	50 00
Total	\$19,778 49
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$3,503 54
Repairs and renewals of passenger cars.....	2,147 52
Repairs and renewals of freight cars.....	2,910 18
Repairs and renewals of work cars.....	714 36
Repairs and renewals of shop machinery and tools.....	707 41
Total	\$9,983 01
Conducting transportation:	
Engine and roundhouse men.....	\$5,919 27
Fuel for locomotives.....	13,861 23
Water supply for locomotives.....	1,019 76
Oil, tallow and waste for locomotives.....	560 00
Other supplies for locomotives.....	255 94
Train service.....	5,429 10
Train supplies and expenses.....	796 03
Station service.....	6,015 25
Station supplies.....	854 54
Loss and damage.....	87 99
Advertising.....	202 80
Total	\$35,001 91
General expenses:	
Salaries of general officers.....	\$2,800 00
Salaries of clerks and attendants.....	2,154 75
General office expenses and supplies.....	789 15
Insurance.....	1,021 45
Law expenses.....	1,279 15
Stationery and printing (general offices).....	750 50
Other expenses.....	698 68
Total	\$9,493 68
Recapitulation of expenses:	
Maintenance of way and structures.....	\$19,778 49
Maintenance of equipment.....	9,983 01
Conducting transportation.....	35,001 91
General expenses.....	9,493 68
Grand total	\$74,257 09

Percentage of expenses to earnings—58.28.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,043,654 54	Cost of road		\$1,250,583 51	\$206,928 97	
	150,178 65	Cost of equipment		165,594 04	15,415 39	
	27,765 50	Cash and current assets		25,138 11		\$2,627 39
	12,250 00	Other assets: Materials and supplies		13,400 00	1,150 00	
	\$1,233,848 69	Grand total ...		\$1,454,715 66	\$220,866 97	
		LIABILITIES.				
	\$736,648 76	Capital stock		\$736,648 76		
	397,500 00	Funded debt		397,500 00		
	42,054 72	Current liabilities		237,187 46	\$195,132 74	
	57,645 21	Profit and loss		83,379 44	25,734 23	
	\$1,233,848 69	Grand total ...		\$1,454,715 66	\$220,866 97	

IMPORTANT CHANGES DURING THE YEAR.

Extension from Austin Junction to Dead Water was approved by the Railroad Commissioners, and put in operation February 22, 1905.

Reorganized as Somerset Railway Company August 15, 1905.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 5%	Oakland	Bingham	41.06	\$5,350
	Main line	Quarry	1.00	
Consolidated 4%	Same	Same	42.06	4,101

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	6	939	\$2,800 00	\$2 98
General office clerks	3	939	1,819 80	1 94
Station agents	8	2,504	4,719 96	1 88
Other station men	4	1,252	1,457 42	1 16
Enginemen	5	1,565	3,796 00	2 40
Firemen	4	1,252	2,191 00	1 75
Conductors	4	1,252	2,942 20	2 35
Other trainmen	7	2,191	3,220 77	1 47
Machinists	2	626	1,252 00	2 00
Carpenters	4	1,252	2,625 00	2 10
Other shopmen	1	313	469 50	1 50
Section foremen	9	2,817	4,929 75	1 75
Other trackmen	18	5,634	8,451 00	1 50
Switch tenders, crossing tenders and watchmen	2	626	891 56	1 42
All other employees and laborers	3	939	1,518 05	1 62
Total (including "general officers")--Maine	80	24,101	\$43,084 01	\$1 79
Less "general officers"	6	939	2,800 00	2 98
Total (excluding "general officers")--Maine	74	23,162	\$40,284 01	\$1 74
Distribution of above:				
General administration	9	1,878	\$4,619 80	\$2 46
Maintenance of way and structures	28	8,764	14,006 75	1 60
Maintenance of equipment	7	2,191	4,346 50	1 98
Conducting transportation	36	11,268	20,110 96	1 78

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	52,118			
Number of passengers carried one mile	1,321,958			
Number of passengers carried one mile per mile of road	26,202			
Average distance carried, miles	25.36			
Total passenger revenue		35,078	27	
Average amount received from each passenger			67	305
Average receipts per passenger per mile			02	654
Total passenger earnings		42,054	92	
Passenger earnings per mile of road		836	75	
Passenger earnings per train mile			79	085
Freight traffic:				
Number of tons carried of freight earning revenue	125,361			
Number of tons carried one mile	3,073,603			
Number of tons carried one mile per mile of road	61,154			
Average distance haul of one ton, miles	24.54			
Total freight revenue		84,068	95	
Average amount received for each ton of freight			67	061
Average receipts per ton per mile			02	786
Total freight earnings		84,068	95	
Freight earnings per mile of road		1,672	69	
Freight earnings per train mile			1	86 373
Total traffic:				
Gross earnings from operation		127,418	52	
Gross earnings from operation per mile of road		2,535	18	
Gross earnings from operation per train mile			1	29 642
Operating expenses		74,257	09	
Operating expenses per mile of road		1,477	46	
Operating expenses per train mile			75	553
Income from operation		53,161	43	
Income from operation per mile of road		1,057	73	
Car mileage, etc.:				
Mileage of passenger cars	147,963			
Average number of passenger cars per train mile	2.78			
Average number of passengers per train mile	25			
Average number of freight cars per train mile	7.79			
Average number of loaded cars per train mile	5.74			
Average number of empty cars per train mile	2.06			
Average number of tons of freight per train mile	68.14			
Average number of tons of freight per loaded car mile	11.88			
Average mileage operated during year	45.50			
Train mileage:				
Mileage of revenue passenger trains	53,177			
Mileage of revenue freight trains	45,108			
Total revenue train mileage	98,285			
Mileage of nonrevenue trains	18,989			

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain.....	253	10,149	10,402	8.30
Flour.....	98	1,329	1,427	1.14
Other mill products.....	60	347	407	.32
Hay.....	2,286	33	2,319	1.85
Tobacco.....	1	17	18	.01
Cotton.....	.....	29	29	.02
Fruit and vegetables.....	1,221	178	1,399	1.12
Canned goods.....	433	.....	433	.35
Products of Animals:				
Live stock.....	258	394	652	.52
Dressed meats.....	80	54	134	.11
Other packing-house products.....	363	201	564	.44
Poultry, game and fish.....	9	10	19	.01
Wool.....	112	639	751	.59
Hides and leather.....	78	2	80	.06
Butter and cream.....	101	.....	101	.08
Products of Mines:				
Anthracite coal.....	72	664	736	.59
Bituminous coal.....	8	9,700	9,708	7.74
Coke, salt.....	.....	43	43	.03
Ores.....	.....	160	160	.13
Stone, sand and other like articles.....	1,464	298	1,762	1.45
Brimstone.....	.....	2,665	2,665	2.13
Products of Forests:				
Lumber.....	26,649	2,531	29,180	23.28
Shank stuff.....	1,193	.....	1,193	.95
Wood and bark.....	1,633	8	1,641	1.31
Manufactures:				
Petroleum and other oils.....	1	542	543	.43
Sugar.....	1	359	360	.29
Naval stores.....	.....	131	131	.10
Iron, pig and bloom.....	1	.....	1	.....
Pulp and paper.....	45,721	549	46,270	36.91
Other castings and machinery.....	161	738	899	.72
Bar and sheet metal.....	.....	135	135	.11
Cement, brick and lime.....	199	2,255	2,454	1.96
Agricultural implements.....	7	675	682	.54
Wagons, carriages, tools, etc.....	36	125	161	.13
Wines, liquors and beers.....	.....	75	75	.05
Household goods and furniture.....	138	287	425	.33
Fertilizer.....	345	1,969	1,314	1.05
Merchandise.....				
.....	1,172	1,751	2,923	2.33
Clothing and woollens.....	390	132	522	.42
Miscellaneous:				
Other commodities not mentioned above.....	303	2,140	2,643	2.10
Total tonnage—Entire line.....	85,047	40,314	125,361	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
		Number.	Name.	
Locomotives—owned and leased:				
Passenger	5	5	Westinghouse..	5
Freight.....	1	3	Westinghouse..	3
Total locomotives owned and in service	1	8		8
Cars—owned:				
In passenger service—				
First-class cars.....	6	6	Westinghouse..	6
Combination cars.....	1	3	Westinghouse..	3
Baggage, express and postal cars.....	3	3	Westinghouse..	3
Total	1	12		12
In freight service—				
Box cars	111	111	Westinghouse..	111
Flat cars	70	48	Westinghouse..	70
Total	181	159		181
In company's service—				
Gravel cars	2	6	Hand	6
Derrick cars	1	1	Hand	1
Caboose cars	1	3	Westinghouse..	3
Other road cars	3	3	Westinghouse..	3
Total	3	13		13
Total cars owned and in service.....	206			

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.	Bran's and spurs.							Iron.	Steel.
Miles of single track.....	49.26	1.00					50.26	8.20		50.26
Miles of yard track and sidings	8.40						8.40	1.45	5.45	2.95
Total mileage operated (all tracks) ...	57.66	1.00					58.66	9.65	5.45	53.21

MILEAGE—CONCLUDED.

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Maine	49.26	1.00	50.26	8.20	.....	50.26

RENEWALS OF RAILS AND TIES.

New rails laid during the year: Steel, 836 tons; 70 pounds per yard; average price at distributing point, 31.53 per ton.

New ties laid during the year: Cedar, 7,657; average cost, 30 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	885	.....	.....	885	53,177	33.29
Freight	1,496	.....	.....	1,496	45,108	66.33
Switching	254	.....	.....	254	7,648	66.42
Construction	488	.....	.....	488	10,348	94.32
Total	3,123	.....	.....	3,123	116,281	53.72
Average cost at distributing point.....	\$4.64	.....	.....	.....	.....	.....

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.....	10	578		9		382				
Wooden.	5	1,518		28		558				
Total ..	15	2,096						Overhead Railway Crossings:		
Trestles...	1	500		500		500		Bridges	1	14

Gauge of track, 4 feet, 8½ inches—52.26 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

				OPERATED BY ANOTHER COMPANY.
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of Operating Company.
42.06	43.00	42.06	43.00	Postal Telegraph-Cable Company.

Report of the Washington County Railway Company for the Year Ending June 30, 1905.

HISTORY.

Name of common carrier making this report. Washington County Railway Company.

Date of organization. December 17, 1903.

Under laws of what government, state or territory organized. If more than one, name all; give reference to each statute and all amendments thereof.

General corporation laws of the State of Maine and embodied in the Revised Statutes of the State, and particular reference is made to sections 56 to 64 inclusive of chapter 52, of said Revised Statutes, and also section 1, chapter 51, of said Revised Statutes, so far as applicable.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Washington County Railroad Company, charter granted by Legislature of the State of Maine, and approved March 7, 1893. Property purchased by the Washington County Railway Company, by foreclosure sale under decree of the United States Circuit Court, on December 17, 1903.

ORGANIZATION.

Name of Directors.	Post-Office Address.	Date of Expiration of Term.
George A. Curran	Calais, Me.....	} Upon election of successors.
George F. Evans	Portland, Me.....	
Wm. P. Frye.....	Lewiston, Me.....	
Samuel C. Lawrence.....	Medford, Mass.....	
William M. Nash.....	Cherryfield, Me.....	
Joseph W. Symonds	Portland, Me.....	
Lucius Tuttle.....	Boston, Mass.....	
George Varney.....	Bangor, Me.....	
John Ware.....	Waterville, Me.....	
Franklin A. Wilson	Bangor, Me.....	

Total number of stockholders at date of last election, 2.

Date of last meeting of stockholders for election of directors, October 19, 1904.

Post-office address of general office, Portland, Maine,

Post-office address of operating office, Calais, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President	Lucius Tuttle	Portland, Maine.
Vice-President.....	George F. Evans.....	Portland, Maine.
Clerk of Corporation	Henry B. Cleaves.....	Portland, Maine.
Treasurer.....	George W. York.....	Portland, Maine.
Paymaster.....	Thomas P. Shaw.....	Portland, Maine.
Comptroller.....	George S. Hobbs.....	Portland, Maine.
Chief Engineer.....	Theo. L. Dunn.....	Portland, Maine.
Superintendent	N. P. Baker.....	Calais, Maine.
General Freight Agent.....	W. K. Sanderson.....	Portland, Maine.
Asst. General Passenger and Freight Agent.....	L. F. Tobie.....	Calais, Maine.
General Passenger Agent.....	Frederic E. Boothby.....	Portland, Maine.
General Baggage Agent.....	Horace H. Towle.....	Portland, Maine.
Car Accountant	W. B. Drew.....	Portland, Maine.
Purchasing Agent	C. D. Barrows.....	Portland, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each class of roads named. Miles of line for each road named.
	From—	To—	
Washington County Railway Co.	Calais, Me.....	Washington Jct., Me.....	102.49
	Ayers Jct., Me....	Eastport, Me.....	16.72
	St. Croix Jct., Me.	Princeton, Me....	12.58
Total.....	.....	.....	131.79

PROPERTY LEASED OR OTHERWISE CONTROLLED.

Controlled by Maine Central Railroad Company through ownership of entire capital stock. Control effected February 11, 1904.

CAPITAL STOCK.

Common: Number of shares authorized, 25,000; par value of shares, \$100; par value authorized, \$2,500,000; amount issued and outstanding, \$2,500,000.

Total: Number of shares authorized, 25,000; par value authorized, \$2,500,000; amount issued and outstanding, \$2,500,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for reorganization: Number of shares issued and outstanding, 25,000.
 Total: Number of shares issued and outstanding, 25,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage: Issued January 1, 1904, due January 1, 1954; amount of authorized issue, amount issued and outstanding, \$2,500,000; interest, rate, $3\frac{1}{2}$; payable January 1 and July 1; amount accrued during year, \$87,500; amount paid during year, \$87,412.50.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$2,500,000; interest, amount accrued during year, \$87,500.00; amount paid, \$87,412.50.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash	\$73,675 33	Audited vouchers and acc'ts.	\$50,026 49
Due from agents	5,994 84	Wages and salaries	12,585 30
Due from solvent companies and individuals.....	4,713 80	Matured interest coupons unpaid (including coupons due July 1)	43,837 50
Net traffic balances due from other companies.....	5,375 90		
Total—cash and current assets	\$89,759 87		
Balance—current liabilities..	16,689 42		
Total	\$106,449 29	Total—current liabilities.	\$106,449 29

Materials and supplies on hand, \$28,356.87.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$2,500,000; apportionment to railroads, \$2,500,000; 136.54 miles; amount per mile of line, \$18,310.

Bonds: Amount outstanding, \$2,500,000; apportionment to railroads, \$2,500,000; 136.54 miles; amount per mile of line, \$18,310.

Total: Amount outstanding, \$5,000,000; apportionment to railroads, \$5,000,000; 136.54 miles; amount per mile of line, \$36,619.

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, \$2,500,000; funded debt, \$2,500,000; total, \$5,000,000; miles, 136.54; amount per mile of line, \$36,619.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1904, \$4,779,831.72; cost to June 30, 1905, \$4,779,831.72; cost per mile, \$35,006.83.

Equipment: Cost to June 30, 1904, \$196,050.99; cost to June 30, 1905, \$196,050.99; cost per mile, \$1,435.86.

Grand total construction, equipment, etc.: Cost to June 30, 1904, \$4,975,882.71; cost to June 30, 1905, \$4,975,882.71; cost per mile, \$36,442.68.

Expended for equipment and included in operating expenses, \$18,274.05, and for construction, \$1,553.81.

INCOME ACCOUNT.

Gross earnings from operation	\$349,084 51	
Less operating expenses.....	267,531 39	
Income from operation.....		\$81,553 12
Miscellaneous income.....		1,485 72
Total income		\$83,038 84
Deductions from income:		
Interest on funded debt accrued	\$87,500 00	
Taxes.....	2,096 38	
Total deductions from income.....		89,596 38
Deficit		\$6,557 54
Deficit from operations of year ending June 30, 1905		\$6,557 54
Deficit on June 30, 1904.....		6,318 76
		\$12,876 30
Additions for the year, adjustment of inventories.....		1,531 90
Deficit on June 30, 1905.		\$11,344 40

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$153,544 58		
Less repayments—			
Excess fares refunded.....		\$729 95	
Other repayments.....		432 17	
Total deductions.....		\$1,162 12	
Total passenger revenue.....			\$152,382 46
Mail.....	\$16,338 40		
Express.....	8,468 72		
Extra baggage and storage.....	3,219 83		
Other items.....	480 00		28,506 95
Total passenger earnings.....			\$180,889 41
Freight:			
Freight revenue.....			\$161,047 30
Less repayments:			
Overcharge to shippers.....		\$928 11	
Total deductions.....		\$928 11	
Total freight revenue.....			\$160,119 19
Other items.....			7,840 06
Total freight earnings.....			\$167,959 25
Total passenger and freight earnings.....			\$348,848 66
Other earnings from operation:			
Rents not otherwise provided for.....			235 85
Total gross earnings from operation.....			\$349,084 51

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscel- laneous income.
Rent of real estate.....	\$161 00		\$161 00
Interest and discount.....	1,246 97		1,246 97
Miscellaneous.....	77 75		77 75
Total.....	\$1,485 72		\$1,485 72

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$49,329 86
Renewals of rails	808 14
Renewals of ties	14,029 86
Repairs and renewals of bridges and culverts	13,073 16
Repairs and renewals of fences, road crossings, signs and cattle guards.....	734 01
Repairs and renewals of buildings and fixtures	2,479 64
Repairs and renewals of docks and wharves.....	248 13
Stationery and printing	103 20
Total	\$30,806 00
Maintenance of equipment:	
Superintendence.....	\$2,043 53
Repairs and renewals of locomotives.....	15,698 40
Repairs and renewals of passenger cars.....	5,053 25
Repairs and renewals of freight cars	34,118 74
Repairs and renewals of work cars	824 52
Repairs and renewals of marine equipment.....	1,279 43
Repairs and renewals of shop machinery and tools.....	282 03
Stationery and printing	93 95
Total	\$59,393 85
Conducting transportation:	
Superintendence.....	\$1,890 40
Engine and roundhouse men	22,034 79
Fuel for locomotives	40,231 66
Water supply for locomotives.....	1,795 49
Oil, tallow and waste for locomotives	905 69
Other supplies for locomotives.....	153 28
Train service.....	13,945 79
Train supplies and expenses	2,193 77
Switchmen, flagmen and watchmen	2,085 20
Telegraph expenses	3,311 20
Station service	16,404 53
Station supplies.....	2,219 47
Car per diem and mileage—balance	833 33
Loss and damage	1,347 48
Injuries to persons	119 50
Clearing wrecks.....	1,443 91
Advertising.....	1,536 23
Outside agencies	199 35
Rents of buildings and other property.....	102 42
Stationery and printing	3,207 27
Total	\$115,960 76
General expenses:	
Salaries of general officers	\$3,000 00
Salaries of clerks and attendants	4,342 60
General office expenses and supplies.....	1,124 34
Insurance	2,086 33
Law expenses.....	501 95
Stationery and printing (general offices).....	315 56
Total	\$11,370 78
Recapitulation of expenses:	
Maintenance of way and structures.....	\$30,806 00
Maintenance of equipment	59,393 85
Conducting transportation.....	115,960 76
General expenses	11,370 78
Grand total	\$267,531 39

Percentage of expenses to earnings, 76.638.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$4,779,831 72	Cost of road		\$4,779,831 72		
	196,050 89	Cost of equipment		196,050 89		
	82,805 71	Cash and current assets		89,759 87	\$6,954 16	
	19,062 30	Other assets:				
	4,186 89	Materials and supplies		28,356 87	8,394 57	
	368 96	Sundries		4,186 89		
	797 01	Taxes paid, not accrued		347 36		\$21 60
	6,318 76	Insurance paid, not accrued		758 08		38 93
		Profit and loss		11,344 40		
	\$5,030,322 34	Grand total		\$5,110,636 18	\$20,313 84	
		LIABILITIES.				
	\$2,500,000 00	Capital stock		\$2,500,000 00		
	2,500,000 00	Funded debt		2,500,000 00		
	86,018 35	Current liabilities		106,449 29	\$20,430 94	
	4,303 99	Suspense account		4,186 89		\$117 10
	\$5,090,322 34	Grand total		\$5,110,636 18	\$20,313 84	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Washington County Railway first mortgage.....	Calais	Washington Jc... Eastport	} 136.54	\$18,310
	Ayers Junction...	Princeton		
	St. Croix Junction			

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	10	365	\$3,000 00	\$8 22
Other officers	3	1,081	4,081 45	3 78
General office clerks	4	1,459	2,637 85	1 83
Station agents	19	6,755	10,374 80	1 54
Other station men	16	5,351	7,104 00	1 33
Enginemen	13	3,602	11,101 90	3 08
Firemen	13	3,650	7,547 55	2 07
Conductors	10	2,538	7,108 35	2 80
Other trainmen	19	5,225	8,922 35	1 71
Machinists	2	774	1,792 90	2 32
Carpenters	19	4,189	7,699 20	1 84
Other shopmen	10	3,324	5,869 00	1 77
Section foremen	19	6,935	10,392 00	1 50
Other trackmen	85	20,838	26,662 15	1 28
Switch tenders, crossing tenders and watchmen	6	2,132	2,844 35	1 33
Telegraph operators and dispatchers	4	1,071	2,172 70	2 03
All other employees and laborers	30	5,788	8,359 00	1 45
Total (including "general officers")	282	75,057	\$127,669 05	\$1 70
Less "general officers"	10	365	3,000 00	8 22
Total (excluding "general officers")	272	74,692	\$124,669 05	\$1 67
Distribution of above:				
General administration	10	1,459	\$2,637 85	\$1 83
Maintenance of way and structures	138	32,982	46,726 45	1 42
Maintenance of equipment	35	11,374	19,181 10	1 69
Conducting transportation	99	29,262	59,123 65	2 02

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.....	222,176			
Number of passengers carried one mile.....	5,774,058			
Number of passengers carried one mile per mile of road.....	42,288			
Average distance carried, miles.....	25.99			
Total passenger revenue.....		152,382	46	
Average amount received from each passenger.....			68	586
Average receipts per passenger per mile.....			02	639
Total passenger earnings.....		180,889	41	
Passenger earnings per mile of road.....		1,324	81	
Passenger earnings per train mile.....			94	022
Freight traffic:				
Number of tons carried of freight earning revenue....	190,061			
Number of tons carried one mile.....	12,586,140			
Number of tons carried one mile per mile of road.....	92,179			
Average distance haul of one ton, miles.....	66.22			
Total freight revenue.....		160,119	19	
Average amount received for each ton of freight.....			84	246
Average receipts per ton per mile.....			01	272
Total freight earnings.....		167,859	25	
Freight earnings per mile of road.....		1,230	11	
Freight earnings per train mile.....			130	391
Total traffic:				
Gross earnings from operation.....		349,084	51	
Gross earnings from operation per mile of road.....		2,556	65	
Gross earnings from operation per train mile.....			1	19
Operating expenses.....		267,531	39	886
Operating expenses per mile of road.....		1,959	36	
Operating expenses per train mile.....			91	878
Income from operation.....		81,553	12	
Income from operation per mile of road.....			597	28
Car mileage, etc.:				
Mileage of passenger cars.....	652,437			
Average number of passenger cars per train mile.....	3.39			
Average number of passengers per train mile.....	30			
Mileage of loaded freight cars—north or east.....	478,932			
Mileage of loaded freight cars—south or west.....	549,014			
Mileage of empty freight cars—north or east.....	217,402			
Mileage of empty freight cars—south or west.....	148,334			
Average number of freight cars per train mile.....	10.82			
Average number of loaded cars per train mile.....	7.98			
Average number of empty cars per train mile.....	2.84			
Average number of tons of freight per train mile.....	97.71			
Average number of tons of freight per loaded car mile.....	12.24			
Average mileage operated during year.....	136,544			
Train mileage:				
Mileage of revenue passenger trains.....	162,368			
Mileage of revenue mixed trains.....	30,022			
Mileage of revenue freight trains.....	98,790			
Total revenue train mileage.....	291,180			
Mileage of nonrevenue trains.....	13,700			

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain	2,104	10,267	12,371	6.51
Flour	1,118	3,326	4,444	2.34
Other mill products.....	770	2,420	3,190	1.68
Hay.....	514	1,302	1,816	.96
Tobacco.....	15	67	82	.04
Cotton.....	.....	11	11	.01
Fruit and vegetables.....	642	747	1,389	.73
Potatoes.....	1,491	49	1,540	.81
Products of Animals:				
Live stock.....	279	241	520	.27
Dressed meats.....	325	132	457	.24
Other packing-house products.....	4,357	561	4,918	2.58
Poultry, game and fish.....	15,308	122	15,430	8.12
Wool.....	212	1	213	.11
Hides and leather.....	503	153	656	.35
Products of Mines:				
Anthracite coal.....	.....	446	446	.25
Bituminous coal.....	.....	1,794	1,794	.94
Coke.....	2	18	20	.01
Stone, sand and other like articles....	2,731	330	3,061	1.61
Products of Forests:				
Lumber.....	28,694	1,214	29,908	15.74
Bark.....	6,361	13	6,374	3.35
Wood.....	65,274	40	65,314	34.36
Manufactures:				
Petroleum and other oils.....	407	2,117	2,524	1.33
Sugar.....	31	479	510	.26
Naval stores.....	50	84	134	.07
Iron, pig and bloom.....	140	376	516	.27
Iron and steel rails.....	66	30	96	.05
Other castings and machinery.....	256	1,089	1,345	.71
Bar and sheet metal.....	1,232	1,275	2,507	1.32
Cement, brick and lime.....	449	3,839	4,288	2.26
Agricultural implements.....	577	88	665	.35
Wagons, carriages, tools, etc.....	105	164	269	.14
Wines, liquors and beers.....	10	153	163	.09
Household goods and furniture.....	453	484	937	.49
Merchandise.....	2,160	4,979	7,139	3.76
Miscellaneous:				
Other commodities not mentioned above.....	11,401	3,593	14,994	7.89
Total tonnage.....	148,037	42,024	190,061	100

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.
			Number.	Name.	
Locomotives—owned:					
Passenger.....		6	{ 5 New York Air.. } 1 Westinghouse . }		6
Freight.....	1	6	{ 5 New York Air.. } 1 Westinghouse . }		6
Switching.....		1	1 New York Air..		1
Total locomotives owned and in service.....	1	13	13		13
Cars owned and leased:					
In passenger service—					
First-class cars.....		15	15 New York Air..		15
Combination cars.....		3	3 New York Air..		3
Baggage, express and postal cars.....		4	4 New York Air..		4
Total.....		22	22		22
In freight service—					
Box cars.....	40	135	{ 40 Westinghouse . } 95 New York Air.. }		135
Flat cars.....		140	140		140
Other cars in freight service.....	*10	204			
Total.....	30	479	275		275
In company's service—					
Derrick cars.....		1	1		
Caboose cars.....		2	2		
Other road cars.....		13	8		
Total.....		16	11		
Total cars owned and in service.....	30	517	308		308

* Less.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track	102.49	34.05	136.54	.....	.....	136.54
Miles of yard track and sidings.....	10.79	3.22	14.01	.34	.66	13.35
Total mileage operated (all tracks)	113.28	37.27	150.55	.34	.66	149.89

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine.....	102.49	29.30	131.75	.....	.....	131.75
New Brunswick .....	.....	4.75	4.75	.....	.....	4.75
Total milage operated (single tracks)	102.49	34.05	136.54	.....	.....	136.54

NEW TIES LAID DURING THE YEAR.

Cedar, 37,547; average price at distributing point, 35.3 cents. Hemlock (switch) 1,145; average price at distributing point, 6.51 cents. Hard pine (bridge, etc.), 525; average price at distributing point, 129.4 cents. Total, 39,226; average price at distributing point, 37.4 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	5,078.88	.....	5.40	5,081.58	157,803	64.40
Freight	4,888.64	.....	2.95	4,890.12	144,390	67.74
Switching.....	2,763.06	.....	2.12	2,764.12	81,885	67.51
Construction	678.39	.....	.53	678.65	17,831	76.12
Total	13,408.97	.....	11.00	13,414.47	401,904	66.71
Average cost at distributing point	\$3.17	.....	\$1.25	.....	.....	.....

ACCIDENTS TO PERSONS.

Jumping on or off trains, locomotives or cars: Trainmen—killed, 1.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Iron.....	15	1,940	7	27	0	468	8	Bridges	1	16	6
Total .	15	1,940	7					Overhead Railway Crossings:			
Trestles:								Bridges	1	16	6
Wood ...	44	5,790	8	26	0	899	6				

Gauge of track, 4 feet, 8½ inches—136.54 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.
135.17	523.42	Western Union Telegraph Co.....	Western Union Telegraph Co.

**Report of the Wiscasset, Waterville and Farmington Railroad
Company for the Year Ending June 30, 1905.**

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 ADDRESSES OF THE BOARD OF DIRECTORS.

Edward P. Borden, Philadelphia, Pa.; Frederick C. Thayer, Waterville, Maine; Godfrey P. Farley, Wiscasset, Maine; William D. Patterson, Wiscasset, Maine; J. Hull Browning, New York City; Albert M. Card, Head Tide, Maine; Solomon E. Hopkins, Cooper's Mills, Maine.

Address of general office, Waterville, Me.

Address of operating office, Wiscasset, Me.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

President and Chief Engineer, Godfrey P. Farley, Wiscasset, Me.; Vice-President, Albert M. Card, Head Tide, Me.; Clerk, Treasurer and Auditor, William D. Patterson, Wiscasset, Me.; Attorney or General Counsel, Arthur L. Livermore, New York City; Superintendent, Samuel J. Sewall, 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; total, 57.46 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, \$243,900.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Number of shares issued and outstanding, 1,251.

Issued for property and franchises and rights of Franklin, Somerset and Kennebec Railway Company and Waterville and Wiscasset Railroad Company. Number of shares issued and outstanding, 1,138.

Total: Number of shares issued and outstanding, 2,439.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage bonds: Issued July 1, 1901; due July 1, 1931; amount of authorized issue, \$1,000,000; amount issued and outstanding, \$671,800. Interest: Rate, 5%; payable January and July; amount accrued during year, \$33,590.

GENERAL STATEMENT.

No. 1. January, 1904, one year, 12 payments, 5 flat cars, covered, 101-105.

STATEMENT OF AMOUNT.

No. 1. Cash paid on delivery of equipment, \$500; deferred payments—principal, original amount, \$1,075; amount outstanding, \$1,000. Deferred payments—interest, original amount, \$60.75; amount outstanding, \$60. Amount accrued during year, \$30; rate, 6%.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$671,800. Interest, amount accrued during year, \$33,590.

Equipment trust obligations: Amount issued \$1,135.75; amount outstanding, \$1,060. Total amount issued, \$672,935.75; amount outstanding, \$672,860. Interest accrued during year, \$33,590.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Bills receivable	\$15,019 58	Loans and bills payable.....	\$48,714 32
Due from agents	789 32	Audited vouchers and ac- counts.....	18,162 02
Due from solvent companies and individuals	5,622 06	Wages and salaries	4,621 09
Due from subscribers to cap- ital stock	12,184 00	Matured interest coupons un- paid (including coupons due July 1)	75,709 16
Total—cash and current assets	\$33,614 96	Miscellaneous	509 82
Balance—current liabilities..	114,101 45		
Total	\$147,716 41	Total—current liabilities.	\$147,716 41

Materials and supplies on hand, \$17.64.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital Stock: Amount outstanding, \$243,900; apportioned to railroads, \$243,900.

Bonds: Amount outstanding, \$671,800; apportioned to railroads, \$671,800.

Equipment Trust Obligations: Amount outstanding, \$1,060; apportioned to railroads, \$1,060.

Total. Amount outstanding, \$916,760; apportioned to railroads, \$916,760; miles, 57.46; amount per mile of road, \$15,946.05.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Grand total cost construction, equipment, etc.; Cost to June 30, 1905, \$923,631.95.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 221

INCOME ACCOUNT.

Gross earnings from operation	\$41,769 87	
Less operating expenses.....	51,095 08	
Deficit.....		\$9,325 21
Miscellaneous income, less expenses		24 51
Deficit.....		\$9,300 70
Deductions from income:		
Interest on funded debt accrued	\$33,590 00	
Interest on interest-bearing current liabilities, accrued, not otherwise provided for	225 23	
Taxes	317 28	
Total deductions from income.....		34,132 51
Deficit.....		\$43,433 21
Deficit from operations of year ending June 30, 1905.....		\$43,433 21
Deficit on June 30, 1904		63,778 65
Deficit on June 30, 1905.....		\$107,211 86

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$9,730 36		
Less repayments—			
Other repayments.....		\$43 35	
Total deductions		\$43 35	
Total passenger revenue			\$9,687 01
Mall			3,011 61
Express			1,994 94
Other items.....			190 00
Total passenger earnings.....			\$14,883 56
Total freight revenue.....			26,886 31
Total passenger and freight earnings ..			\$41,769 87
Total gross earnings from operation.....			\$41,769 87

MISCELLANEOUS INCOME.

Materials, etc., sold, \$5.31; telephone rent, \$19.20; total, \$24.51.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$14,190 28
Renewals of ties.....	631 40
Repairs and renewals of bridges and culverts.....	905 44
Repairs and renewals of fences, road crossings, signs and cattle guards.....	175 59
Repairs and renewals of buildings and fixtures.....	13 61
Repairs and renewals of docks and wharves.....	57 22
Stationery.....	7 50
Total.....	\$15,981 04
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$2,609 33
Repairs and renewals of passenger cars.....	220 40
Repairs and renewals of freight cars.....	665 19
Repairs and renewals of work cars.....	128 66
Other expenses.....	5 00
Total.....	\$3,628 58
Conducting transportation:	
Superintendence.....	\$1,120 00
Engine and roundhouse men.....	3,914 81
Fuel for locomotives.....	7,205 40
Water supply for locomotives.....	1,829 55
Oil, tallow and waste for locomotives.....	251 88
Train service.....	3,279 92
Train supplies and expenses.....	128 30
Switchmen, flagmen and watchmen.....	1,403 60
Station service.....	5,657 23
Station supplies.....	363 39
Loss and damage.....	192 20
Advertising.....	101 10
Rents of buildings and other property.....	70 00
Stationery and printing.....	99 30
Other expenses.....	1,084 26
Total.....	\$26,700 94
General expenses:	
Salaries of general officers.....	\$3,000 00
General office expenses and supplies.....	1,502 87
Law expenses.....	246 60
Other expenses.....	35 05
Total.....	\$4,784 52
Recapitulation of expenses:	
Maintenance of way and structures.....	\$15,981 04
Maintenance of equipment.....	3,628 58
Conducting transportation.....	26,700 94
General expenses.....	4,784 52
Grand total.....	\$51,095 08

Percentage of expenses to earnings—122.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 223

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$921,126 04	Cost of road		\$923,631 95	\$2,505 91	
	33,433 33	Cash and current assets		33,614 96	181 63	
	23 11	Other assets: Materials and supplies		17 64		\$5 47
	63,778 65	Profit and loss		107,211 86	43,433 21	
	\$1,018,361 13	Grand total		\$1,064,476 41	\$46,120 75	
		LIABILITIES.				
	\$243,900 00	Capital stock		\$243,900 00		
	672,860 00	Funded debt		672,860 00		
	101,601 13	Current liabilities		147,716 41	\$46,115 28	
	\$1,082,139 78	Grand total		\$1,064,476 41	\$46,115 28	

SECURITY FOR FUNDED DEBT.

First Mortgage: Entire line, 57.46 miles. All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$3,000 00	\$4 63
Other officers	2	418	1,120 00	2 67
Station agents	17	5,321	4,247 53	72
Enginemen	4	1,452	2,542 59	1 75
Firemen	3	1,086	1,376 22	1 26
Conductors	2	1,032	1,827 10	1 77
Other trainmen	3	1,114	1,447 82	1 29
Other shopmen	3	884	1,500 41	1 69
Section foremen	11	3,613	4,883 69	1 35
Other trackmen	24	6,999	8,774 45	1 25
Switch tenders, crossing tenders and watchmen	3	1,047	1,403 60	1 33
All other employes and laborers	5	678	920 22	1 36
Total (including "general officers")	79	24,270	\$33,039 63	\$1 36
Less "general officers"	2	626	3,000 00	4 63
Total (excluding "general officers")	77	23,644	\$30,039 63	\$1 26
Distribution of above:				
General administration	2	626	\$3,000 00	\$4 63
Maintenance of way and structures	40	11,291	14,578 36	1 29
Maintenance of equipment	3	883	1,500 41	1 69
Conducting transportation	34	11,470	13,960 86	1 22

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.....	28,521			
Number of passengers carried one mile.....	329,060			
Number of passengers carried one mile per mile of road.....	5,727			
Average distance carried, miles.....	11.54			
Total passenger revenue.....		9,687	01	
Average amount received from each passenger.....			33	964
Average receipts per passenger per mile.....			02	944
Total passenger earnings.....		14,883	56	
Passenger earnings per mile of road.....			259	02
Passenger earnings per train mile.....			25	499
Freight traffic:				
Number of tons carried of freight earning revenue....	26,975			
Number of tons carried one mile.....	763,746			
Number of tons carried one mile per mile of road.....	13,292			
Average distance haul of one ton, miles.....	28.31			
Total freight revenue.....		26,886	31	
Average amount received for each ton of freight.....			99	671
Average receipts per ton per mile.....			03	520
Total freight earnings.....		26,886	31	
Freight earnings per mile of road.....			467	91
Freight earnings per train mile.....			42	820
Total traffic:				
Gross earnings from operation.....		41,769	87	
Gross earnings from operation per mile of road.....			726	94
Gross earnings from operation per train mile.....			63	575
Operating expenses.....		51,095	08	
Operating expenses per mile of road.....			8,189	23
Operating expenses per train mile.....			77	768
Train mileage:				
Mileage of revenue passenger trains.....	2,913			
Mileage of revenue mixed trains.....	55,456			
Mileage of revenue freight trains.....	7,333			
Total revenue train mileage.....	65,702			
Mileage of non-revenue trains.....	2,026			

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; combination, 1; equipped with Eames vacuum train brake, 1; baggage, express and postal cars, 1; equipped with Eames vacuum train brake, 1; other cars in passenger service, 1; equipped with Eames vacuum train brake, 1. Total, 7. Freight service—box cars, 27; flat cars, 37; total, 64. In company's service—caboose cars, 1; other road cars, 21; total, 22. Total cars in service, 87; owned, 87.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under track-are rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	57.46	2.25	.....	59.71			
Miles of yard track and sidings.	1.50	.....	.....	1.50			
Total mileage operated (all tracks).....	58.96	2.25	.....	61.21			

NEW TIES LAID DURING THE YEAR.

Hemlock, 4,510, average price, at distributing point, 14 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Total bituminous coal, 1,494 tons; miles run, 67,730; average pounds consumed per mile, 44.12; average cost at distributing point, \$4.82.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	Item.	Number.	Height of lowest above sur-face of rail.	
		Ft.	In.	Ft.	In.				Ft.	In.
Bridges: Wooden	1	112	8				Overhead Highway Crossings: Bridges	1		
Combin'tn	21	4,043	4	4	2,133					
Total..	22	4,156	0				Overhead Railway Crossings:			
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, 1905.

HISTORY.

Name of common carrier making this report. York Harbor and Beach Railroad Company.

Date of organization. 1886.

Organized under the laws of the State of Maine. Incorporated February 1, 1883, chapter 179; January 27, 1887, Private Statutes, chapter 14; February 8, 1887, Private Statutes, chapter 60; March 10, 1887, Private Statutes, chapter 218.

NAMES AND ADDRESSES OF THE BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; J. W. Symonds, Portland, Me.; J. E. Staples, York Village, Me.; E. S. Marshall, York Harbor, Me.; * Henry R. Reed, Boston, Mass.; S. W. Junkins, York Corner, Me.

Expiration of term, October 28, 1903.

* Died March 14, 1905.

Total number of stockholders at date of last election, 89.

Date of last meeting of stockholders for election of directors, October 26, 1904.

Address of general and operating office, Boston, Mass.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

President, Lucius Tuttle, Boston, Mass.; Clerk, F. D. Marshall, Portland, Me.; Treasurer, Herbert E. Fisher, Boston, Mass.; Auditor, Wm. J. Hobbs, Boston, Mass.; Chief Engineer, H. Bissell, Boston, Mass.; Superintendent, W. T. Perkins, Boston, Mass.; General Traffic Manager, Wm. F. Berry, Boston, Mass.; General Freight Agent, M. T. Donovan, Boston, Mass.; General Passenger and Ticket Agent, D. J. Flanders, Boston, Mass.

PROPERTY OPERATED.

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 & Maine Railroad owns \$255,200 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. Dividends declared during the year: Rate, 2%; amount, \$6,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Number of shares issued and outstanding, 6,000; total cash realized, \$300,000.

Total common stock authorized by charter, 10,000 shares, \$500,000.

* CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1905.	
Cash.....	\$18,785 58	Audited vouchers and ac- counts.....	\$666 66
Bills receivable.....	20,000 00	Total—current liabilities.	\$666 66
Net traffic balances due from other companies.....	5,595 16	Balance—cash assets.....	43,714 08
Total—cash and current assets.....	\$44,380 74	Total.....	\$44,380 74

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock outstanding, \$300,000; apportionment to railroads, \$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, 1903, \$300,000; to June 30, 1904, \$300,000; cost per mile \$26,064.29. Equipment furnished by the Boston and Maine Railroad Company.

INCOME ACCOUNT.

Gross earnings from operation.....	\$41,502 36	
Less operating expenses.....	35,787 53	
Income from operation.....		\$5,714 83
Miscellaneous income—less expenses.....		1,457 64
Total income.....		\$7,172 47
Deductions from income:		
Taxes.....		796 13
Net income.....		6,374 34
Dividends, 2 per cent, common stock.....		6,000 00
Surplus from operations of year ending June 30, 1905.....		\$374 34
Surplus on June 30, 1904.....		43,339 74
Surplus on June 30, 1905.....		\$43,714 08

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$24,721 25		
Less repayments—			
Excess fares refunded.....		\$270 70	
Total passenger revenue			\$24,450 55
Express			823 33
Extra baggage and storage			117 34
Total passenger earnings.....			\$25,391 62
Freight:			
Freight revenue	\$15,950 40		
Less repayments—			
Overcharge to shippers.....		\$16 48	
Total freight revenue			\$15,933 92
Total passenger and freight earnings.....			\$41,325 54
Other earnings from operation:			
Telegraph and telephone companies.....			176 82
Total gross earnings from operation.....			\$41,502 36

MISCELLANEOUS INCOME.

Rent of lands, \$278.46; interest, \$1,179.18; total, \$1,457.64.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,245 17
Renewals of rails.....	16 57
Renewals of ties.....	1,427 74
Repairs and renewals of bridges and culverts.....	9,753 49
Repairs and renewals of fences, road crossings, signs and cattle guards.....	285 63
Repairs and renewals of buildings and fixtures.....	1,093 12
Stationery and printing.....	85.75
Total.....	\$17,847 47
Conducting transportation:	
Engine and roundhouse men.....	\$2,455 64
Fuel for locomotives.....	4,188 65
Water supply for locomotives.....	218 75
Oil, tallow and waste for locomotives.....	62 16
Other supplies for locomotives.....	14 14
Train service.....	2,188 31
Train supplies and expenses.....	239 33
Switchmen, flagmen and watchmen.....	614 20
Telegraph expenses.....	483 59
Station service.....	2,723 54
Station supplies.....	320 14
Car per diem and mileage—balance.....	1,880 49
Hire of equipment—balance.....	1,892 30
Loss and damage.....	60 37
Advertising.....	86 15
Stationery and printing.....	219 30
Total.....	\$17,647 06
General expenses:	
General office expenses and supplies.....	\$11 44
Insurance.....	278 56
Other expenses.....	3 06
Total.....	\$293 00
Recapitulation of expenses:	
Maintenance of way and structures.....	\$17,847 47
Conducting transportation.....	17,647 06
General expenses.....	293 00
Grand total.....	\$35,787 53

Percentage of expenses to earnings—86.23.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,000 00	Cost of road.....		\$300,000 00		
	44,016 40	Cash and current assets.....		44,380 74	\$364 34	
	\$344,016 40	Grand total ...		\$344,380 74	\$364 34	
		LIABILITIES.				
	\$300,000 00	Capital stock.....		\$300,000 00		
	676 66	Current liabilities.....		666 66		\$10 00
	43,339 74	Profit and loss.....		43,714 08	\$374 34	
	\$344,016 40	Grand total ...		\$344,380 74	\$364 34	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	9			
Station agents	7	1,435	\$2,453 85	\$1 71
Other station men.....	4	868	1,267 28	1 46
Enginemen.....	2	362	1,253 23	3 46
Firemen.....	2	362	713 34	1 97
Conductors.....	1	217	705 25	3 25
Other trainmen.....	2	434	889 70	2 05
Section foremen.....	1	217	434 00	2 00
Other trackmen.....	5	1,085	1,627 50	1 50
Switch tenders, crossing tenders and watchmen.....	1	217	271 25	1 25
Telegraph operators and dispatchers.....	1	217	379 75	1 75
All other employees and laborers.....	1	217	108 50	50
Total (including "general officers")—Maine.....	36	5,631	\$10,104 00	\$1 79
Less "general officers".....	9			
Total (excluding "general officers")—Maine.....	27	5,631	\$10,104 00	\$1 79
Distribution of above:				
General administration.....	9			
Maintenance of way and structures.....	6	1,302	\$2,061 50	\$1 58
Conducting transportation.....	21	4,329	8,042 50	1 86

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	243,199		
Number of passengers carried one mile	961,815		
Number of passengers carried one mile per mile of road	83,563		
Average distance carried, miles	3.95		
Total passenger revenue		24,450	55
Average amount received from each passenger			10 054
Average receipts per passenger per mile			02 542
Total passenger earnings		25,391	62
Passenger earnings per mile of road		2,206	05
Passenger earnings per train mile		1 07	889
Freight traffic:			
Number of tons carried of freight earning revenue	29,484		
Number of tons carried one mile	135,575		
Number of tons carried one mile per mile of road	11,779		
Average distance haul of one ton, miles	4.60		
Total freight revenue		15,933	92
Average amount received for each ton of freight			54 043
Average receipts per ton per mile			11 753
Total freight earnings		15,933	92
Freight earnings per mile of road		1,384	85
Freight earnings per train mile		2 44	348
Total traffic:			
Gross earnings from operation		41,502	36
Gross earnings from operation per mile of road		3,605	77
Gross earnings from operation per train mile			1 38 063
Operating expenses		35,787	53
Operating expenses per mile of road		3,109	26
Operating expenses per train mile			1 19 070
Income from operation		5,714	83
Income from operation per mile of road		496	51
Car mileage, etc.:			
Mileage of passenger cars	66,842		
Average number of passenger cars per train mile	2.84		
Average number of passengers per train mile	41		
Average number of freight cars per train mile	5.10		
Average number of loaded cars per train mile	3.37		
Average number of empty cars per train mile	1.73		
Average number of tons of freight per train mile	20.79		
Average number of tons of freight per loaded car mile	6.17		
Average mileage operated during year	11.51		
Train mileage:			
Mileage of revenue passenger trains	23,535		
Mileage of revenue freight trains	6,521		
Total revenue train mileage	30,056		
Mileage of nonrevenue trains	9,698		

FREIGHT TRAFFIC MOVEMENT.

Tons of freight originating on this road, 5,642; received from connecting roads and other carriers, 23,842; total, 29,484.

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.	Bran's and spurs.							Iron.	Steel.
Miles of single track.....	11.17	.34	.....	.....	.....	.....	11.51	.....	.....	11.51
Miles of yard track and sidings.....	.93	.....	.....	.....	.....	.....	.93	.....	.67	.26
Total mileage operated (all tracks)....	12.10	.34	.....	.....	.....	.....	12.44	.....	.67	11.77

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	11.17	.34	11.51	.....	.....	11.51

NEW RAILS LAID DURING THE YEAR.

Steel: New, 0.2212 tons; average price per ton at distributing point, \$24.88.

NEW TIES LAID DURING THE YEAR.

Oak, 1,316; average price at distributing point, 38 cents. Cedar, 2,490; average price at distributing point, 50 cents. Chestnut, 336; price 46 cents. Hemlock, 154; price 23 cents. Total, 4,346, average price at distributing point, 45 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Coke—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.				
Passenger		511	186	697	25,173	55.38
Freight		117	124	241	6,521	73.92
Switching		15	15	30	1,095	54.79
Construction		201		201	6,966	57.72
Total		844	325	1,169	39,754	58.81
Average cost at distributing point.....		\$3 30	\$3.16	\$3.26		

BRIDGES, TRESTLES, TUNNELS, Etc.

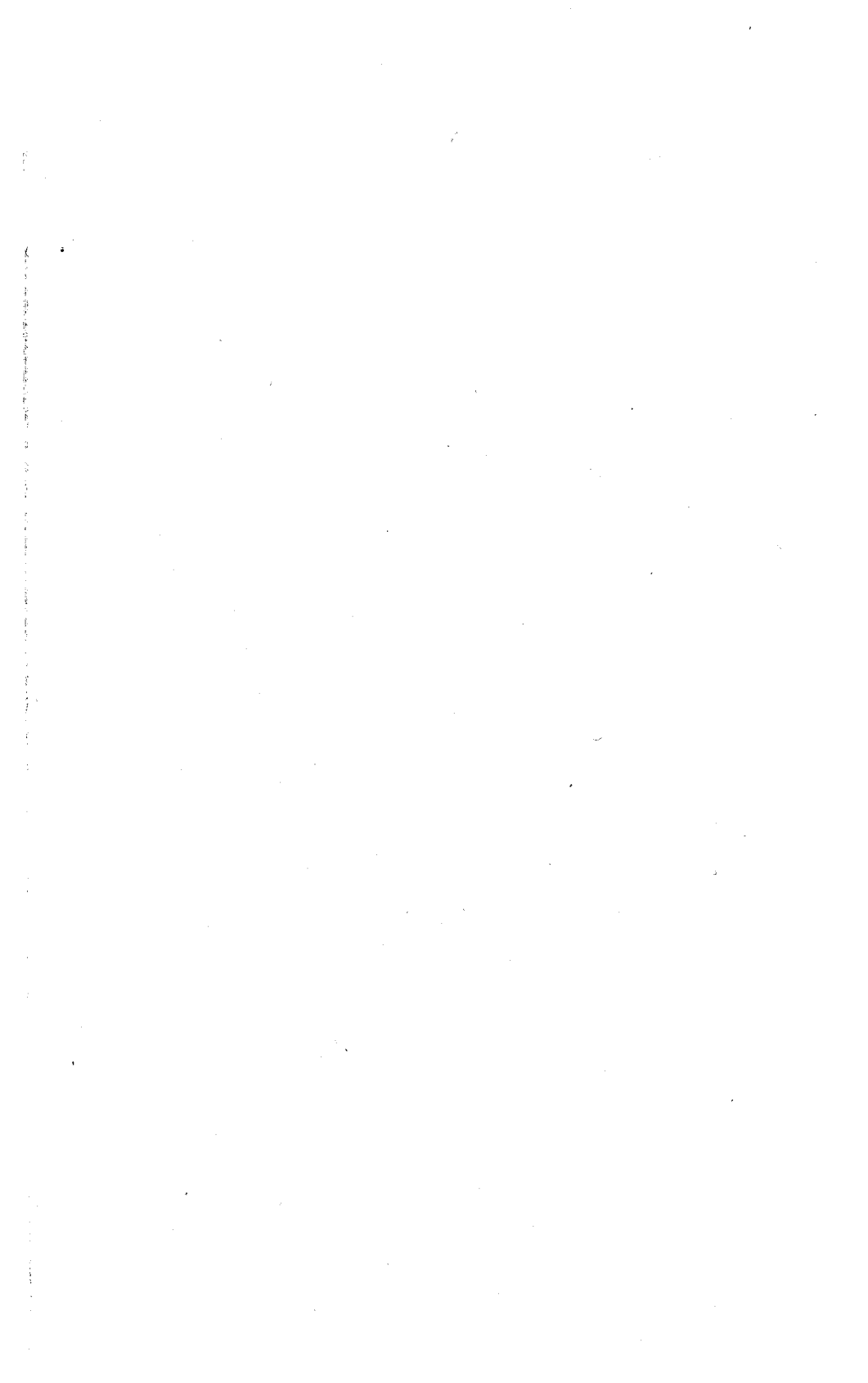
Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Wooden.	2	63		11		52		Bridges	1	20	0
								Trestles	1	19	6
Trestles...	7	2,739		24		975		Total	2		

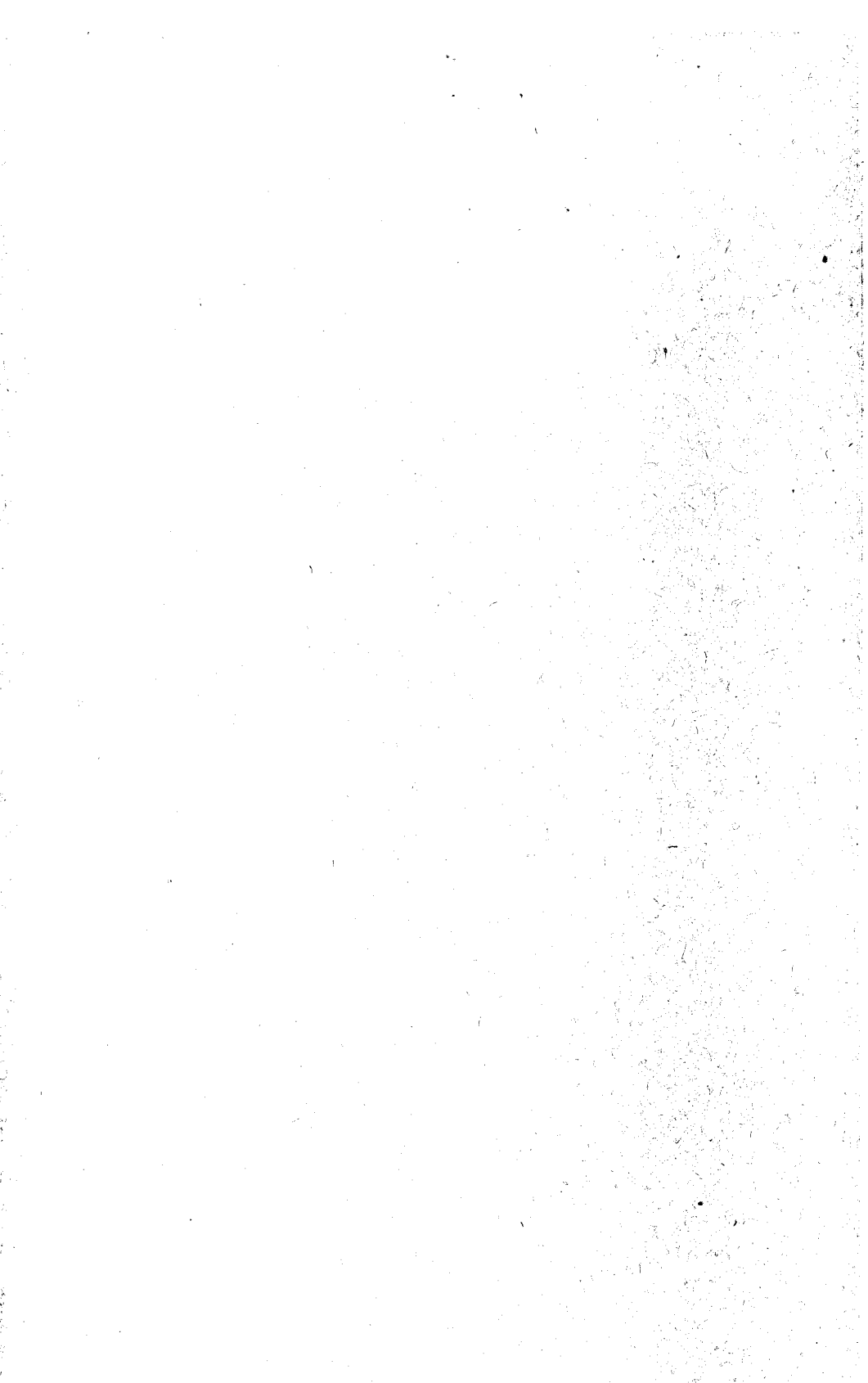
Gauge of track, 4 feet, 8½ inches—11.51 miles.

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.





STREET RAILWAY REPORTS

For the Year Ending June 30, 1905.

Report of the Atlantic Shore Line Railway for the Year Ending June 30, 1905.

THIS COMPANY CONTROLS AND OPERATES THE FORMER SANFORD AND CAPE
PORPOISE RAILWAY.

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$94,275 56	
Other earnings from operation.....	21,388 89	
Total earnings.....		\$115,664 45
Operating expenses.....		60,915 17
Net earnings from operation.....		\$54,749 28
Gross income above operating expenses.....		\$54,749 28
Charges upon income accrued during the year:		
Interest on funded debt.....	\$36,020 00	
Taxes, State and local.....	1,194 35	
Payments to sinking and other special funds:		
Mousam River Railroad.....	\$300 00	
Other deductions from income:		
Casino expenses.....	2,131 29	
Total charges and deductions from income.....		39,645 64
Net divisible income.....		\$15,103 64
Dividends declared, 3 per cent on.....	\$250,000	\$7,500 00
Dividends declared, 2½ per cent on.....	285,000	7,125 00
Total dividends declared.....		14,625 00
Surplus for the year ending June 30, 1905.....		\$478 64
Amount of surplus June 30, 1904.....		7,833 47
Total surplus June 30, 1905.....		\$8,312 11

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$63,757 15
Receipts from carriage of mails.....	1,065 78
Receipts from carriage of express and parcels	2,535 68
Receipts from carriage of freight.....	26,906 95
Gross transportation earnings	\$94,275 56
Receipts from power sold	20,000 00
Receipts from rentals of buildings and other property.....	602 67
Receipts from advertising in cars	218 77
Other earnings from operation: Miscellaneous receipts	567 45
Gross earnings from operation.....	\$115,664 45
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$4,395 40
General office expenses and supplies.....	177 09
Legal expenses	210 00
Insurance.....	1,155 00
Other general expenses	1,280 97
Total	\$7,218 46
Maintenance of roadway and buildings:	
Repairs of roadbed and track	3,157 14
Repair of electric line construction.....	2,331 70
Removal of snow and ice	3,516 08
Repair of buildings.....	987 02
Total	\$9,991 94
Maintenance of equipment:	
Repair of cars and other vehicles.....	\$5,166 17
Repair of electric equipment of cars	3,538 21
Total	\$8,704 38
Transportation expenses:	
Cost of electric motive power.....	\$8,196 94
Wages and compensation of persons employed in conducting transportation	16,439 11
Damages for injuries to persons and property	28 00
Rentals of buildings and other property	5 00
Other transportation expenses:	
Car service supplies and freight expenses.....	10,331 34
Total	\$35,000 39
Total operating expenses	\$60,915 17

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$1,954,128 45
Cash and current assets:		
Cash	\$1,595 07	
Bills and accounts receivable	25,389 46	
Sinking and other special funds	57,208 48	
Other cash and current assets:		
Taxes, insurance, etc., unexpired	949 44	
Total cash and current assets		\$85,142 45
Miscellaneous assets:		
Materials and supplies		4,832 48
Total		\$2,044,103 38
LIABILITIES.		
Capital stock, common		\$900,000 00
Capital stock, preferred		285,000 00
Total capital stock		\$1,185,000 00
Funded debt		816,000 00
Current liabilities:		
Loans and notes payable	11,085 17	
Audited vouchers and accounts	20,618 60	
Total current liabilities		31,703 77
Accrued liabilities:		
Interest accrued and not yet due		3,987 50
Profit and loss balance—surplus		7,412 11
Total		\$2,044,103 38

CAPITAL STOCK.

Capital stock authorized by law, common	\$1,000,000 00	
Capital stock authorized by law, preferred	300,000 00	
Total capital stock authorized by law		\$1,300,000 00
Capital stock authorized by vote of company, common	\$1,000,000 00	
Capital stock authorized by vote of company, preferred	300,000 00	
Total capital stock authorized by vote		\$1,300,000 00
Capital stock issued and outstanding, common		\$900,000 00
Capital stock issued and outstanding, preferred		285,000 00
Total capital stock outstanding		\$1,185,000 00
Total capital stock liability		\$1,185,000 00
Number of shares issued and outstanding, common ..	9,000	
Number of shares issued and outstanding, preferred ..	2,850	
Total number of shares outstanding	11,850	
Number of stockholders, common	114	
Number of stockholders, preferred	107	
Total number of stockholders	221	
Number of stockholders in Maine, common	13	
Number of stockholders in Maine, preferred	6	
Total stockholders in Maine	19	
Amount of stock held in Maine, common	\$79,600 00	
Amount of stock held in Maine, preferred	53,000 00	
Total stock held in Maine		\$132,600 00

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded debt—Description of Bonds, etc.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
Sanford and Cape Porpoise Railway	5%	July, 1928	\$250,000 00	
Mousam River Railroad	6%	Dec., 1912	65,000 00	
Sanford Power Company	3%	July, 1908	84,000 00	
Atlantic Shore Line Railway	5%	Jan., 1924	120,000 00	
Atlantic Shore Line Consolidated	5%	Oct., 1934	297,000 00	
Total.....			\$816,000 00	

SINKING AND OTHER SPECIAL FUNDS.

Amount June 30, 1904, of Mousam River Railroad fund.....	\$10,450 00
Amount June 30, 1904, of Sanford Power Company fund	46,458 48
Total, June 30, 1904.....	\$56,908 48
Additions during the year to Mousam River Railroad fund.....	300 00
Total sinking and other special funds June 30, 1905.....	\$57,208 48

VOLUME OF TRAFFIC—EQUIPMENT.

VOLUME OF TRAFFIC, ETC.				
Number of passengers paying revenue carried during the year		1,428,690		
Number of car miles run.....		361,339		
DESCRIPTION OF EQUIPMENT.	Equipped for electric power.	Equipped with electric heaters.	Number of motors.	
Cars—passenger service:				
Box passenger cars	8	8	28	
Open passenger cars	7		20	
Total.....	15	8	48	
Cars—other service:				
Box freight cars	2	2	6	
Platform freight cars	1		2	
Work cars.....	1		2	
Total.....	4	2	8	
Snow plows.....	2			
MISCELLANEOUS EQUIPMENT.		Number.	Total number.	
Coal cars.....		10		

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned and Operated.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	34.15	.....	.....	34.15
Length of sidings, switches, etc.....	2.357	.....	.....	2.357
Total, computed as single track.....	37.507	.....	.....	37.507
Railway Located Outside of Public Ways.			Owned.	Operated.
Length of railway line			14	14

System of electric motive power in use by the company, Westinghouse Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Springvale, Sanford, Kennebunk, Kennebunkport and Biddeford.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Boston and Maine Railroad	2	1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.					Annual salary.
General officers, superintendence and accounting.....					\$4,395 40
Other Employes.					
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	10	3,650	5,890 77	10	\$1 50 to \$1 65
Motormen	10	3,650	5,669 54	10	1 50 to 1 65
Starters	2	730	1,591 14	12	2 25
Roadmen	6	1,878	2,774 92	10	1 50 to 1 75
Linemen	4	1,248	1,689 99	10	1 50 to 1 75
Engineers	7	1,825	5,114 10	10	1 50 to 2 00
Electricians	2	730	1,642 50	10	2 25
Machinists and mechanics.....	7	1,825	4,505 82	10	1 50 to 2 00
Total	48	15,536	\$28,878 88		

CORPORATE NAME AND ADDRESS OF COMPANY.

Atlantic Shore Line Railway, Sanford, Maine.

NAMES OF PRINCIPAL OFFICERS.

President, Ernest M. Goodall; Vice-President, Frank Hopewell; Treasurer, Louis B. Goodale; Clerk of Corporation and General Counsel, Fred J. Allen; Auditor, F. S. Donnell; General Manager, Geo. A. Murch.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Ernest M. Goodall, Sanford, Me.; Louis B. Goodall, Sanford, Me.; George B. Goodall, Sanford, Me.; Fred J. Allen, Sanford, Me.; F. S. Donnell, Boston, Mass.; Frank Hopewell, Boston, Mass.; Albert H. Bickmore, New York, N. Y.

Date of stockholders' annual meeting, second Tuesday in August.

STATE OF MAINE, }
COUNTY OF YORK, } ss.

Ernest M. Goodall, President, and Geo. A. Murch, 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 ended the thirtieth day of June, A. D. 1905, 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.

GEO. A. MURCH, Gen'l Manager.

Subscribed and sworn to before me this 21st day of September, 1905.

EDWARD E. HUSSEX, Notary Public, York County, Me.

Report of the Augusta, Winthrop and Gardiner Railway Company for the Year Ending June 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$97,294 56	
Other earnings from operation.....	694 53	
Total earnings.....		\$97,989 09
Operating expenses.....		59,078 29
Net earnings from operation.....		\$38,910 80
Charges upon income accrued during the year:		
Interest on funded debt.....	\$13,767 38	
Interest and discount on unfunded debts and loans.....	9,393 02	
Taxes.....	862 29	
Total charges and deductions from income.....		24,022 69
Net divisible income.....		\$14,888 11
Surplus for the year ending June 30, 1905.....		\$14,888 11
Amount of surplus June 30, 1904.....		16,916 29
Total surplus June 30, 1905.....		\$31,804 40

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$94,700 55
Receipts from carriage of mails.....		914 75
Receipts from carriage of express and parcels.....		1,679 23
Gross transportation earnings.....		\$97,294 56
Receipts from power sold.....	\$183 93	
Receipts from advertising in cars.....	400 00	
Other earnings from operation.....	110 60	
Gross earnings from operation.....		\$97,989 09
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....	\$2,346 22	
General office expenses and supplies.....	561 90	
Insurance.....	2,123 20	
Other general expenses.....	2,463 26	
Total.....		\$7,434 58
Maintenance of roadway and buildings:		
Repair of roadbed and track.....	\$8,304 32	
Repair of electric line construction.....	1,377 38	
Removal of snow and ice.....	2,103 85	
Repair of buildings.....	163 79	
Total.....		\$11,948 34
Maintenance of equipment:		
Repair of cars and other vehicles.....	\$3,819 68	
Repair of electric equipment of cars.....	2,641 43	
Car cleaning.....	745 66	
Total.....		\$7,206 17
Transportation expenses:		
Cost of electric motive power.....	\$15,555 48	
Wages and compensation of persons employed in conducting transportation.....	15,136 47	
Other transportation expenses.....	1,797 25	
Total.....		\$32,489 20
Total operating expenses.....		\$59,078 29

PROPERTY ACCOUNTS.

Additions to railway:		
Ballasting track on Winthrop line and fencing right of way	\$4,280 22	
Improvements on lower State street track and Island Park	2,980 53	
Total additions to railway		\$7,260 75
Additions to equipment:		
Electric equipment of cars	\$5,116 62	
Air brake equipment for work cars	1,278 26	
Total additions to equipment		6,394 88
Additions to land and buildings:		
New buildings necessary for operation of railway		273 03
Total additions to property accounts		\$13,928 66

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$807,384 42
Cash and current assets:		
Cash	\$10,345 13	
Bills and accounts receivable	535 12	
Total cash and current assets		10,880 25
Miscellaneous assets:		
Materials and supplies	\$10,787 04	
Other assets and property:		
Unexpired insurance	615 44	
Total miscellaneous assets		11,402 47
Total		\$829,667 14
LIABILITIES.		
Total capital stock, common		\$300,000 00
Funded debt		401,500 00
Current liabilities:		
Loans and notes payable	\$84,150 00	
Audited vouchers and accounts	2,814 31	
Matured interest coupons unpaid (including coupons due July 1)	8,134 88	
Total current liabilities		95,099 19
Interest accrued and not yet due		1,263 55
Profit and loss balance—surplus		31,804 40
Total		\$829,667 14

CAPITAL STOCK.

Capital stock authorized by law, common		\$300,000 00
Capital stock issued and outstanding, common		\$300,000 00
Total number of shares issued and outstanding common	3,000	
Total number of stockholders, common	19	
Total number of stockholders in Maine, common	18	
Total stock held in Maine, common		\$298,800 00

FUNDED DEBT.

Description of Bonds, etc.	Rate of Interest—%.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First mortgage bonds.....	6	1910	\$10,500 00	\$630 00
First mortgage bonds.....	4	1951	239,500 00	9,580 00
First mortgage bonds.....	4	1952	69,000 00	2,760 00
General mortgage bonds.....	5	1953	82,500 00	797 38
Total			\$401,500 00	\$13,767 38

VOLUME OF TRAFFIC—EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year	1,894,011
Number carried per mile of main railway track operated.....	71,086
Number of round trips run.....	8,070
Number of car miles run.....	429,936
Average number of persons employed	55

DESCRIPTION OF EQUIPMENT.	Equipped for electric power.	Equipped with electric heaters.	Number of motors.
Cars--passenger service:			
Box cars	12	12	
Open passenger cars.....	11		
Total	23	12	70
Cars--other service:			
Velocipede car	1		
Trackman's hand car	1		
Express car.....	1		
Work cars.....	3		
Other cars	3		
Total	9		
Snow plows.....	3		

RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line, main track	26.64			
Length of sidings, switches, etc.....	1.03			
Total, computed as single track.....	27.67			

System of electric motive power used by the company, General Electric and Westinghouse.

Name of the several cities and towns in which the railways operated by the company are located, Augusta, Hallowell, Gardiner, Farmingdale, Togus, Manchester and Winthrop.

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, Loudon Hill, Hallowell..	2	1
With Maine Central Railroad, Rines' Hill, Augusta.....	2	1
With Maine Central siding in Gardiner	1	1
Total number of tracks at crossings.....	5	3

Number of crossings at which frogs are inserted in the tracks, 4.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.					Annual salary.
General officers and clerks					\$2,346 22
Other Employees.					
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	16	4,880	\$7,568 23	10	*
Motormen	16	4,880	7,568 24	10	* †
Barn and repair shop men	3	1,526	2,975 73	10	†
Watchmen	1	323	745 66	10	\$2 00
Roadmen	9	3,734	6,054 16	10	\$
Linemen	2	476	889 60	10	\$1 75, ||
Engineers and sub-stations men	4	1,480	2,614 20	10	
Firemen	3	1,095	1,642 50	10	\$1 50
Electricians	1	327	818 25	10	\$2 50
Total	55	18,701	\$30,876 67		

*\$1.43 first year; \$1.50 second year; \$1.55 third year; \$1.60 fourth year.

†\$1.60 to \$2.25.

§\$1.50 to \$2.00.

|| Engineers \$1.72, \$2.50; sub-station men \$1.43.

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, Me.; Treasurer, Geo. E. Macomber, Augusta, Me.; Clerk of Corporation, H. M. Heath, Augusta, Me.; General Manager, Geo. E. Macomber, Augusta, Me.; Superintendent, L. F. Taylor, Augusta, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Manchester Haynes, Augusta, Me.; Geo. E. Macomber, Augusta, Me.; John F. Hill, Augusta, Me.; Thomas J. Lynch, Augusta, Me.; Fred S. Thorne, Gardiner, Me.; Fred G. Kinsman, Augusta, Me.; Henry G. Staples, Augusta, Me.

Date of stockholders' annual meeting, first Monday after July 4th.

STATE OF MAINE, }
COUNTY OF KENNEBEC, } ss.

Geo. E. Macomber, Treasurer, and L. F. Taylor, Superintendent of the Augusta, Winthrop and Gardiner 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

GEO. E. MACOMBER.
L. F. TAYLOR.

Subscribed and sworn to before me this 2d day of September, 1905.

[Seal.]

MELVINE S. HOLWAY, Notary Public Kennebec County, Me.

**Report of the Bangor, Hampden and Winterport Railway
Company for Nine Months Ending March 31, 1905.**

GENERAL EXHIBIT FOR THE PERIOD.

Gross transportation earnings.....	\$22,271 56	
Other earnings from operation.....	100 25	
Total earnings.....		\$22,371 81
Operating expenses.....		13,355 97
Net earnings from operation.....		\$9,015 84
Miscellaneous income:		
Park receipts.....		1,016 19
Gross income above operating expenses.....		\$10,032 03
Charges upon income accrued during the year:		
Interest on funded debt.....	\$1,500 00	
Taxes, State and local.....	171 27	
Other deductions from income:		
Expenses of park.....	4,964 19	
Total charges and deductions from income.....		6,635 46
Net divisible income.....		\$3,396 57
Surplus for the year ending June 30, 1905.....		3,396 57
Amount of surplus March 31, 1904.....		10,337 65
Credits to profit and loss account during the year:		
Adjustment of vouchers payable.....		86 21
Total surplus March 31, 1905.....		\$13,820 43

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$21,532 46
Receipts from carriage of freight.....	739 10
Gross transportation earnings.....	\$22,271 56
Receipts from advertising in cars	37 50
Other earnings from operation.....	62 75
Gross earnings from operation.....	\$22,371 81
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$625 06
General office expenses and supplies.....	236 56
Insurance.....	234 81
Total	\$1,096 43
Maintenance of roadway and buildings:	
Repair of roadbed and track	\$641 45
Repair of electric line construction.....	202 01
Removal of snow and ice	389 18
Repair of buildings.....	69 25
Total	\$1,301 89
Maintenance of equipment:	
Repair of cars and other vehicles.....	\$559 89
Repair of electric equipment of cars	503 80
Total	\$1,063 09
Transportation expenses:	
Cost of electric motive power.....	\$3,638 02
Wages and compensation of persons employed in conducting transportation	4,652 11
Damages for injuries to persons and property	274 00
Tolls for trackage over other railways.....	669 03
Restals of buildings and other property	493 14
Miscellaneous car services, etc.....	128 85
Other transportation expenses.....	38 81
Total	\$9,893 96
Total operating expenses.....	\$13,355 97

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks	\$55,850 55	
Electric line construction, including poles, wiring, feeder lines, etc.....	18,410 23	
Total cost of railway owned.....		\$74,260 78
Cost of equipment:		
Cars and other rolling stock and vehicles.....	\$21,491 49	
Electric equipment of same	15,745 28	
Total cost of equipment owned		\$37,236 74
Other permanent property.		
Park.....	\$5,943 51	
Telephone line.....	251 61	
Total cost of other permanent property owned.....		6,195 12
Total permanent investments		\$117,692 64
Cash and current assets:		
Cash	\$1,588 14	
Bills and accounts receivable.....	747 88	
Prepaid insurance.....	200 91	
Total cash and current assets.....		2,536 93
Miscellaneous assets:		
Materials and supplies		373 82
Total		\$120,603 39
LIABILITIES.		
Capital stock, common.....		60,000 00
Funded debt.....		40,000 00
Current liabilities:		
Audited vouchers and accounts		6,611 69
Accrued liabilities:		
Taxes accrued and not yet due		171 27
Profit and loss balance—surplus		13,820 43
Total		\$120,603 39

CAPITAL STOCK.

Authorized by law, common, \$500,000; authorized by vote of company, \$500,000; issued and outstanding, \$60,000; number of shares issued and outstanding, common, 600; number of stockholders, 11; number of stockholders in Maine, 6; amount of stock held in Maine, \$2,400.

FUNDED DEBT.

First mortgage 5% 20 year gold bond, matures September 5, 1897; amount outstanding, \$40,000. Interest paid during year, \$1,500.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the nine months, 431,013; number carried per mile of main railway track operated, 70,312; number of car miles run, 82,514.

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; number of motors, 20.

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, 1.616 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, operated in Bangor and Hampden.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.				Annual salary.	
Superintendence and accounting				\$1,375 03	
Other Employees.					
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	7	995	\$1,741 89	10	\$1 50 to \$1 85
Motormen	7	988	1,730 37	10	1 50 to 1 85
Roadmen	5	141	246 75	10	1 75
Park	7	420	630 00	10	75 to 1 50
Machinists and mechanics	3	354	619 50	10	1 75
Total	29	2,898	\$4,968 51		

CORPORATE NAME AND ADDRESS OF COMPANY.

Bangor, Hampden and Winterport Railway, Bangor, Me.

NAMES OF PRINCIPAL OFFICERS.

President, Horace C. Chapman; Treasurer, Charles D. Stanford; Clerk of Corporation, Henry W. Mayo; Auditor, Fred D. Oliver; General Manager, John R. Graham; Superintendent, Wm. H. Snow.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Horace C. Chapman, Bangor, Me.; Charles D. Stanford, Bangor, Me.; Chas. F. Woodard, Bangor, Me.; John R. Graham, Bangor, Me.; James H. Cutler, Bangor, Me.; Henry W. Mayo, Hampden, Me.; Edward R. Coffin, Schenectady, N. Y.

Date of stockholders' annual meeting, first Thursday in August.

STATE OF MAINE, }
COUNTY OF PENOBSBOT, } ss.

Charles D. Stanford, Treasurer, and John R. Graham, General Manager of the Bangor, Hampden and Winterport 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 ended the thirty-first day of March, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

CHARLES D. STANFORD.
JOHN R. GRAHAM.

Subscribed and sworn to before me this 9th day of September, 1905.

[Seal.]

L. C. TYLER, Notary Public Penobscot County, Me.

**Report of the Bangor, Orono and Old Town Railway Company
for the Period Ending March 31, 1905.**

GENERAL EXHIBIT FOR THE NINE MONTHS ENDING MARCH 31, 1905.

Gross transportation earnings.....	\$47,214 82	
Other earnings from operation.....	1,873 77	
Total earnings.....		\$49,088 59
Operating expenses.....		34,471 39
Net earnings from operation.....		\$14,617 20
Charges upon income accrued during the year:		
Interest on funded debt.....	\$5,625 00	
Interest and discount on unfunded debts and loans.....	4,510 56	
Taxes, State and local.....	434 67	
Total charges and deductions from income.....		10,570 23
Net divisible income.....		\$4,046 97
Surplus for the year ending March 31, 1905.....		\$4,046 97
Amount of deficit June 30, 1904.....		45,488 04
Total deficit March 31, 1905.....		\$41,441 07

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Gross transportation earnings.....	\$47,214 82	
Receipts from advertising in cars.....	150 00	
Other earnings from operation: Sale of gravel, etc.....	1,723 77	
Gross earnings from operation.....		\$49,088 59
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....	\$1,924 94	
General office expenses and supplies.....	632 05	
Insurance.....	682 25	
Total.....		\$3,239 34
Maintenance of roadway and buildings:		
Repair of roadbed and track.....	\$3,763 13	
Repair of electric line construction.....	1,128 88	
Removal of snow and ice.....	1,140 98	
Repair of buildings.....	166 23	
Total.....		\$6,199 22
Maintenance of equipment:		
Repair of cars and other vehicles.....	\$2,251 34	
Repair of electric equipment of cars.....	1,285 85	
Total.....		\$3,537 19
Transportation expenses:		
Cost of electric motive power.....	\$7,874 41	
Wages and compensation of persons employed in conducting transportation.....	11,312 88	
Damages for injuries to persons and property.....	685 60	
Tolls for trackage over other railways.....	546 95	
Rentals of buildings and other property.....	422 12	
Other transportation expenses:		
Miscellaneous car service expense.....	465 84	
Cleaning and sanding track.....	188 44	
Total.....		\$21,495 74
Total operating expenses.....		\$34,471 39

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$309,158 60
Cash and current assets:		
Cash	\$1,569 75	
Bills and accounts receivable	2,124 05	
Other cash and current assets: Prepaid insurance	531 16	
Total cash and current assets		4,224 96
Miscellaneous assets:		
Materials and supplies		136 85
Profit and loss balance, deficit		41,396 99
Total		\$354,917 40
LIABILITIES.		
Capital stock, common		\$125,000 00
Funded debt		125,000 00
Current liabilities:		
Loans and notes payable	\$100,000 00	
Audited vouchers and accounts	3,904 91	
Total current liabilities		103,904 91
Accrued liabilities:		
Interest accrued, not yet due	\$667 59	
Taxes accrued, not yet due	144 90	
Total		1,012 49
Total		\$354,917 40

CAPITAL STOCK.

Authorized by law, common, \$250,000; authorized by vote of company, \$125,000; issued and outstanding, \$125,000; number of shares issued and outstanding, 1,250; number of stockholders, 15; number of stockholders in Maine, 11; amount of stock held in Maine, \$7,100.00.

FUNDED DEBT.

First mortgage 5% bonds dated March 15, 1895, redeemable on or after March 1, 1905, at 105 and interest. Rate of interest, 6%; due March 15, 1905; amount outstanding, \$125,000; interest paid during the year, \$5,625.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the period, 960,564; number carried per mile of main railway track operated, 50,556; number of car miles run 276,850.

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power and electric heaters, 8; open passenger cars equipped for electric power, 2. Total: equipped for electric power, 10; equipped with electric heaters, 8; number of motors, 40; work cars, 1; snow plows, 2; road machine, 1.

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line.....	16.2		1.4	17.6
Length of second main track.....			1.4	1.4
Total length of main track.....	16.2		2.8	19.0
Length of sidings, switches, etc.....	.5			.5
Total, computed as single track.....	16.7		2.8	19.5

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.....		17.6		17.6
Length of second main track.....		1.4		1.4
Total length of main track.....		19.0		19.0
Length of sidings, switches, etc.....		.5		.5
Total, computed as single track.....		19.5		19.5

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, Veazie, Maine.....	1	1
With Bangor and Aroostook Railroad, Old Town, Maine.....	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 EMPLOYEES.

Officers and Clerks.					Annual salary.
Superintendence and accounting.....					\$2,824 94
Other Employees.					Wages per day.
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	
Conductors	12	2,430	\$4,253 61	10	\$1 50 to \$1 85
Motormen	12	2,457	4,300 13	10	1 50 to 1 85
Roadmen	6	1,350	2,362 50	10	1 75
Electricians.....	4	1,080	1,890 00	10	1 25 to 2 00
Machinists and mechanics }					
Total	34	7,317	\$12,806 24		

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		1		1		2

STATEMENT OF EACH ACCIDENT.

October 5, 1904. Woman injured by getting off car before it had stopped.
 January 12, 1905. Man injured by car starting before he had got on.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Orono and Old Town Railway Company, Bangor, Maine.

NAMES OF PRINCIPAL OFFICERS.

President, J. Fred Webster; Treasurer, Fred D. Oliver; Clerk of Corporation, Albert J. Durgin; General Manager, John R. Graham; Superintendent, Wm. H. Snow.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Fred Webster, Boston, Mass.; Horace C. Chapman, Bangor, Maine; Charles D. Stanford, Bangor, Maine; James W. Cassidy, Bangor, Maine; George T. Sewall, Old Town, Maine; A. J. Durgin, Orono, Maine; James H. Cutler, Bangor, Maine.

Date of stockholders' annual meeting, second Tuesday in August.

STATE OF MAINE, }
COUNTY OF PENOBSCOT, } ss.

Fred D. Oliver, Treasurer, and John R. Graham, General Manager 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 ended the thirty-first day of March, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

FRED D. OLIVER.
JOHN R. GRAHAM.

Subscribed and sworn to before me this 9th day of September, 1905.

[Seal.]

L. C. TYLER, Notary Public, Penobscot County, Maine.

**Report of the Bangor Railway and Electric Company for the
Three Months Ending June 30, 1905.***

GENERAL EXHIBIT FOR THE PERIOD.

Gross transportation earnings.....	\$49,877 57	
Other earnings from operation.....	2,280 96	
Total earnings.....		\$52,158 53
Operating expenses.....		27,841 54
Net earnings from operation.....		\$24,316 99
Gross income above operating expenses.....		\$24,316 99
Charges upon income accrued during the year:		
Interest on funded debt--railway department proportion of funded debt Bangor Railway and Electric Company..	\$8,261 46	
Interest and discount on unfunded debts and loans.....	3,321 76	
Taxes, State and local	1,409 79	
Total charges and deductions from income		\$12,993 01
Net divisible income		\$11,323 98
Surplus for the three months ending June 30, 1905		\$11,323 98
Total surplus June 30, 1905.....		\$11,323 98

*The Bangor Railway and Electric Company owns and operates the Bangor Orono and Old Town Railway Company, the Bangor, Hampden and Winterport Railway and Bangor Street Railway, and this report covers the operations of the above railways for three months ending June 30, 1905.

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$49,785 47
Receipts from carriage of mails.....	92 10
Gross transportation earnings.....	\$49,877 57
Receipts from advertising in cars	162 51
Other earnings from operation—sale of gravel.....	2,118 48
Gross earnings from operation.....	\$52,158 53
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$1,815 59
General office expenses and supplies.....	855 73
Insurance	664 43
Other general expenses.....	864 89
Total	\$4,230 64
Maintenance of roadway and buildings:	
Repair of roadbed and track	\$2,307 38
Repair of electric line construction	892 44
Removal of snow and ice	9 10
Repair of buildings.....	181 65
Total	\$3,390 57
Maintenance of equipment:	
Repair of cars and other vehicles.....	\$2,148 32
Repair of electric equipment of cars	1,090 69
Total	\$3,239 01
Transportation expenses:	
Cost of electric motive power.....	\$4,284 99
Provender for horses.....	151 77
Wages and compensation of persons employed in conducting transportation	10,360 50
Damages for injuries to persons and property	682 50
Rentals of buildings and other property.....	289 04
Other transportation expenses:	
Clearing and sanding track.....	398 30
Miscellaneous car service expenses	874 22
Total	\$16,981 32
Total operating expenses.....	\$27,841 54

GENERAL BALANCE SHEET.

ASSETS AND LIABILITIES.

It is impossible to determine correct data of "Assets" or "Liabilities" of the Bangor Street Railway separate from the other companies composing the Bangor Railway and Electric Company. The Bangor Railway and Electric Company (Public Works Company, Bangor, Orono and Old Town Railway, Bangor, Hampden and Winterport Railway and Old Town Electric Company) assume all liabilities and paid all indebtedness of the several united companies.

CAPITAL STOCK.

Capital stock authorized by law, common	\$1,000,000 00	
Total capital stock authorized by law.....	1,000,000 00	
Capital stock authorized by vote of company, common....	1,000,000 00	
Total capital stock authorized by vote.....	1,000,000 00	
Total capital stock outstanding.....		\$1,000,000 00
Total capital stock liability.....		1,000,000 00
Number of shares issued and outstanding, common..	10,000	
Total number of shares outstanding.....	10,000	
Number of stockholders, common	31	
Total number of stockholders	31	
Number of stockholders in Maine, common	15	
Total stockholders in Maine.....	15	
Amount of stock held in Maine, common	\$234,918 00	

FUNDED DEBT.

Funded debt—Description of Bonds, etc.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during three months.
Bangor Railway and Electric Company, first consolidated mortgage gold bond	5%	July 1, 1933	\$775,000 00	\$9,687 50
Public Works Company, first mortgage gold bond	5%	Apr. 1, 1929	600,000 00	7,500 00
Bangor, Orono and Old Town Railway Company, first mortgage gold bond	6%	Mar. 1, 1915	125,000 00	1,875 00
Total.....			\$1,500,000	\$19,062 50

VOLUME OF TRAFFIC—EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the three months ending June 30, 1905.....	999,834
Number carried per mile of main railway track operated	30,862
Number of car miles run.....	235,929

The company commenced operations April 1, 1905.

DESCRIPTION OF EQUIPMENT.	Equipped for electric power.	Total passenger cars.	Equipped with electric heaters.	Number of motors.
Cars—passenger service:				
Box passenger cars	25	25	25	62
Open passenger cars	24	24	.....	44
Total	49	49	25	106
Cars—other service:				
Work cars	3	.....	.....	2
Other cars	1	.....	.....	2
Total	4	.....	.....	4
Snow plows	6	.....	.....	6

MISCELLANEOUS EQUIPMENT.	Number.	Total number.
Carts and snow sleds.....		4

Other highway vehicles: jiggers, 2; trolley wagons, 1; road machines, 2; harnesses, 5.

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased, Etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	29.789	.....	.....	29.789
Length of second main track.....	2.671	.....	.....	2.671
Total length of main track.....	32.460	.....	.....	32.460
Length of sidings, switches, etc.....	1.98	.....	.....	1.98
Total, computed as single track.....	34.440	.....	.....	34.440

Railway operated and motive power used, electric power.
 Names of the several cities and towns in which the railways operated by the company are located. Bangor, Hampden, Winterport, Orono, Old Town.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Maine Central Railroad Co. branch track, Brewer	1	1
With Maine Central Railroad Co. branch track, Veazie	1	1
With Bangor and Aroostook Railroad, Old Town	1	1
Total number of tracks at crossings	3	3

Number of above crossings at which frogs are inserted in the tracks, 3.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.	Annual salary.
General officers, superintendence and accountants.....	\$2,417 57

Other employes.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	32	2,512	\$4,396 00	10	\$1 50 to \$1 85
Motormen	32	2,512	4,396 00	10	1 50 to 1 85
Roadmen	21	1,307	2,288 04	10	1 75 to 2 00
Machinists and mechanics.....	22	1,237	2,227 50	10	1 50 to 2 50
Total	107	7,568	\$13,307 54		

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				2		2
Other persons.....			1	1	1	1
Total.....			1	3	1	3

STATEMENT OF EACH ACCIDENT.

- April 28, 1905. Man injured by being thrown from team by car.
 May 22, 1905. Man killed by his jumping on track in front of car.
 May 25, 1905. Man injured by putting his head out of window, being hit by pole.
 June 4, 1905. Man injured by falling off car while drunk.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor Railway and Electric Company, Bangor, Maine.

NAMES OF PRINCIPAL OFFICERS.

President, John R. Graham; Vice-President, Frank Silliman, Jr.; Treasurer, Fred D. Oliver; Clerk of Corporation, Geo. T. Sewall; General Counsel, Charles F. Woodard; Auditor, C. A. Pearson, Jr.; Superintendent, Wm. H. Snow.

NAME AND RESIDENCES OF BOARD OF DIRECTORS.

John R. Graham, Bangor, Maine; Franklin A. Wilson, Bangor, Maine; Charles F. Woodard, Bangor, Maine; Charles V. Lord, Bangor, Maine; Charles D. Sanford, Bangor, Maine; Herbert L. Clark, Philadelphia, Pa.; Frank Silliman, Jr., Scranton, Pa.

Date of stockholders' annual meeting, second Tuesday of August.

STATE OF MAINE, }
COUNTY OF PENOBSCOT, } ss.

John R. Graham, President, and Fred D. Oliver, Treasurer of the Bangor Railway and Electric 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

JOHN R. GRAHAM.
FRED D. OLIVER.

Subscribed and sworn to before me this sixth day of December, 1905.

E. C. RYDER, Justice of the Peace.

Report of the Bangor Street Railway Company for Nine Months Ending March 31, 1905.

[OPERATED BY THE PUBLIC WORKS COMPANY.]

GENERAL EXHIBIT FOR NINE MONTHS ENDING MARCH 31, 1905.

Gross transportation earnings.....	\$65,694 43	
Other earnings from operation.....	3,536 70	
Total earnings.....		\$69,231 13
Operating expenses.....		44,550 15
Net earnings from operation.....		\$24,680 98
Charges upon income accrued during the year:		
Interest on funded debt, railway department proportion.		
Funded debt Public Works Company.....	\$7,500 00	
Taxes, state and local.....	1,337 71	
Total charges and deductions from income.....		8,837 71
Net divisible income.....		\$15,843 27
Surplus for the year ending March 31, 1905.....		\$15,843 27
Amount of deficit June 30, 1904.....		1,414 32
Total surplus March 31, 1905.....		\$14,428 95

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$65,694 43
Gross transportation earnings.....		\$65,694 43
Receipts from advertising in cars.....		360 00
Other earnings from operation.....		3,236 70
Gross earnings from operation.....		\$69,231 13
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$2,625 36
General office expenses and supplies.....		1,570 43
Insurance.....		811 10
Other general expenses.....		233 45
Total.....		\$5,240 34
Maintenance of roadway and buildings:		
Repair of roadbed and track.....		\$2,367 54
Repair of electric line construction.....		832 75
Removal of snow and ice.....		1,706 65
Repair of buildings.....		621 86
Total.....		\$5,528 80
Maintenance of equipment:		
Repair of cars and other vehicles.....		\$2,965 26
Repair of electric equipment of cars.....		3,843 42
Total.....		\$6,808 68
Transportation expenses:		
Cost of electric motive power.....		\$5,631 34
Provender for horses.....		265 50
Wages and compensation of persons employed in conducting transportation.....		16,926 42
Damages for injuries to persons and property.....		1,096 00
Tolls for trackage over other railways.....		937 79
Rentals of buildings and other property.....		105 54
Miscellaneous car service expenses.....		1,120 29
Other transportation expenses.....		889 45
Total.....		\$26,972 33
Total operating expenses.....		\$44,550 15

GENERAL BALANCE SHEET.

ASSETS AND LIABILITIES.

It is impossible to determine correct data of assets and liabilities of the Bangor Street Railway separate from companies composing the Public Works Company. The Public Works Company (Penobscot Water Power Company, Brewer Water Company, Bangor Electric Light and Power Company, Bangor Street Railway) assumed all liabilities and paid all indebtedness of the several united companies.

CAPITAL STOCK.

Capital stock authorized by law, common		\$200,000 00	
Capital stock authorized by votes of company, common....		200,000 00	
Capital stock issued and outstanding, common.....			\$200,000 00
Total capital stock liability.....			\$200,000 00
Number of shares issued and outstanding, common	2,000		
Number of stockholders, common	12		
Number of stockholders in Maine, common.....	9		
Amount of stock held in Maine, common		174,000 00	

VOLUME OF TRAFFIC—EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers paying revenue carried during the nine months.....		1,309,908
Number carried per mile of main railway track operated.....		92,697
Number of car miles run.....		320,856

DESCRIPTION OF EQUIPMENT.	Equipped for electric power.	Total passenger cars.	Equipped with electric heaters.	Number of motors.
Cars--passenger service:				
Box passenger cars	14	14	14	23
Open passenger cars	17	17	.....	23
Total	31	31	14	56

Other highway vehicles: jigger, 2; trolley wagon, 1; road machines, 3; horses, 2; harnesses, 5; electric automobiles, 2; carts and snow sleds, 4; snow plows, 3.

RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	9.069	.....	1.491	10.560
Length of second main track	2.671	.....	.....	2.671
Total length of main track	11.740	.....	1.491	13.231
Length of sidings, switches, etc. ....	.6	.....	.....	.6
Total, computed as single track	12.340	.....	1.491	13.831

System of electric motive power used by the company, General Electric Company.

Name 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, viz.:		
With Maine Central Railroad, branch track	1	1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.					Annual salary.
General officers, superintendence and accounting.....					\$4,125 31
Other Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	13	4,740	\$8,295 00	10	\$1 50 to \$1 85
Motormen	13	4,740	8,295 00	10	1 50 to 1 85
Roadmen	10	1,750	4,082 50	10	1 75
Electricians	8	2,400	4,200 00	.....	1 60 to 2 50
Machinists and mechanics.....					
Total	44	13,630	\$24,852 50		

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		1		5		6
Other persons				1		1
Totals						7

STATEMENT OF EACH ACCIDENT.

July 11, 1904. Woman injured by car starting before she had got off.
 July 25, 1904. Two men injured while standing on running board of open car by being hit by car going in opposite direction.
 September 3. Two men injured while standing on the running board, being hit by car going in opposite direction.
 September 17, 1904. Woman injured by getting off car before it had stopped.
 September 19, 1904. Child injured while playing in street by being struck by running board of car.

CORPORATE NAME AND ADDRESS OF COMPANY.

Public Works Company, Bangor, Me.

NAMES OF PRINCIPAL OFFICERS.

President, Charles F. Woodard; Treasurer and General Manager, John R. Graham; Clerk of Corporation, James W. Cartwright, Jr.; Auditor, Fred D. Oliver; Superintendent, Wm. H. Snow.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles F. Woodard, Bangor, Maine; James H. Cutler, Bangor, Maine.; John R. Graham, Bangor, Maine; Charles V. Lord, Bangor, Maine; Franklin A. Wilson, Bangor, Maine; Horace C. Chapman, Bangor, Maine; Charles D. Stanford, Bangor, Maine; James W. Cartwright, Jr., Bangor, Maine; Herbert L. Clark, Philadelphia, Pa.

Date of stockholders' annual meeting, second Tuesday of August.

STATE OF MAINE, }
 COUNTY OF PENOBSCOT, } ss.

John R. Graham, Treasurer, and William H. Snow, Superintendent of the Public Works 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 ended the thirty-first day of March, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

JOHN R. GRAHAM.
 WILLIAM H. SNOW.

Subscribed and sworn to before me this 10th day of September, 1905.

[Seal.]

L. C. TYLER, Notary Public Penobscot County, Me.

**Report of the Benton and Fairfield Railway Company for the
Year Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$11,038 04	
Other earnings from operation.....	27 00	
Total earnings.....		\$11,065 04
Operating expenses.....		8,568 96
Net earnings from operation.....		\$2,496 08
Charges upon income accrued during the year:		
Taxes, State and local.....		41 68
Net divisible income.....		\$2,454 40
Surplus for the year ending June 30, 1905.....		2,454 40
Amount of deficit June 30, 1904.....		5,118 61
Total deficit June 30, 1905.....		\$2,664 21

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$2,529 00
Receipts from carriage of freight.....		8,509 04
Receipts from advertising in cars.....		15 00
Receipts from electric lights.....		12 00
Gross earnings from operation.....		\$11,065 04
EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies.....		\$45 01
Insurance.....		64 98
Total.....		\$109 99
Maintenance of roadway and buildings:		
Repair of roadbed and track.....		\$623 88
Repair of electric line construction.....		27 12
Removal of snow and ice.....		65 56
Repair of buildings.....		27 93
Total.....		\$743 49
Maintenance of equipment:		
Repair of cars and other vehicles.....		\$1,339 54
Repair of electric equipment of cars.....		
Total.....		\$1,339 54
Transportation expenses:		
Cost of electric motive power.....		1,613 25
Wages and compensation of persons employed in conducting transportation.....		4,645 89
Rentals of buildings and other property.....		58 00
Other transportation expenses:		
Lubricants and car rental.....		61 80
Total.....		\$6,375 94
Total operating expenses.....		\$8,568 96

PROPERTY ACCOUNTS.

Additions to railway:		
New electric line construction (length, 1,300 feet).....		\$18 75
Additions to land and buildings:		
Additional equipment of power stations		1,361 24
Total additions to property accounts		\$1,379 99

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway.....		\$33,403 20
Cost of equipment:		
Cars and other rolling stock and vehicles		11,675 39
Electric equipment of same		
Cost of land and buildings:		
Land necessary for operation of railway.....	\$1,247 00	
Electric power stations, including equipment.....	3,081 92	
Total cost of land and buildings owned.....		4,328 92
Other permanent property: Launch.....		735 12
Total permanent investments.....		\$50,142 63
Cash and current assets:		
Cash.....	\$1,642 84	
Bills and accounts receivable.....	941 96	
Total cash and current assets.....		2,584 80
Miscellaneous assets:		
Materials and supplies		1,642 22
Profit and loss balance—deficit.....		2,664 21
Total		\$57,033 86
LIABILITIES.		
Capital stock, common.....		\$20,000 00
Real estate mortgages.....		34,000 00
Current liabilities:		
Audited vouchers and accounts		3,033 86
Total.....		\$57,033 86

CAPITAL STOCK.

Authorized by law and by vote of company, common (\$25 per share), \$20,000; total capital stock liability, \$20,000; number of shares issued and outstanding, common, 800; number of stockholders, common, 6; number of stockholders in Maine, common, 3; amount of stock held in Maine, common, \$75.

REAL ESTATE MORTGAGES.

The entire property of this road is mortgaged. Rate of interest, 5%; mortgage due June 1, 1919; amount of mortgage, \$34,000.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 50,580; number carried per mile of main railway track operated, 12,276; number of round trips run, 6,049; number of car miles run, 24,922; average number of persons employed on passenger traffic, 2.

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, 9; other cars, 1.

Total cars, 13.

RAILWAYS OWNED, LEASED, ETC.

Railways Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railroads.	Total owned, etc.
Length of railway line	4.12	.....	.....	4.12
Length of sidings, switches, etc.....	.55	.....	.....	.55
Total, computed as single track.....	4.67	.....	.....	4.67

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	4.12	.....	4.12
Length of sidings, switches, etc.....55	.....	.55
Total, computed as single track.....	4.67	.....	4.67

About three miles of track are located outside of public ways.

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, Fairfield, Benton Station and Benton Falls.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Other 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	\$1,642 00	10	\$1 50
Motormen	4	1,460	2,244 25	10	1 50 to 1 65
Roadmen	2	252	378 84	10	1 50
Electricians	1	365	912 50	10	2 50
Total	10	3,172	\$5,177 59		

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other persons....	1	.....	1	

A boy who was stealing a ride on the motor car was run over and died from the shock.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Benton and Fairfield Railway Company, Fairfield, Maine.

NAMES OF PRINCIPAL OFFICERS.

President, Stephen B. Fleming; Treasurer and General Manager, George W. Powers; Clerk of Corporation, John O. Noble; Superintendent, Arthur E. Reynolds.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Stephen B. Fleming, 111 Broadway, New York City; George W. Powers, Fairfield, Maine; Edward F. Parker, Fairfield, Maine; John O. Noble, Benton Falls, Maine.

Date of stockholders' annual meeting, third Thursday of June.

STATE OF MAINE, }
COUNTY OF SOMERSET, } ss.

G. W. Powers, General Manager, and J. O. Noble, Clerk 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

G. W. POWERS,
J. O. NOBLE.

Subscribed and sworn to before me this 19th day of August, 1905.

[Seal.]

GEO. M. CHAPMAN, Notary Public Somerset County, Me.

Report of the Biddeford and Saco Railroad Company for the Year Ending June 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$54,018 55	
Other earnings from operation.....	6,971 08	
Total earnings.....		\$60,989 63
Operating expenses.....		42,121 31
Net earnings from operation.....		\$18,868 32
Gross income above operating expenses.....		\$18,868 32
Charges upon income accrued during the year:		
Interest upon funded debt.....	\$6,000 00	
Interest and discount on unfunded debts and loans.....	591 67	
Taxes, State and local.....	823 09	
Total charges and deductions from income.....		7,414 76
Net divisible income.....		\$11,453 56
Dividends declared, 3¼ per cent on \$100,000.....		3,500 00
Surplus for the year ending June 30, 1905.....		\$7,953 56
Amount of surplus June 30, 1904.....		79 83
		\$8,033 39
Debits to profit and loss account during the year:		
Contingent account.....		8,000 00
Total surplus June 30, 1905.....		\$33 39

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$54,018 55
Receipts from power sold.....		6,874 08
Receipts from advertising.....		97 00
Gross earnings from operation.....		\$60,958 63
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$2,400 00
General office expenses and supplies.....		209 90
Insurance.....		1,325 67
Other general expenses.....		920 62
Total.....		\$4,856 19
Maintenance of roadway and buildings:		
Repair of roadbed and track.....		\$1,683 36
Repair of electric line construction.....		556 20
Removal of snow and ice.....		1,340 25
Repair of buildings.....		39 34
Total.....		\$3,619 13
Maintenance of equipment:		
Repair of cars and other vehicles.....		\$802 54
Repair of electric equipment of cars.....		439 44
Total.....		\$1,241 98
Transportation expenses:		
Cost of electric motive power.....		\$17,574 55
Wages and compensation of persons employed in conducting transportation.....		14,286 85
Damages for injuries to persons and property.....		433 65
Other transportation expenses: Lubricants and waste.....		108 94
Total.....		\$32,403 99
Total operating expenses.....		\$42,121 31

PROPERTY ACCOUNTS.

Additions to land and buildings:		
Additional equipment of power stations.....	\$46 96	
Total additions to land and buildings.....		\$46 96
Additions to other permanent property:		
Volt meter.....	\$75 85	
Drain pipe, etc.....	134 44	
Total additions to other permanent property.....		210 29
Total additions to property accounts.....		\$257 25
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Old controllers sold.....	\$42 00	
Total deductions from property accounts.....		42 00
Net addition to property accounts for the year.....		\$215 25

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks.....	\$104,784 79	
Electric line construction, including poles, wiring, feeder lines, etc.....	12,071 33	
Total cost of railway owned.....		\$116,856 12
Cost of equipment:		
Cars and electric equipment of same.....	\$78,166 94	
Horses and miscellaneous equipment.....	3,455 42	
Total cost of equipment owned.....		81,622 36
Cost of land and buildings:		
Electric power station equipment.....	\$36,323 68	
Land and buildings necessary for operation of railway.....	17,209 44	
Total cost of land and buildings owned.....		53,533 12
Total permanent investments.....		\$262,011 60
Cash and current assets:		
Cash.....	21 79	
Contingent account.....	12,000 00	
Total cash and current assets.....		\$12,021 79
Total.....		\$264,033 39
LIABILITIES.		
Capital stock, common.....		\$100,000 00
Funded debt.....		150,000 00
Current liabilities:		
Notes.....		14,000 00
Profit and loss balance—surplus.....		33 39
Total.....		\$264,033 39

CAPITAL STOCK.

Authorized by law, common, \$100,000; authorized by vote of company, \$100,000; issued and outstanding, \$100,000; number of shares issued and outstanding, common, 2,000; stockholders, 38; in Maine, 31; amount of stock held in Maine, \$80,750.

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, 828,230; number carried per mile of main track operated, 108,820; number of round trips run--Old Orchard, 14,860; Saco, 10,524; number of car miles run, 317,570.

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped with electrical power and heaters, 9; open passenger cars equipped with electrical power, 15; trailers, 8; total, 32. Number of motors, 36; snow plows, equipped with electrical power, 2; for horses, 1; barges, 1; carts, 1; snow sleds, 1; wagons, 2; sleighs, 1; harnesses, 2.

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line.....	7.611	.....	.....	7.611
Length of sidings, switches, etc.....	.535	.....	.....	.535
Total, computed as single track.....	8.146	.....	.....	8.146

RAILWAY OPERATED AND MOTIVE POWER USED.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total operated.
Length of railway line.....	7.611	.....	7.611
Length of sidings, switches, etc.....535	.....	.535
Total, computed as single track.....	8.146	.....	8.146

System of electric motive power in use by the company, Thomson-Houston and General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Biddeford, Saco and Old Orchard.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, 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.

Other Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	11	3,678	\$5,885 42	10	\$1 50 to \$1 65
Motormen	11	3,678	5,885 42	10	1 50 to 1 65
Watchmen	1	365	547 50	10	1 50
Roadmen	3	1,400	2,166 93	10	1 50 to 1 65
Engineers.....	1	365	864 50	10	2 37½
Firemen	4	1,609	2,654 25	9	1 50 to 1 65
Electricians	1	365	730 00	10	2 00
Machinists and mechanics.....	2	730	1,204 50	10	1 65
Total	34	12,190	19,938 52		

ACCIDENTS TO PERSONS.

Passengers—1 killed from his own carelessness; jumping backward, fell and fractured his skull by striking the pavement.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Biddeford and Saco Railroad Company, 154 Main Street, Biddeford, Maine.

NAMES OF PRINCIPAL OFFICERS.

President, Charles H. Prescott; Treasurer and Clerk, Eugene F. Lord; Manager, Edward A. Newman; Superintendent, Wm. A. Worthing.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles H. Prescott, Carlos Heard, Biddeford, Me.; Harry P. Garland, Saco, Me.; Walter G. Davis, William A. Wheeler, Ammi Whitney, Charles F. Libby, Charles S. Fobes, Edward A. Newman, all of Portland, Me.

Date of stockholders' annual meeting, July 12, 1905.

STATE OF MAINE, }
COUNTY OF YORK, } ss.

Eugene F. Lord, Treasurer, and William A. Worthing, Acting Superintendent of the Biddeford and Saco Railroad Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

EUGENE F. LORD,
WILLIAM A. WORTHING.

Subscribed and sworn to before me this 1st day of September, 1905.

[Seal.]

CHARLES A. MOODY, Notary Public, York County, Me.

Report of the Calais Street Railway Company for the Year Ending June 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$27,460 80	
Other earnings from operation.....	394 18	
Total earnings.....		\$27,854 98
Operating expenses.....		22,901 03
Net earnings from operation.....		\$4,953 95
Charges upon income accrued during the year:		
Interest on funded debt.....	\$5,000 00	
Taxes, State and local.....	555 15	
Total charges and deductions from income.....		\$5,555 15
Deficit for the year ending June 30, 1905.....		\$601 20
Amount of deficit June 30, 1904.....		11,848 80
Total deficit June 30, 1905.....		\$12,450 00

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$27,460 80
Receipts from power sold.....		194 18
Receipts from advertising in cars.....		150 00
Other earnings from operation: Insurance, fire loss.....		50 00
Gross earnings from operation.....		\$27,854 98
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,556 00
General office expenses and supplies.....		145 32
Insurance.....		899 54
Other general expenses.....		1,143 63
Total.....		\$3,744 49
Maintenance of roadway and buildings:		
Repair of roadbed and track.....		\$1,826 27
Repair of electric line construction.....		307 80
Removal of snow and ice.....		1,170 00
Repair of buildings.....		304 16
Total.....		\$3,608 23
Maintenance of equipment:		
Repair of cars and other vehicles.....		\$2,060 85
Repair of electric equipment of cars.....		1,548 38
Total.....		\$3,609 23
Transportation expenses:		
Cost of electric motive power.....		\$6,649 90
Wages and compensation of persons employed in conducting transportation.....		5,289 18
Total.....		\$11,939 08
Total operating expenses.....		\$22,901 03

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks.....	\$82,000 00	
Electric line construction, including poles, wiring, feeder lines, etc	35,000 00	
Interest accrued during construction of railway.....	2,000 00	
Engineering and other expenses incident to construction.....	30,000 00	
Total cost of railway owned		\$149,000 00
Cost of equipment:		
Cars and other rolling stock and vehicles	\$11,800 00	
Electric equipment of same.....	8,000 00	
Total cost of equipment owned		19,800 00
Cost of land and buildings:		
Land necessary for operation of railway.....	\$6,200 00	
Electric power stations, including equipment.....	20,000 00	
Other buildings necessary for operation of railway.....	5,000 00	
Total cost of land and buildings owned.....		31,200 00
Total permanent investments		\$200,000 00
Cash and current assets:		
Cash.....		5 00
Profit and loss balance, deficit.....		12,450 00
Total		\$212,455 00
LIABILITIES.		
Capital stock, common.....		
Funded debt.....		\$100,000 00
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1).....		2,500 00
Accrued liabilities:		
Miscellaneous accrued liabilities.....		9,955 00
Total		\$212,455 00

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, 7; number of stockholders in Maine, common, 7; amount of stock held in Maine, \$100,000.

FUNDED DEBT.

Mortgage bonds: 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, 550,425; number carried per mile of main railway track operated, 78,632; 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 in 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.

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	4	3	.....	7

RAILWAY OPERATED AND MOTIVE POWER USED.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total operated.
Length of railway line.....	7	.....	7

Railway Located Outside of Maine.	Owned.	Operated.
Length of railway line	3

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Calais, Maine, St. Stephen and Milltown, N. B., Canada.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, (2 in number), viz.:		
With Washington County Railroad, North 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.					Wages per day.
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	
Conductors	6	2,190	2,496 00	8 $\frac{1}{2}$	\$1 14 $\frac{1}{2}$
Motormen	6	2,190	2,496 00	8 $\frac{1}{2}$	1 14 $\frac{1}{2}$
Watchmen	1	365	416 00	12	1 14 $\frac{1}{2}$
Roadmen	1	365	416 00	10	1 14 $\frac{1}{2}$
Engineers	2	730	936 00	12	1 28 $\frac{1}{2}$
Machinists and mechanics.....	2	730	936 00	10	1 28 $\frac{1}{2}$
Total	18	6,570	\$7,696 00		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Calais Street Railway Company, Calais, Maine.

NAMES OF PRINCIPAL OFFICERS.

President and General Counsel, George A. Curran; Treasurer and General Manager, Charles W. Young; Clerk of Corporation and Superintendent, Charles F. Pray.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George A. Curran, Calais, Maine; Charles F. Pray, Calais, Maine; Charles W. Young, Calais, Maine.

Date of stockholders' annual meeting, third Tuesday in July.

STATE OF MAINE, }
COUNTY OF WASHINGTON, } ss.

George A. Curran, President, and Charles W. Young, General Manager 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

GEORGE A. CURRAN,
CHARLES W. YOUNG.

Subscribed and sworn to before me this 29th day of July, 1905.

[Seal.]

JAS. M. BECKETT,
Notary Public, Washington County, Me.

**Report of the Fryeburg Horse Railroad Company for the
Year Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....		\$352 00
Operating expenses		178 50
Net earnings from operation.....		\$173 50
Gross income above operating expenses.....		\$173 50
Charges upon income accrued during the year:		
Taxes, State and local	\$1 27	
Other deductions from income:		
Paid on Hatch note	200 00	
Paid for car sheds.....	87 75	
Total charges and deductions from income		289 02
Deficit for the year ending June 30, 1905		\$115 52
Amount of surplus June 30, 1904		126 97
Total surplus June 30, 1905		\$11 45

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$352 00
Gross earnings from operation		352 00
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		25 00
Maintenance of roadway and buildings:		
Repair of roadbed and track		30 00
Transportation expenses:		
Wages and compensation of persons employed in conducting transportation		123 50
Total		\$123 50
Total operating expenses.....		\$178 50

PROPERTY ACCOUNTS.

Additions to permanent property: Car sheds	\$87 75
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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:		
Buildings necessary for operation of railway	884 10	
Total permanent investments.		\$5,762 72
LIABILITIES.		
Capital stock, common		\$5,175 00
Current liabilities:		
Loans and notes payable—balance on Hatch note.....		185 79
Profit and loss balance—surplus.....		401 93
Total		\$5,762 72

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, \$325.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during year, 7,040; per mile of main track operated, 2,347; average persons employed, 2.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, 3; open passenger cars, 3; horses, 1; harnesses, single, 1.

RAILWAY OWNED AND OPERATED.

Length of railway line owned, 3 miles. Operated by horse power.

Operated from Maine Central Railroad station, Fryeburg, to West Oxford Agricultural Fair grounds.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Maine. .

NAMES OF PRINCIPAL OFFICERS.

President, Geo. B. James; Treasurer and clerk, Edward E. Hastings; General Manager and Superintendent, A. Crosby Kennett.

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 NEW HAMPSHIRE, }
COUNTY OF CARROLL, } ss.

Edward E. Hastings, Treasurer, and A. Crosby Kennett, Superintendent, of the Fryeburg Horse Railroad Company, being duly sworn, deposes and says that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declares them to be a true, full and correct exhibit of the transactions of said company during the year ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

A. CROSBY KENNETT.

Subscribed and sworn to before me this 6th day of September, 1905.

[Seal.]

JOHN C. L. WOOD, Conway, N. H.
Notary Public for State of New Hampshire.

STATE OF MAINE, }
COUNTY OF OXFORD, } ss.

Edward E. Hastings, Treasurer, of the Fryeburg Horse Railroad Company, being duly sworn, deposes and says that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declares them to be a true, full and correct exhibit of the transactions of said company during the year ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

EDWARD E. HASTINGS.

Subscribed and sworn to before me this 5th day of September, 1905.

SETH W. FIFE,
Notary Public, Oxford County, Me.

**Report of the Lewiston, Brunswick and Bath Street Railway
Company for the Year Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$220,408 83	
Other earnings from operation	2,404 94	
Total earnings.....		\$222,813 77
Operating expenses.....		160,077 59
Net earnings from operation.....		\$62,736 18
Miscellaneous income:		
Net amount from Galen C. Moses .. .	\$2,954 76	
Casino.....	3,811 76	
Advertising and attractions .. .	8,167 45	
Parks.....	46 25	
Sundry small items .. .	20 50	
Total miscellaneous income .. .		15,000 72
Gross income above operating expenses.....		\$77,736 90
Charges upon income accrued during the year:		
Interest on funded debt .. .	\$50,000 00	
Interest and discount on unfunded debts and loans .. .	486 42	
Taxes, State and local .. .	2,999 18	
Other deductions from income:		
Casino.....	5,367 32	
Parks .. .	2,811 39	
Advertising and attractions .. .	12,472 46	
Total charges and deductions from income .. .		74,136 77
Net divisible income .. .		\$3,600 13
Surplus for the year ending June 30, 1905 .. .		3,600 13
Amount of deficit June 30, 1904 .. .		4,353 63
Credits to profit and loss account during the year:		
Sundry small items.		39 69
Total deficit June 30, 1905.....		\$713 81

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$212,775 63
Receipts from carriage of express and parcels.....	4,859 15
Receipts from carriage of freight	2,774 05
Gross transportation earnings	\$220,408 83
Receipts from rentals of buildings and other property.....	1,562 71
Receipts from advertising in cars	600 00
Receipts from interest on deposits	243 23
Gross earnings from operation.....	\$222,813 77
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$4,659 71
General office expenses and supplies.....	109 81
Insurance	3,898 04
Miscellaneous general operating	2,852 34
Total	\$11,519 90
Maintenance of roadway and buildings:	
Repair of roadbed and track	13,773 07
Repair of electric line construction.....	3,884 27
Removal of snow and ice.....	4,420 77
Repair of buildings	1,002 61
Repair of steam and electric plants	2,028 33
Total	\$25,109 05
Maintenance of equipment:	
Repair of cars and other vehicles.....	16,076 00
Repair of electric equipment of cars	11,610 54
Car house expenses and supplies	4,953 62
Total	\$32,640 16
Transportation expenses:	
Cost of electric motive power	31,831 86
Cleaning, oiling and sanding track	918 20
Wages and compensation of persons employed in conducting transportation	41,037 07
Damages for injuries to persons and property	10,524 75
Superintendent of transportation.....	2,540 34
Miscellaneous car service supplies	1,304 59
Rentals of buildings and other property	1,964 46
Other transportation expenses: Railroad crossings	687 21
Total	\$90,808 48
Total operating expenses.....	\$160,077 59

PROPERTY ACCOUNTS.

Additions to railway:		
Filling trestles and permanent track improvements		\$1,015 28
Additions to land and buildings:		
New electric power stations, including machinery, etc....	\$11,473 74	
Storage battery building	1,068 63	
New car barn completed	7,968 86	
Total additions to land and buildings		20,511 23
Additions to other permanent property:		
Sundry supplies and equipment to replace that burned ...	\$6,595 84	
Hydraulic press, drill, elevator, etc.....	1,437 73	
Arc lights	257 29	
Covering stage	269 53	
Sundry items	286 63	
Total additions to other permanent property		8,847 32
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		\$30,373 83
House lots	\$700 00	
Engine, light machine, arc light, etc.....	775 00	
Trailers	65 00	
Old buildings	20 00	
Sundry items	551 25	
Total deductions from property accounts.....		\$2,111 25
Net addition to property accounts for the year		\$28,262 58

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$1,671,299 23
Cash and current assets:		
Cash	\$15,348 33	
Bills and accounts receivable	2,937 14	
Total cash and current assets		18,285 47
Miscellaneous assets:		
Materials and supplies	\$8,355 18	
Insurance unexpired	696 79	
Total miscellaneous assets.....		9,051 97
Profit and loss balance, deficit		713 51
Total		\$1,699,350 48
LIABILITIES.		
Capital stock, common.....		633,300 00
Funded debt.....		845,000 00
Real estate mortgages.....		155,000 00
Current liabilities:		
Loans and notes payable.....	\$18,000 00	
Audited vouchers and accounts	31,307 31	
Matured interest coupons unpaid (including coupons due July 1).....	1,750 00	
Total current liabilities		51,057 31
Accrued liabilities:		
Interest accrued and not yet due	\$14,437 50	
Taxes accrued and not yet due	555 67	
Total accrued liabilities.....		14,993
Total		\$1,699,350 48

CAPITAL STOCK.

Authorized by law, common, \$633,300; issued and outstanding, common, \$633,300; number of shares issued and outstanding, common, 6,333; number of stockholders, common, 168; number of stockholders in Maine, common, 25; amount of stock held in Maine, common, \$141,500.

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 5% bonds at par; \$85,000 Lewiston and Auburn Horse Railroad 5% bonds at par.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 4,338,961; number carried per mile of main railway track operated, 75,107; number of car miles run, 1,058,723.

EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Without motors.	Total passenger cars.	Equipped with fenders.	Equipped with electric heaters.	Equipped with stoves.	Number of motors.
Cars—passenger service:							
Box passenger cars	12	6	24	.....	24	.....	36
Open passenger cars	30	.....	30	.....	.....	.....	60
Total	42	6	54	.....	24	.....	96
Cars—other service:							
Platform freight cars	1	2	.....	.....	.....	.....	3
Work cars	2	.....	.....	.....	.....	.....	4
Other cars	1	.....	.....	.....	.....	.....	2
Total	4	2	.....	.....	.....	.....	8
Snow plows	1	.....	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds, 4. Other highway vehicles: Driving wagon, 1; beach wagon, 1; tower wagon, 1; jigger, 2; horses, 2; harnesses, single, 3.

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.

Railway Owned, Etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line.....	57.77	.....	.....	57.77
Length of sidings, switches, etc.....	1.43	.....	.....	1.43
Total, computed as single track.....	59.20	.....	.....	59.20

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.....	57.77	.....	57.77
Length of sidings, switches, etc.....	1.43	.....	1.43
Total, computed as single track.....	59.20	.....	59.20

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 CROSSINGS.	
	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.
General Officers, Treasurer, General Manager, General Superintendent, Claim Agent and Clerks in office.....					\$4,659 71
Other Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors.....	35	12,775	\$20,518 51	94	\$1 43 & \$1 50
Motormen.....	35	12,775	20,518 51	94	1 43 & 1 50
Starters.....	4	1,460	2,540 34	12	2 00
Roadmen.....	17	5,170	8,162 00	10	1 50 to 2 00
Linemen.....	2	730	1,460 00	10	2 00
Electrical Engineers.....	2	2,555	5,412 95	8-12	2 00 to 2 83
Firemen.....	1	365	547 50	10	1 50
Electricians.....	1	365	1,020 00	10	2 83
Machinists and Mechanics.....	12	4,380	7,220 75	10	1 50 to 2 25
Total.....	114	40,575	\$60,105 56		

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other persons....			2	2	2	2

STATEMENT OF EACH ACCIDENT.

September 22, 1904. The 8.20 A. M. car running from Brunswick to Lewiston struck the rear wheel of a heavily loaded team at Lisbon Center, tipping load onto driver, injuring him seriously.

October 18, 1904. Car leaving Bath waiting room for Winnegance at 7.45 A. M., when near end of line, run over and instantly killed small boy, who suddenly dodged in front of it.

November 21, 1904. Flat car leaving Bath for Lewiston at 6.15 P. M., when opposite the Belcher house, so called, near New Meadows river, a lady rushed out of the house and fell under car, behind the forward trucks, killing her instantly.

March 9, 1905. Car leaving Lewiston for Sabattus at 8 P. M., when near Thorn's Corner, ran over the leg of a man who was lying beside the track, with leg on rail, necessitating the amputation of the leg below the knee.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Lewiston, Brunswick and Bath Street Railway, Brunswick, Maine.

NAMES OF PRINCIPAL OFFICERS.

Vice-President, Treasurer and Clerk, Melville H. Blackwell; General Counsel, Herbert M. Heath; General Manager, Fordyce C. Farr.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

E. Burton Hart, New York; Theodore L. Peters, New York; Albert H. Shaw, Bath, Maine; John F. Hill, Augusta, Maine; Amos F. Gerald, Fairfield, Maine; Edward J. Lawrence, Fairfield, Maine; Melville H. Blackwell, Brunswick, Maine.

Date of stockholders' annual meeting; second Thursday in May.

STATE OF MAINE, }
COUNTY OF CUMBERLAND. } ss.

M. H. Blackwell, Treasurer, and Fordyce C. Farr, General Manager, of the Lewiston, Brunswick and Bath Street Railway Company, being duly sworn, depose and say that the foregoing statements have been compiled from the books and records of this company, and after careful examination of the same, declare them to be a true, full and correct exhibit of the transactions of said company during the year ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

F. C. FARR, Gen. Manager.

M. H. BLACKWELL, Treasurer.

Subscribed and sworn to before me this 4th day of October, 1905.

[Seal.]

WESTON THOMPSON,

Notary Public, Cumberland County, Maine.

Report of the Norway and Paris Street Railway Company for the Year Ending June 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$8,218 43	
Other earnings from operation.....	167 93	
Total earnings.....		\$8,386 36
Operating expenses.....		7,409 80
Net earnings from operation.....		\$976 56
Miscellaneous income: Electric lighting.....		5,926 13
Gross income above operating expenses.....		\$6,902 69
Charges upon income accrued during the year:		
Interest on funded debt.....	\$2,752 72	
Interest and discount on unfunded debts and loans.....	125 83	
Taxes, State and local.....	80 94	
Other deductions from income:		
Operating expenses, electric lighting.....	6,600 38	
Total charges and deductions from income.....		9,559 87
Deficit for the year ending June 30, 1905.....		2,657 18
Amount of surplus June 30, 1904.....		1,628 10
Total deficit June 30, 1905.....		\$1,029 08

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$7,985 10
Receipts from carriage of mails.....		233 33
Gross transportation earnings.....		\$8,218 43
Receipts from advertising in cars.....		87 50
Interest on deposits.....		80 43
Gross earnings from operation.....		\$8,386 36
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$499 96
Insurance.....		342 49
Other general expenses: Expense account.....		1,139 87
Total.....		\$1,981 82
Maintenance of roadway and buildings:		
Repair of roadbed and track.....		599 19
Repair of electric line construction.....		124 57
Removal of snow and ice.....		381 24
Repair of buildings.....		34 42
Total.....		\$1,139 42
Maintenance of equipment:		
Repair of cars and other vehicles.....		1,292 71
Car cleaning.....		149 66
Total.....		\$1,442 37
Transportation expenses:		
Cost of electric motive power.....		1,131 87
Wages and compensation of persons employed in conducting transportation.....		1,714 32
Total.....		\$2,846 19
Total operating expenses.....		\$7,409 80

PROPERTY ACCOUNTS.

Additions to other permanent property:		
Electric light plant	\$124,649 38	
Sanborn Shoe Shop Company stock.....	500 00	
Total additions to other permanent property.....		\$125,149 38

GENERAL BALANCE SHEET.

ASSETS.		
Total railway investments.....	\$43,177 96	
Electric light plant	124,649 38	
Stock in Sanborn Shoe Company	500 00	
Total permanent investments.....		\$168,327 34
Cash and current assets:		
Cash	\$1,669 12	
Bills and accounts receivable.....	2,127 81	
Insurance unexpired	150 28	
Total cash and current assets.....		3,947 21
Miscellaneous assets:		
Materials and supplies, railway		666 19
Electric lighting supplies		2,936 15
Profit and loss, balance, deficit		1,029 08
Total		\$176,905 97
LIABILITIES.		
Capital stock, common.....		50,000 00
Funded debt.....		118,000 00
Current liabilities:		
Audited vouchers and accounts		6,979 30
Dividends not called for		1,926 67
Total.....		\$176,905 97

CAPITAL STOCK.

Authorized by law, common, \$50,000; authorized by votes of company, \$50,000; issued and outstanding, \$50,000. Number of shares issued and outstanding, 500; number of stockholders, 14; number of stockholders in Maine, 12; amount of stock held in Maine, \$41,200.

FUNDED DEBT.

First mortgage, 4%; due 1916, \$18,000; interest paid, \$720.00. First mortgage (Oxford Light) 4%; due 1917; outstanding, \$30,000; interest paid, \$1,600. Second mortgage, 5%; due 1925; amount, \$20,000; interest paid, \$432.72. Total interest paid, \$2,752.72.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 159,702; number carried per mile of main railway track operated, 74,977; round trips run, 10,331; car miles run, 42,304; average number of persons employed, 6.

DESCRIPTION OF EQUIPMENT.

Box and open passenger cars, equipped for electrical power, 2 each; total, 4; number of motors, 4; snow plows, 1.

RAILWAYS OWNED, LEASED, ETC.

Railways Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	2.13			
Length of sidings, switches, etc.....	.01			
Total, computed as single track.....	2.14			

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, 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	2

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.		Annual salary.			
General officers		\$499 96			
Other Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	3	1,143	\$1,714 32	10	\$1 50
Motormen	1	99	148 16	10	1 50
Car cleaners.....	1	190	237 19	10	1 25
Roadmen	1	37	56 17	10	1 50
Linemen.....	1	283	495 80	10	1 75
Repair men.....					
Total	7	1,752	\$2,651 61		

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, E. H. Morrill, Augusta, Me.; Clerk, John F. Hill, Augusta, Me.; Superintendent, H. B. Young, 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.

Date of stockholders' annual meeting, third Wednesday of August.

STATE OF MAINE, }
COUNTY OF OXFORD. } ss.

E. H. Morrill, Treasurer, and H. B. Young, Superintendent, of the Norway and Paris 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

E. H. MORRILL,
H. B. YOUNG.

Subscribed and sworn to before me this 29th day of August, 1905.

GEO. E. MACOMBER,
Justice of the Peace.

Subscribed and sworn to before me this 26th day of August, 1905.

CHARLES P. BARNES,
Justice of the Peace, Oxford County.

Report of the Penobscot Central Railway for the Year Ending June 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$30,016 61	
Operating expenses.....	42,040 23	
Deficit from operation		\$12,023 62
Charges upon income accrued during the year:		
Interest on funded debt.....	\$12,500 04	
Taxes, State and local.....	297 54	12,797 58
Deficit for the year ending June 30, 1905		\$24,821 20
Amount of deficit June 30, 1904.....		122,798 75
Additions.....		57 86
Total deficit June 30, 1905.....		\$147,562 09

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried.....		\$13,848 27
Receipts from carriage of mails.....		925 54
Receipts from carriage of freight and express		15,242 80
Gross earnings from operation.....		\$30,016 61
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$2,299 96
General office expenses and supplies.....		367 99
Legal expenses.....		2 00
Insurance.....		494 07
Other general expenses.....		242 76
Total.....		\$3,406 78
Maintenance of roadway and buildings:		
Repair of roadbed and track.....		\$4,376 76
Repair of electric line construction.....		127 28
Removal of snow and ice.....		4,238 40
Repair of buildings.....		104 61
Total.....		\$8,847 03
Maintenance of equipment:		
Repair of cars and other vehicles.....		\$2,041 90
Repair of electric equipment of cars		4,558 12
Total.....		\$6,600 02
Transportation expenses:		
Cost of electric motive power.....		\$12,015 04
Wages and compensation of persons employed in conducting transportation		7,745 86
Damages for injuries to persons and property.....		573 70
Tolls for trackage over other railways.....		500 01
Rentals of buildings and other property.....		499 92
Other transportation expenses.....		1,851 87
Total.....		\$23,186 40
Total operating expenses.....		\$42,040 23

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks.....	\$262 17	
New electric line construction.....	436 35	
Total additions to railway		\$698 52
Additions to equipment:		
Other additional rolling stock and vehicles.....	\$25 00	
Other additions to equipment	26 05	
Total additions to equipment.....		51 05
Additions to land and buildings:		
Additional land necessary for operation of railway	\$100 50	
Additional equipment of power stations, fire hose, etc.....	70 75	
Total additions to land and buildings.....		171 25
Additions to other permanent property:		
Freight station furnishings		63 00
Total additions to property accounts		\$983 82
Net addition to property accounts for the year.....		\$983 82

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks	\$232,209 34	
Electric line construction, including poles, wiring, feeder lines, etc	45,107 50	
Interest accrued during construction.....	7,992 05	
Total cost of railway owned.....		\$285,308 89
Cost of equipment:		
Cars and other rolling stock and vehicles	\$85,990 28	
Other items of equipment	2,453 76	
Total cost of equipment owned		88,449 04
Cost of land and buildings:		
Land necessary for operation of railway.....	\$300 50	
Electric power stations, including equipment.....	37,899 11	
Other buildings necessary for operation of railway.....	9,979 58	
Total cost of land and buildings owned.....		48,197 19
Other permanent property:		
Storage battery and telephone lines.....		37,440 24
Freight station furnishings		63 00
Total permanent investments.....		\$459,440 36
Cash and current assets:		
Cash	\$1,169 02	
Bills and accounts receivable.....	1,857 16	3,026 18
Profit and loss balance—deficit.....		147,562 09
Total		\$610,028 63

GENERAL BALANCE SHEET—CONCLUDED.

LIABILITIES.		
Capital stock, common.....		\$250,000 00
Funded debt.....		260,000 00
Current liabilities:		
Loans and notes payable.....	\$20,333 89	
Audited vouchers and accounts.....	6,646 50	
Rentals due and unpaid (including rentals due July 1).....	1,208 30	
Matured interest, coupons unpaid.....	30,208 45	
Miscellaneous current liabilities.....	16,679 60	
Total current liabilities.....		75,076 04
Accrued liabilities:		
Miscellaneous accrued liabilities.....	\$34,951 89	
Total accrued liabilities.....		34,951 89
Total.....		\$610,028 63

CAPITAL STOCK.

Total capital stock authorized by law, common.....	\$250,000 00	
Capital stock authorized by votes of the company, common.....	250,000 00	
Total capital stock issued and outstanding, common.....		\$250,000 00
Total number of shares issued and outstanding.....	2,500	
Total number of stockholders.....	125	
Total number of stockholders in Maine.....	114	
Total stock held in Maine.....		\$115,000 00

FUNDED DEBT.

Description of Bonds, etc.	Rate of Interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First mortgage.....	5%	1921	\$250,000 00	

VOLUME OF TRAFFIC—EQUIPMENT.

VOLUME OF TRAFFIC, ETC.			
Number of passengers paying revenue carried during the year			276,965
Number carried per mile of main railway track operated			10,652
Number of round trips run			1,473
Number of car miles run			99,371
Average number of persons employed			50

DESCRIPTION OF EQUIPMENT.	Equipped for electric power.	Total passenger cars.	Equipped with electric heaters.	Number of motors.
Cars—passenger service:				
Box passenger cars	4	6	5	14
Open passenger cars	1	4	.....	2
Total	5	10	5	16
Cars—other service:				
Box freight cars	2	.....	.....	4
Platform freight cars .....	.....	9	.....	.....
Total	2	11	.....	4

MISCELLANEOUS EQUIPMENT.	Number.	Total number.
United States mail cart	1	1

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.

Railway Owned, Etc.	Owned — miles.	Hold under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	26.25	.....	.25	26.50
Length of sidings, switches, etc.	1.83	.....	.....	1.83
Total, computed as single track	28.08	.....	.....	28.33

Operated by electric power.

Names of the several cities and towns in which the railways operated by the company are located, Bangor, Kenduskeag, Corinth, Charleston, in Maine.

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 Co. Broad Street, Bangor.	1	1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.	Annual salary.
General officers.....	\$4,660 00

Other employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	4	1,400		10	\$1 50, \$1 75, \$2 00
Motormen	4	1,400		10	1 75, 1 50, 2 00
Roadmen	12	3,751	\$5,805 16	10	2 00, 1 75, 1 50
Engineers.....	1	365		12	2 50
Firemen	2	730		12	1 66
Electricians	1	365		10	2 50
Machinists and mechanics.....	1	300		10	2 00, 1 75
Total	25	8,381			

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Penobscot Central Railway, 36 Broad Street, Bangor, Me.
Penobscot Central Railroad Company, New Haven, Conn.—Since Nov., 1904.

NAMES OF PRINCIPAL OFFICERS.

Penobscot Central Railway—President, Flavious O. Beal, Bangor, Me.; Treasurer, Fred H. Small, Bangor, Me.; Clerk of Corporation, E. C. Ryder, Bangor, Me.; General Counsel, E. C. Ryder, Bangor, Me.; Auditor, Chas. A. Clough, Bangor, Me.; General Manager, B. L. Dickinson; Superintendent, Fred A. Hunt.
Penobscot Central Railroad—President, William H. Newton, Wallingford, Conn.; Treasurer, P. H. Cronin, New Haven, Conn.; Clerk of Corporation, S. C. Morehouse, New Haven, Conn.; General Counsel, S. C. Morehouse, New Haven, Conn.; Auditor, Chas. A. Clough, Bangor, Me.; General Manager, B. L. Dickinson; Superintendent, Fred W. Estabrook.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Penobscot Central Railway—Flavious O. Beal, Bangor, Me.; Erastus C. Ryder, Bangor, Me.; Geo. B. Baker, 50 Congress Street, Boston, Mass.; Chas. A. Ayling, 50 Congress Street, Boston, Mass.; Phillip Young, 50 Congress Street, Boston, Mass.
Penobscot Central Railroad—W. H. Newton, Chairman Bond Committee, Wallingford, Conn.; Samuel C. Morehouse, 42 Church Street, New Haven, Conn.; Roger W. Babson, Wellesley Hills, Mass., Managing Committee.

**Report of the Portland Railroad Company for the Year
Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$684,741 22	
Other earnings from operation.....	3,987 17	
Total earnings.....		\$688,728 39
Operating expenses.....		497,408 79
Net earnings from operation.....		\$191,319 60
Miscellaneous income:		
Income from parks, casinos, etc	\$36,070 11	
Total miscellaneous income.....		\$36,070 11
Gross income above operating expenses.....		\$227,389 71
Charges upon income accrued during the year:		
Interest on funded debt	\$85,666 67	
Interest and discount on unfunded debts and loans.....	6,447 90	
Taxes, State and local	15,525 77	
Other deductions from income:		
Expenses of parks, casinos, etc	48,788 62	
Total charges and deductions from income		156,428 96
Net divisible income		\$70,960 75
Dividends declared, 1½ per cent on \$1,997,400.....	\$29,961 00	
Dividends declared, 1½ per cent on \$1,997,400.....	29,961 00	
Total dividends declared.....		59,922 00
Surplus for the year ending June 30, 1905.....		\$11,038 75
Amount of surplus June 30, 1904.....		86,398 34
		\$97,437 09
Debits to profit and loss during the year:		
Discount on bonds sold.....		5,000 00
Total surplus June 30, 1905.....		\$92,437 09

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$682,767 68
Receipts from carriage of mails.....	200 00
Receipts from carriage of express and parcels.....	1,773 54
Gross transportation earnings.....	\$684,741 22
Receipts from rentals of buildings and other property.....	1,424 37
Receipts from advertising in cars	1,800 00
Other earnings from operation—Miscellaneous receipts	762 80
Gross earnings from operation.....	\$688,728 39
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$14,773 04
General office expenses and supplies.....	1,446 29
Insurance	9,385 99
Other general expenses.....	14,239 28
Total	\$39,844 60
Maintenance of roadway and buildings:	
Repair of roadbed and track	\$25,437 99
Repair of electric line construction	9,266 57
Removal of snow and ice	24,891 04
Repair of buildings.....	5,349 66
Total.....	\$74,945 26
Maintenance of equipment:	
Repair of cars and other vehicles.....	\$34,796 42
Repair of electric equipment of cars	30,647 31
Renewal of horses, harnesses, shoeing, etc	598 71
Total.....	\$66,042 44
Transportation expenses:	
Cost of electric motive power.....	\$80,331 06
Provender for horses.....	2,792 39
Wages and compensation of persons employed in conducting transportation	194,677 46
Damages for injuries to persons and property	18,220 89
Tolls for trackage over other railways, Tukey's bridge, account.....	4,000 00
Rentals of buildings and other property.....	4,755 03
Other transportation expenses: Lubricants and waste.....	1,799 66
Total	\$316,576 49
Total operating expenses.....	\$497,408 79

PROPERTY ACCOUNTS.

Additions to railway:		
Special work for repair shops, etc.....		\$3,653 15-
Additions to equipment:		
Car heaters		325 67
Additions to land and buildings:		
Storage batteries.....	27,809 22	
New electric power stations, including machinery	3,000 00	
Other new buildings necessary for operation of railway:		
Repair shops.....	70,171 18	
Total additions to land and buildings.....		100,980 40
Total additions to property accounts		\$104,959 22
Net addition to property accounts for the year		\$104,959 22

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Road bed and tracks.....	\$1,431,754 98	
Electric line construction, including poles, wiring, feeder lines, etc	158,022 63	
Total cost of railway owned		\$1,589,777 61
Cost of equipment:		
Cars and other rolling stock and vehicles	\$367,136 06	
Electric equipment of same.....		
Horses.....	1,811 50	
Total cost of equipment owned.....		368,947 96-
Cost of land and buildings:		
Land necessary for operation of railway.....		665,671 02-
Electric power stations, including equipment.....		
Other buildings necessary for operation of railway.....		
Other permanent property:		
Theatre corporation of Portland, stock.....	\$1,000 00	
Portland and Cape Elizabeth Railway Company.....	900,000 00	
Portland and Yarmouth Electric Railway Company	690,234 48	
Westbrook, Windham and Naples Railway Company.....	112,700 00	
Cape Elizabeth Street Railway Company.....	50,000 00	
Total cost of other permanent property owned.....		1,753,934 48-
Total permanent investments		\$4,378,331 07
Cash and current assets:		
Cash		6,144 33-
Total		\$4,384,475 40-
LIABILITIES.		
Capital stock, common.....		\$1,999,538 31
Funded debt.....		2,250,000 00-
Current liabilities. Loans and notes payable		42,500 00-
Profit and loss balance, surplus		92,437 09-
Total		\$4,384,475 40-

CAPITAL STOCK.

Authorized by law, common, \$2,000,000; authorized by votes of company, common, \$2,000,000; issued and outstanding, common, \$1,997,400. Number of shares issued and outstanding, common, 19,974; number of stockholders in Maine, common, 146; amount of stock held in Maine, common, \$1,691,600.

FUNDED DEBT.

Description of Bonds, etc.	Rate of interest—%.	Date of maturity.	Amount outstanding.	Interest paid during the year.
Portland Railroad Company's 1st mortgage bonds	4½%	May 1, 1913	\$500,000 00	\$22,500 00
Portland Railroad Company's 1st consolidated mortgage bonds	3½%	July 1, 1951	1,150,000 00	43,166 67
Portland and Cape Elizabeth Railway Company's 1st mortgage bonds	5%	Nov. 1, 1915	400,000 00	20,000 00
Total			\$2,250,000 00	\$85,666 67

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 13,314,953, number of round trips run, 324,415; car miles run, 3,190,195. Average number of persons employed, 497.

EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Equipped for horse power.	Total passenger cars.	Equipped with electric heaters.	Number of motors.
Cars—passenger service:					
Box passenger cars	90	6	96	90	
Open passenger cars	99	14	113		
Total	189	20	209	90	
Cars—other service:					
Box freight cars	1				
Work cars	6	11			
Total	7	11			
Snow plows	18	1			
Miscellaneous Equipment.					
				Number.	Total number.
Carts and snow sleds					7
Other railway rolling stock:					
Tower wagons					3
Road machines					3
Horses					18

RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned — miles.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	47.28	31.22	.....	78.50
Length of second main track	10.63	5.30	.....	15.93
Total length of main track	57.91	36.52	.....	94.43

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	78.50	.....	78.50
Length of second main track	15.39	.....	15.93
Total length of main track	94.43	.....	94.43

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, Old Orchard 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 Railroad:		
Congress Street, near Stroudwater	2	1
Forest Avenue, Woodford's	2	1
Woodford's Street, Woodford's	2	1
Brighton Avenue, Portland	2	1
Allen Avenue, Morrill's	3	1
Main Street, Westbrook	3	1
With Boston and Maine Railroad:		
Forest Avenue, Portland	2	1
Forest Avenue, Portland	1	2
Forest Avenue, Woodford's	1	1
Ocean Avenue, Woodford's	1	1
Forest Avenue, Morrill's	2	1
Cumberland Mills	4	1
Cape Elizabeth	1	1
Private Way, Portland	1	1
State and Commercial Streets, Portland	2	1
High and Commercial Streets, Portland	1	1
Maple and Commercial Streets, Portland	2	2
Milliken-Tomlinson's, Commercial Street, Portland ..	1	1
Total number of tracks at crossings	33	20

PORTLAND RAILROAD.

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SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.					Annual salary.
General officers and clerks					\$14,773 04
Other Employees.					Wages per day.
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	
Conductors	133	48,397	\$89,532 13	10	\$1 85
Motormen	133	48,397	89,532 14	10	1 85
Watchmen	10	3,650	6,279 51	10	1 72
Roadmen	93	29,032	43,578 26	10	1 50
Miscellaneous help	39	13,303	22,958 25	10	1 50
Linemen	11	3,784	7,413 24	10	1 96
Engineers	7	2,312	6,149 60	10	2 66
Firemen, oilers, etc.	19	6,534	11,435 75	10	1 75
Electricians, machinists and mechanics	52	16,282	35,822 48	10	2 20
Total	497	171,691	\$312,701 36		

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		61				61
Other persons			1	3	1	3
Total		61	1	3	1	64

STATEMENT OF EACH ACCIDENT.

- July 1, 1904. Eliza D. Anderson, collision of cars.
- July 22, 1904. Marlon Silver, collision of cars.
- Oct. 20, 1904. Daughter of Patrick S. Brett, killed.
- Oct. 22, 1904. Mrs. M. H. Jacobson, fell while boarding a car.
- Sept. 5, 1904. Rosa E. Lee.
- Dec. 9, 1904. Lincoln Street crossing, 54 injured.
- Dec. 29, 1904. John H. Greely, collision with car.
- Feb. 12, 1905. Grover C. Cooney, collision of cars.
- Apr. 20, 1905. Joseph A. Tuttle, collision.
- June 29, 1905. Geo. W. Hovey, collision of cars.
- June 29, 1905. Gardner D. Merrifield, collision of cars.
- June 23, 1905. Isaac Goodman, collision of cars.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland Railroad Company, 471 Congress Street, Portland, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Chas. F. Libby, Portland, Me.; Treasurer, Clerk of Corporation and General Manager, E. A. Newman, Portland, Me.; General Counsel, Chas. F. Libby, Portland, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Chas. F. Libby, Walter G. Davis, Wm. A. Wheeler, Ammi Whitney, Charles S. Fobes, Edward A. Newman, all Portland, Me.; Chas. H. Prescott, Saco, Me.

Date of stockholders' annual meeting, August 16, 1905.

STATE OF MAINE, }
COUNTY OF CUMBERLAND. } ss.

Charles F. Libby, 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

CHARLES F. LIBBY, President.

EDWARD A. NEWMAN, Gen. Manager.

Subscribed and sworn to before me this 28th day of October, 1905.

[Seal.]

LEVI TURNER, Notary Public, Cumberland County, Maine.

**Report of the Portland and Brunswick Street Railway for the
Year Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$35,004 10	
Other earnings from operation	100 00	
Total earnings.....		\$35,104 10
Operating expenses.....		28,586 69
Net earnings from operation.....		\$6,517 41
Miscellaneous income:		
Income from parks and hotels.....		7,500 00
Gross income above operating expenses.....		\$14,017 41
Charges upon income accrued during the year:		
Interest upon funded debt.....	\$11,250 00	
Taxes, State and local	1,200 11	
Total charges and deductions from income.....		12,450 11
Net divisible income		\$1,567 30
Surplus for the year ending June 30, 1905.....		1,567 30
Amount of surplus June 30, 1904.....		3,136 02
Total surplus June 30, 1905.....		4,703 32

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried	\$33,004 10	
Receipts from carriage of express, parcels and freight	2,000 00	
Gross transportation earnings		\$35,004 10
Receipts from advertising in cars	100 00	
Gross earnings from operation.....		\$35,104 10
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....	\$1,293 70	
General office expenses and supplies.....	331 71	
Insurance	1,140 00	
Total		\$2,765 41
Maintenance of roadway and buildings:		
Repair of roadbed and track	1,920 67	
Repair of electric line construction.....	474 30	
Removal of snow and ice	963 35	
Repair of buildings.....	187 97	
Total.....		\$3,516 29
Maintenance of equipment:		
Repair of cars and other vehicles	1,506 12	
Repair of electric equipment of cars	2,299 45	
Repairs steam and electrical plant	115 82	
Total		\$3,921 39
Transportation expenses:		
Cost of electric motive power	11,223 72	
Wages and compensation of persons employed in conducting transportation	5,909 79	
Damages for injuries to persons and property	20 00	
Rentals of buildings and other property	700 79	
Other transportation expenses.....	529 30	
Total		\$18,383 60
Total operating expenses.....		\$28,586 69

GENERAL BALANCE SHEET.

ASSETS.			
Cost of railway:			
Roadbed and tracks.....	\$281,748 39		
Electric line construction, including poles, wiring, feeder lines, etc.....	29,634 08		
Total cost of railway owned.....			\$311,382 47
Cost of equipment:			
Cars and other rolling stock and vehicles.....	\$21,500 00		
Electric equipment of same.....	26,000 00		
Other items of equipment.....	1,310 00		
Total cost of equipment owned.....			48,810 00
Cost of land and buildings:			
Car house and other buildings.....	\$29,867 53		
Gravel beds.....	1,000 00		
Telephone lines.....	500 00		
Land necessary for operation of railway.....	10,400 00		
Electric power stations, including equipment.....	41,340 00		
Storage battery.....	8,500 00		
Total cost of land and buildings owned.....			91,607 53
Other permanent property:			
Park at Casco Castle and Zoo.....	\$27,000 00		
Stone Castle and equipment.....	9,000 00		
Suspension Bridge.....	5,000 00		
Casco Castle Hotel and furnishings.....	28,500 00		
Water supply and pipe line.....	3,000 00		
Total cost of other permanent property owned.....			72,500 00
Total permanent investments.....			\$524,300 00
Cash and current assets:			
Cash.....	2,729 14		
Bills and accounts receivable.....	6,424 18		
Total cash and current assets.....			9,153 32
Total.....			\$533,453 32
LIABILITIES.			
Capital stock, common.....		300,000 00	
Funded debt.....		225,000 00	
Accrued liabilities:			
Interest accrued and not yet due.....		3,750 00	
Profit and loss balance—surplus.....		4,703 32	
Total.....			\$533,453 32

CAPITAL STOCK.

Authorized by law, common, \$300,000; authorized by votes of company, \$300,000; issued and outstanding, \$300,000; number of shares issued and outstanding, 3,000; number of stockholders, 7; number of stockholders in Maine, 6; amount of stock held in Maine, \$299,900.

FUNDED DEBT.

First mortgage gold bonds, rate of interest, 5%; due March 1, 1922; amount outstanding, \$225,000.00; interest paid during the year, \$11,250.00.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 693,088; number carried per mile of main track operated, 45,000; number of round trips run, 8,972; number of car miles run, 283,724. Average number of persons employed, 24.

EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for electric power.	Total passenger cars.	Equipped with electric heaters.	Number of motors.
Cars--passenger service:				
Box passenger cars	5	5	5	20
Open passenger cars	5	5	.....	10
Total	10	10	5	30
Cars--other service:				
Work cars	1	.....	.....	2
Snow plows	2	.....	2	4

RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Total length of main track	15.40	.....	.....	15.40
Length of sidings, switches, etc.....	.60	.....	.....	.60
Total, computed as single track	16.00	.....	.....	16.00

Length of railway located outside of public ways, about 5 miles.

System of electric motive power in use by company, Westinghouse and general Electric.

Names of the several cities and towns in which the railways operated by the company are located, Brunswick, Freeport and Yarmouth.

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, Pleasant Street, Brunswick	2	1
With Maine Central Railroad, Main Street, Freeport	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.

Other Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	5	1,969	\$2,954 89	10	\$1 50
Motormen	5	1,969	2,954 90	10	1 50
Roadmen	4	1,718	2,920 89	10	1 70
Linemen					
Engineers	2	730	1,868 80	10	2 56
Firemen	3	997	1,694 40	10	1 70
Electricians	4	1,560	3,315 10	10	2 12½
Machinists and mechanics					
Total	23	8,943	\$15,708 98		

CORPORATE NAME AND ADDRESS OF COMPANY.

Portland and Brunswick Street Railway, Brunswick, Maine.

NAMES OF PRINCIPAL OFFICERS.

President, Edward J. Lawrence; Treasurer, Cyrus W. Davis; Clerk of Corporation and General Counsel, Herbert M. Heath; General Manager, Amos F. Gerald.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Edward J. Lawrence, Fairfield, Maine; Cyrus W. Davis, Waterville, Maine; Amos F. Gerald, Fairfield, Maine; Albert B. Page, Fairfield, Maine; Stephen A. Nye, Fairfield, Maine; Henry M. Soule, Boston, Mass.

Date of stockholders' annual meeting, second Tuesday of July.

STATE OF MAINE, }
 COUNTY OF KENNEBEC, } ss.

Cyrus W. Davis, Treasurer, and A. F. Gerald, General Manager, of the Portland and Brunswick 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

CYRUS W. DAVIS, Treasurer.
 AMOS F. GERALD.

Subscribed and sworn to before me this 25th day of September, 1905.

[Seal.]

H. D. BATES, Notary Public, Kennebec County, Me.

**Report of the Portsmouth, Dover and York Street Railway
Company for the Year Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$144,264 42	
Other earnings from operation.....	747 03	
Total earnings.....		\$145,011 45
Operating expenses.....		89,601 53
Net earnings from operation.....		\$55,409 92
Gross income above operating expenses.....		55,409 92
Charges upon income accrued during the year:		
Interest on funded debt	\$32,250 00	
Interest and discount on unfunded debts and loans.....	2,738 40	
Taxes, state and local.....	1,419 33	
Total charges and deductions from income		36,407 73
Net divisible income.....		\$19,002 19
Surplus for the year ending June 30, 1905		\$19,002 19
Amount of surplus June 30, 1904.....		34,086 05
		\$53,088 24
Accidents during construction		6,104 48
Total surplus June 30, 1905.		\$46,983 76

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$140,602 34
Receipts from carriage of mails	2,079 62
Receipts from carriage of express and parcels	847 73
Chartered cars	734 73
Gross transportation earnings	\$144,264 42
Receipts from rentals of buildings and other property	396 00
Receipts from advertising in cars	400 00
Miscellaneous	31 59
Other earnings from operation:	
Tolls from Eliot Bridge, etc	289 46
Receipts from river route, deficit	370 02
Gross earnings from operation	\$145,011 45
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	3,743 92
General office expenses and supplies	265 53
Insurance	2,595 88
Other general expenses	1,706 64
Total	\$8,311 97
Maintenance of roadway and buildings:	
Repair of roadbed, track and bridges	3,268 67
Repair of electric line construction	1,789 93
Removal of snow and ice	1,999 26
Repair of buildings	138 32
Total	\$7,196 18
Maintenance of equipment:	
Repair of cars and other vehicles	4,222 01
Repair of electric equipment of cars	3,227 27
Miscellaneous shop expenses	488 46
Total	\$7,938 74
Transportation expenses:	
Cost of electric motive power	24,722 33
Miscellaneous car service and track oiling	3,172 91
Wages and compensation of persons employed in conducting transportation	28,060 24
Damages for injuries to persons and property	3,000 00
Rentals of buildings and other property	364 92
Other transportation expenses:	
Expenses of boats and docks	6,833 94
Total	\$66,154 64
Total operating expenses	\$89,601 53

PROPERTY ACCOUNTS.

Additions to railway:		
Construction of tracks.....	\$8,413 37	
Electric line construction.....	1,240 04	
Other additions to railway:		
Filling trestles, etc	6,506 63	
Total additions to railway		\$16,160 04
Additions to equipment:		
Additional cars (2 in number).....	\$5,372 70	
Electric equipment of same	1,654 67	
Other additions to equipment--Snow plow.....	1,326 94	
Total additions to equipment		8,334 31
Additions to land and buildings:		
New construction power stations, including machinery, etc.	\$363 07	
Additional equipment of power stations--storage battery	5,949 82	
Other new buildings necessary for operation of railway:		
Car barns and waiting rooms.....	4,644 64	
Total additions to land and buildings.....		10,957 53
Additions to other permanent property:		
Miscellaneous	\$1,123 00	
Docks ..	418 18	
Boats.....	840 66	
Real estate investments.....	250 00	
Total additions to other permanent property		2,631 84
Total additions to property accounts		\$38,103 72
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Miscellaneous equipment sold, two dump carts.....	\$325 00	
Fire loss October 9, 1904.....	13,702 80	
Total deductions from property accounts		14,027 80
Net addition to property accounts for the year		\$24,075 92

GENERAL BALANCE SHEET.

ASSETS.			
Cost of railway:			
Organization		\$17,987 52	
Roadbed and tracks		760,350 37	
Electric line construction, including poles, wiring, feeder lines, etc		152,474 44	
Interest accrued during construction of railway		20,109 04	
Engineering and other expenses incident to construction.		13,611 60	
Other items of railway cost	} Bridges	75,260 40	
		} Telephone line	3,157 86
Total cost of railway owned			\$1,042,951 23
Cost of equipment:			
Cars and other rolling stock and vehicles		\$65,470 09	
Electric equipment of same		43,392 84	
Boats and docks		58,792 74	
Other items of equipment: Miscellaneous equipment		3,773 04	
Total cost of equipment owned			171,428 71
Cost of land and buildings:			
Fencing		\$9,695 30	
Land necessary for operation of railway		45,100 95	
Electric power stations, including equipment		64,463 81	
Other buildings necessary for operation of railway		46,866 58	
Total cost of land and buildings owned			166,126 64
Other permanent property:			
Real estate investment		\$3,250 00	
Dover and Elliot St. Ry.	} Capital stock	\$25,000 00	
		} Funded debt	25,000 00
Total cost of other permanent property owned			53,250 00
Total permanent investments			\$1,433,756 58
Cash and current assets:			
Cash		\$5,535 50	
bills and accounts receivable		2,790 14	
Total cash and current assets			8,325 64
Miscellaneous assets:			
Materials and supplies		\$5,433 52	
Other assets and property:			
Prepaid insurance		754 46	
Prepaid taxes		281 89	
Total miscellaneous assets			6,469 87
Total			\$1,448,552 09
LIABILITIES.			
Capital stock, common			\$650,000 00
Funded debt			650,000 00
Second mortgage bonds			60,000 00
Current liabilities:			
Loans and notes payable		\$13,000 00	
Audited vouchers and accounts		22,524 49	
Total current liabilities			35,524 49
Accrued liabilities:			
Rentals accrued and not yet due		\$121 63	
Miscellaneous accrued liabilities:			
Coupon interest accrued		5,687 50	
Miscellaneous interest		154 34	
Crossing expense		80 37	
Total accrued liabilities			6,043 84
Profit and loss balance—surplus			46,983 76
Total			\$1,448,552 09

CAPITAL STOCK.

Authorized by law, common, \$650,000; authorized by votes of company, common, \$650,000; issued and outstanding, common, \$650,000; total capital stock liability, \$650,000. Number of shares issued and outstanding, common, 6,500; number of stockholders, common, 112; number of stockholders in Maine, common, 25; amount of stock held in Maine, common, \$336,500.

FUNDED DEBT.

Description of Bonds, etc.	Rate of Interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
Twenty year gold bond of the Portsmouth, Kittery and York Street Railway.....	6%	1917	\$200,000 00	\$12,000 00
Twenty year gold bond of the Portsmouth, Dover and York Street Railway.....	4½%	1923	450,000 00	20,250 00
Second mortgage and extension bond, authorized by law, \$100,000.....	5%	1925	60,000 00	
Total.....			\$710,000 00	\$32,250 00

VOLUME OF TRAFFIC--EQUIPMENT.

VOLUME OF TRAFFIC, ETC.							
Number of passengers paying revenue carried during the year.....						2,812,046	
Number carried per mile of main railway track operated.....						70,735	
Number of car miles run.....						708,008	
Average number of persons employed.....						137	
Description of Equipment.	Equipped for electric power.	Without motors.	Total passenger cars.	Equipped with tenders.	Equipped with electric heaters.	Equipped with stoves.	Number of motors.
Cars—passenger service:							
Box passenger cars.....	19		10		10		
Open passenger cars.....	19		19				
Total.....	29		29		10		54
Cars—other service:							
Mail cars.....	1						
Work cars.....	9				1		
Total.....	10				1		
Snow plows.....	3						
Ferryboat, 1. Steamer, 1.							

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.

Railway Owned, Etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line.....	36.977	2.783	.....	39.76
Total length of main track	36.977	2.783	.....	39.76
Length of sidings, switches, etc.....	1.537	.11	.....	1.647
Total, computed as single track.....	38.514	2.893	.....	41.407

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	39.76	.....	39.76
Total length of main track	39.76	.....	39.76
Length of sidings, switches, etc	1.647	.....	1.647
Total, computed as single track.....	41.407	.....	41.407

Railway Located Outside of Maine.	Owned.	Operated.
Length of railway line	2.783
Total length of main track.....	2.783
Length of sidings, switches, etc.....11
Total, computed as single track.....	2.893

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line	18.683	20.393
------------------------------	--------	--------

System of electric motive power in use by the company, General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Kittery, Kittery Point, York, York Harbor, York Beach to St. Ospinquid Park, Eliot, South Berwick and Dover, connecting Portsmouth by ferry.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Branch to Portsmouth Navy Yard.....	1	1
With York Harbor and Beach Railroad.....	2	1
With Northern Division Boston and Maine railroad at Great Works.....		
Total number of tracks at crossings.....	3	2

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.		Annual salary.			
General Officers and Clerks.....		\$3,743 92			
Other Employees.	Number.*	Total number of days worked.*	Total Yearly compensation.	Average number of hours on duty per day.	Wages per day.
Ferry wages.....			\$6,624 30	5 1/2	
Conductors }.....			18,378 50	10	
Drivers }.....			1,999 26	10	
Laborers.....			303 51	14	
Mail service.....			2,321 80	10	
Watchmen.....			1,482 48	10	
Miscellaneous.....			3,045 04	10	
Roadmen.....			1,473 44	10	
Linemen.....			3,204 34	10	
Engineers }.....			1,258 13	10	
Firemen }.....			3,887 91	10	
Electricians.....					
Machinists and mechanics.....					
Total.....			\$43,978 71		

* Data not given.

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....			1		1	
Other persons.....			1		1	
			2		2	

STATEMENT OF EACH ACCIDENT.

Man fell from car and received injuries from which he died.
 Intoxicated man asleep on track at night, was struck by car and killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portsmouth, Dover and York Street Railway, Portsmouth, N. H.

NAMES OF PRINCIPAL OFFICERS.

President, John F. Hill; Vice President and Treasurer, E. Burton Hart, Jr.; Clerk of Corporation, Herbert M. Heath; General Counsel, Samuel W. Emery; Auditor, Albert D. Foster; General Manager, Willis G Meloon, Kittery, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS,

John F. Hill, Augusta, Maine; E. Burton Hart, Jr., 3 Broad Street, New York City; George E. Macomber, Augusta, Maine; Sumner Wallace, Rochester, N. H.; Herbert M. Heath, Augusta, Maine.

Date of the stockholders' annual meeting, first Thursday of July.

STATE OF MAINE, }
COUNTY OF YORK. } ss.

E. Burton Hart, Jr., Treasurer, and W. G. Meloon, General Manager, of the Portsmouth, Dover 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

E. BURTON HART, JR., Treasurer.
W. G. MELOON, Manager.

Subscribed and sworn to before me this 3rd day of October, 1905.

[Seal.] HORACE MITCHELL, Notary Public, Kittery, York County, Maine.

**Report of the Rockland, Thomaston and Camden Street
Railway Company for the Year Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings	\$99,131 33	
Other earnings from operation	2,113 04	
Total earnings		\$101,244 37
Operating expenses		62,771 15
Net earnings from operation		\$38,473 22
Miscellaneous income:		
Gas and electric earnings, less operating expenses		23,984 30
Gross income above operating expenses		\$62,454 52
Charges upon income accrued during the year:		
Interest on funded debt	\$32,000 00	
Interest and discount on unfunded debts and loans	93 05	
Taxes, State and local [Railway]	1,984 33	
Construction work and permanent improvements	6,086 50	
Total charges and deductions from income		40,163 88
Net divisible income		\$22,290 64
Dividends declared, 5 per cent on \$400,000		20,000 00
Surplus for the year ending June 30, 1905		\$2,290 64
Amount of surplus June 30, 1904	157,077 46	
Stock dividend to the stockholder	150,000 00	
Net amount credited to profit and loss		7,077 46
Total surplus June 30, 1905		\$9,368 10

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$79,891 72
Receipts from carriage of mails	2,168 05
Receipts from carriage of express and parcels.....	2,670 48
Receipts from carriage of freight	14,411 08
Gross transportation earnings	\$99,131 33
Receipts from rentals of buildings, etc.....	36 90
Receipts from advertising in cars	300 00
Receipts from interest on deposits	525 00
Material sold	1,251 14
Gross earnings from operation.....	\$101,244 37
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$3,211 47
General office expenses and supplies.....	543 67
Legal expenses	65 00
Insurance	935 76
Other general expenses:	
General railway expenses and advertising.....	1,088 23
Total	\$5,844 13
Maintenance of roadway and buildings:	
Repair of roadbed and track	6,711 80
Repair of electric line construction	1,941 51
Removal of snow and ice	2,432 89
Repair of buildings.....	268 79
Total.....	\$11,354 99
Maintenance of equipment:	
Repair of cars and other vehicles.....	4,607 59
Repair of electric equipment of cars	1,166 45
Total.....	\$5,774 04
Transportation expenses:	
Cost of electric motive power, less power furnished Electric Dept ...	13,238 56
Wages and compensation of persons employed in conducting transportation ..	16,879 64
Damages for injuries to persons and property, old account.....	2,684 29
Freight	4,913 45
Miscellaneous expenses, Oakland park, etc.....	2,082 05
Total.....	\$39,797 99
Total operating expenses.....	\$62,771 15

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks 1,120 feet	\$1,775 83	
Total additions to railway		\$1,775 83
Additions to equipment:		
Air brakes.....	\$856 26	
Total additions to equipment		856 26
Additions to land and buildings:		
Equipment of power stations.....	\$282 01	
Total additions to land and buildings.. ..		282 01
Additions to other permanent property:		
Gas and electric plant	\$1,274 42	
Total additions to other permanent property.....		1,274 42
Total additions to property accounts		\$4,188 52
Net addition to property accounts for the year		\$4,188 52

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks.....	\$299,260 16	
Electric line construction, including poles, wiring, feeder lines, etc.....	74,626 47	
Engineering and other expenses incident to construction.....	2,917 41	
Other items of railway cost: Extensions not completed.....	5,491 76	
Total cost of railway owned.....		\$382,295 80
Cost of equipment:		
Cars and other rolling stock and vehicles.....	\$48,760 37	
Electric equipment of same.....	52,004 75	
Other items of equipment: Miscellaneous.....	15,065 61	
Total cost of equipment owned.....		115,830 73
Cost of land and buildings:		
Electric power stations, including equipment.....	\$74,561 02	
Land and buildings necessary for operation of railway.....	29,641 38	
Total cost of land and buildings owned.....		104,202 40
Other permanent property:		
Oakland Park.....	\$12,900 85	
Gas and electric plant.....	572,720 03	
Total cost of other permanent property owned.....		585,620 88
Total permanent investments.....		\$1,187,949 81
Cash and current assets:		
Cash.....	\$4,954 55	
Bills and accounts receivable.....	23,611 99	
Other cash and current assets: Insurance (unexpired).....	545 32	
Total cash and current assets.....		29,111 86
Miscellaneous assets:		
Materials and supplies.....	\$8,714 73	
Other assets and property: Gas and electric supplies.....	5,133 88	
Total miscellaneous assets.....		13,848 61
Total.....		\$1,230,910 28
LIABILITIES.		
Capital stock, common.....	\$400,000 00	
Funded debt.....	800,000 00	
Current liabilities:		
Loans and notes payable.....	6,000 00	
Audited vouchers and accounts.....	15,517 18	
Interest accrued, not yet due.....	25 00	
Profit and loss balance—surplus.....	9,368 10	
Total.....		\$1,230,910 28

CAPITAL STOCK.

Authorized by law, common, \$400,000; authorized by votes of company, common \$400,000; issued and outstanding, common \$400,000; total stock liability, \$400,000; number of shares issued and outstanding, common, 4,000; number of stockholders, 23; number in Maine, 22; amount of stock held in Maine, \$399,200.

FUNDED DEBT.

First mortgage bonds: Rate of interest, 4%; matures January 1, 1921; amount outstanding, \$800,000. Interest paid during year, \$32,000.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 1,597,834; number carried per mile of main railway track operated, 75,086; number of round trips run, 9,321; number of car miles run, 396,706. Average number of persons employed, 61.

EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Not equipped for electric power.	Total passenger cars.	Equipped with fenders.	Equipped with electric heaters.	Equipped with stoves.	Number of motors.
Cars—passenger service:							
Box passenger cars (1 combination passenger and mail)	7	2	9				16
Open passenger cars	10						20
Total	17	2	19		9		36
Cars—other service:							
Box freight cars	1						4
Platform freight cars		3					
Mail cars	1				1		2
Work cars	2						4
Other cars, rock cars (40)		45					
Total	4	48			1		10
Snow plows	1	2					2

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line.....	21.28	.....	.....	21.28
Length of sidings, switches, etc.....	1.28	.....	.....	1.28
Total, computed as single track.....	22.56	.....	.....	22.56

Total length of main track located outside of public ways, 4 miles.

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, Camden, Rockport, Rockland, Thomaston and Warren.

MISCELLANEOUS.

Grade Crossings with Railroads.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Lime Lock Railroad:		
Park Street.....	1	
Camden Street.....	1	
North Main Street.....	1	
Sea Street.....	1	
With Maine Central Railroad:		
Mechanic Street.....	1	
South Main Street.....	1	
Park Street.....	2	
Thomaston Road.....	1	
Union Street.....	1	
Total number of tracks at crossings.....	10	

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.				Annual salary.	
General officers and clerks				\$3,211 47	
Other Employees.					
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors	14	5,166	\$8,394 95	.....	\$1 62½
Motormen	14	5,176	8,410 90	.....	1 62½
Watchmen	2	495	778 98	.....	1 57½
Freightmen.....	8	2,432	4,073 71	.....	1 67½
Roadmen	8	2,598	4,807 08	.....	1 85
Linemen	4	477	953 97	.....	2 00
Engineers.....	2	786	2,071 61	.....	2 63½
Firemen	5	1,955	3,436 17	.....	1 75
Electricians	3	907	1,696 92	.....	1 87
Machinists and mechanics.....	1	27	41 24	.....	1 55
Total	61	20,019	\$34,665 53		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Rockland, Thomaston and Camden Street Railway, 445 Main Street, Rockland, Maine.

NAMES 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.; General Counsel, Littlefield, Rockland, Me.; General Manager, Thomas Hawken, Rockland, Me.; Superintendent, Valentine Chisholm, Rockland, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Sidney M. Bird, Rockland, Me.; William T. Cobb, Rockland, Me.; Wm. S. White, Rockland, Me.; Geo. E. Macomber, Augusta, Me.; John F. Hill, Augusta, Me.

Date of stockholders' annual meeting, last Wednesday of August.

STATE OF MAINE, } ss.
COUNTY OF KNOX. }

Augustus D. Bird, Treasurer, and Thomas Hawken, General Manager, 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

AUGUSTUS D. BIRD, Treasurer.
THOMAS HAWKEN, General Manager.

Subscribed and sworn to before me this 12th day of September, 1905.

[Seal.]

J. W. CROCKER,
Notary Public, Knox County, Maine.

**Report of the Somerset Traction Company for the Year
Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....		\$18,305 68	
Other earnings from operation.....		122 23	
Total earnings.....			\$18,427 91
Operating expenses.....			11,781 30
Net earnings from operation.....			\$6,646 61
Miscellaneous income:			
Lakewood receipts.....		\$7,157 44	
Steamer receipts.....		874 00	
Theatre receipts.....		1,730 00	
Total miscellaneous income.....			9,761 44
Gross income above operating expenses.....			\$16,408 05
Charges upon income accrued during the year:			
Interest and discount on unfunded debts and loans.....		\$2,386 78	
Taxes, State and local.....		113 83	
Other deductions from income:			
Lakewood operations.....	\$10,130 87		
Steamer expenses.....	859 82		
Theatre expenses.....	4,275 90	15,266 59	
Total charges and deductions from income.....			17,767 20
Deficit for the year ending June 30, 1905.....			\$1,359 15
Amount of surplus June 30, 1904.....			11,485 68
Debits to profit and loss account during the year.....			1,359 15
Total surplus June 30, 1905.....			\$10,126 53

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$17,515 67
Receipts from carriage of express, parcels and freight	790 01
Gross transportation earnings	\$18,305 68
Receipts from advertising in cars	121 75
Other earnings from operation: Merchandise.....	48
Gross earnings from operation.....	\$18,427 91
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$817 50
General office expenses and supplies.....	231 21
Insurance.....	322 68
Total	\$1,371 39
Maintenance of roadway and buildings:	
Repair of roadbed and track	\$1,831 21
Repair of electric line construction.....	241 70
Removal of snow and ice	263 25
Total	\$2,336 16
Maintenance of equipment:	
Repair of cars and other vehicles.....	\$451 39
Repair of electric equipment of cars	1,017 15
Total	\$1,468 54
Transportation expenses:	
Cost of electric motive power.....	\$2,170 54
Miscellaneous car service expenses	207 38
Wages and compensation of persons employed in conducting transportation	3,743 24
Damages for injuries to persons and property	210 09
Rentals of buildings and other property.....	209 04
Other transportation expenses: Cleaning and sanding track.....	64 92
Total	\$6,605 21
Total operating expenses.....	\$11,781 30

PROPERTY ACCOUNTS.

Additions to railway:	
Partial expense new freight platform	\$1 05
Additions to equipment:	
Partial expense of vestibule or combination car	7 29
Additions to permanent property:	
New land bought at Lakewood and partial expense of new drain	374 65
Total additions to property accounts	\$382 99

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway		\$97,253 47
Cost of equipment		26,286 66
Cost of land and buildings		9,442 48
Other permanent property:		
Office furnishings	\$214 64	
Expenditures at Lakewood	20,928 75	
Telephone construction	605 85	
Total cost of other permanent property owned		21,749 24
Total permanent investments		\$154,731 85
Cash and current assets:		
Cash	*\$245 07	
Bills and accounts receivable	250 69	
Total cash and current assets		5 62
Miscellaneous assets:		
Materials and supplies		1,000 00
Total		\$155,737 47
LIABILITIES.		
Capital stock, common		\$30,000 00
Funded debt		75,000 00
Current liabilities:		
Loans and notes payable		40,610 94
Profit and loss balance, surplus		10,126 53
Total		\$155,737 47

* Overdrawn.

CAPITAL STOCK.

Authorized by law, common, \$200,000; authorized by vote 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, 7; number of stockholders in Maine, 7. Amount of stock held in Maine, \$30,000.

REAL ESTATE MORTGAGES.

Bonds: All property of the company, rate of interest, 5%, due 1926, amount, \$75,000.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, 111,062; number carried per mile of main railway track operated, 9,103; number of round trips run, 4,062; number of car miles run, 89,182. Average number of persons employed, 14.

EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Total passenger cars.	Equipped with electric heaters.	Number of 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
Work cars	1			2
Total	2			4

DESCRIPTION OF RAILWAY OWNED AND OPERATED.
RAILWAY OWNED, LEASED, ETC.

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	12.20			12.20
Length of sidings, switches, etc .....	.48			.48
Total, computed as single track	12.68			12.68

RAILWAY OPERATED AND MOTIVE POWER USED.

Railway Operated.	By horse power only.	By electric power only.	By horse and electric power.	Total operated.
Length of railway line.....		12.20		12.20
Length of sidings, switches, etc.....		.48		.48
Total, computed as single track		12.68		12.68

System of electric motive power in use by the company, General Electric—Overhead Trolley.

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				\$1,500 00
Superintendent				
Other Employees.				Wages per day.
	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.
Conductors.....	2	730	\$1,248 00	11
	1	214	366 85	
Motormen.....	2	730	1,248 00	11
	1	214	366 85	
Roadmen	5	875	1,400 00	10
Linemen	1	60	120 00	
Electricians	1	365	780 00	10
Machinists and Mechanics.....	1	365	624 00	
Total	14	3,553	\$6,153 70	

ACCIDENTS TO PERSONS.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	1	.....	.....	.....	1

STATEMENT OF EACH ACCIDENT.

On Sunday, September 11, 1904, one open car was following another on level ground and when the first car made a stop, the one following was unable to stop in time, partly because the wheels skidded on a bad rail, and the cars bumped together with a shock that was not sufficient to damage the cars but it caused some injury to a woman in feeble health, Mrs. Geo. E. Taylor. Case settled out of court.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Somerset Traction Company, 22 Madison Avenue, Skowhegan, Maine.

NAMES 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, Forrest Goodwin, Skowhegan, Me.; Superintendent, Lyman D. Murphy, Skowhegan, Me.; Assistant Manager, Herbert L. Swett, Skowhegan, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Francis W. Briggs, Pittsfield, Maine; 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 F. W. Briggs, 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

F. W. BRIGGS.

Subscribed and sworn to before me this 23d day of September, 1905.

FORREST GOODWIN,
Notary Public, Somerset County, Maine.

**Report of the Waterville and Fairfield Railway and Light
Company for the Year Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$32,965 80	
Other earnings from operation.....	967 95	
Total earnings		\$33,933 75
Operating expenses		30,365 44
Net earnings from operation.....		\$3,568 31
Miscellaneous income:		
Skating rink, net.....	\$46 55	
Net income of Light and Power department ..	16,422 40	
Total miscellaneous income		16,468 95
Gross income above operating expenses.....		\$20,037 26
Charges upon income accrued during the year:		
Interest on funded debt.....	\$6,122 50	
Interest and discount on unfunded debts and loans.....	1,330 80	
Taxes, State and local	1,225 78	
Other deductions from income:		
One half interest on bonds, interest on notes and taxes, charged to lighting department.....	8,679 09	
Total charges and deductions from income		17,358 17
Net divisible income		\$2,679 09
Surplus for the year ending June 30, 1905		\$2,679 09
Amount of deficit June 30, 1904		19,686 68
		\$17,007 59
Credits to profit and loss account during the year:		
Gain, lamp and house wiring accounts		76 18
Total deficit June 30, 1905		\$16,931 41

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Gross transportation earnings, passenger receipts	\$32,965 80
Receipts from rentals of buildings and other property.....	877 95
Receipts from advertising in cars	90 00
Gross earnings from operation.....	\$33,933 75
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	2,409 96
General office expenses and supplies.....	147 47
Legal expenses	17 76
Insurance	993 15
Other general expenses.....	440 09
Sundry expenses and supplies	1,224 68
Total	\$5,233 11
Maintenance of roadway and buildings:	
Repair of roadbed and track	5,317 82
Removal of snow and ice	400 28
Total.....	\$5,718 10
Maintenance of equipment:	
Repair of cars and other vehicles.....	1,765 45
Transportation expenses:	
Wages and compensation of persons employed in conducting transportation	5,872 77
Damages for injuries to persons and property	70 00
Rentals of buildings and other property.....	2,332 04
Other transportation expenses: $\frac{1}{2}$ power station operation.....	9,373 97
Total	\$17,648 78
Total operating expenses.....	\$30,365 44

PROPERTY ACCOUNTS.

Additions to railway:		
New rails, etc.....		\$3,284 68
Additions to other permanent property:		
Wire, brackets, etc., for electric department		926 79
Total additions to property accounts.....		\$4,211 47

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments.....		\$292,884 76
Cash and current assets:		
Cash.....	\$6,284 95	
Bills and accounts receivable	14,073 88	
Sinking and other special funds.....	7,706 53	
Taxes: State, city and Fairfield.....	2,774 38	
Total cash and current assets		\$30,839 74
Miscellaneous assets:		
Materials and supplies.....	\$3,040 58	
Other assets and property:		
Bonds with Am. L. & T. Co. and hypothecated for loan..	3,000 00	
Charter and franchise and water rights	200,000 00	
Total miscellaneous and other assets ..		\$206,040 58
Profit and loss balance—deficit.....		16,931 41
Total		\$546,696 49
LIABILITIES.		
Capital stock, common		\$200,000 00
Funded debt.....		240,000 00
Real estate mortgages		4,731 90
Current liabilities:		
Loans and notes payable.....	\$39,627 27	
Audited vouchers and accounts.....	13,759 64	
Matured interest coupons unpaid (including coupons due July 1)	675 00	
Total current liabilities		54,061 91
Accrued liabilities:		
Interest accrued and not yet due.....	\$503 30	
Taxes accrued and not yet due	2,774 38	
Miscellaneous accrued liabilities:		
Interest to July 1, on \$157,500 class B bonds	44,625 00	
Total accrued liabilities.....		47,902 68
Total		\$546,696 49

CAPITAL STOCK.

Authorized by law, common, \$200,000; issued and outstanding, \$200,000; number of shares issued and outstanding, 2,000; number of stockholders, 65; number in Maine, 44.

REAL ESTATE MORTGAGES.

Nye Water Power (so called) at Fairfield; rate of interest, 6%; due August 22, 1899; amount, \$4,731.90; interest paid during the year, \$283.91.

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 Electric Lt. and Power Co.....	6%	1908	22,500 00	\$2,370 00
Bonds of the W. & F. R. & L. Co., issue of 1897				
Class A	5%	1917	40,000 00	2,000 00
Class B	5%	1917	157,500 00	
Bonds in trust with the American Loan and Trust Company.....			1,000 00	
Bonds as collateral for loan, \$39,500 Class B bonds are held by Am. L. and T. Co. against underlying bonds on above			2,000 00	
Total.....			\$240,000 00	\$4,370 00

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during year, 659,316; number carried per mile of main track operated, 138,803; number of round trips run, 12,471; number of car miles run, 118,474½.

Average number persons employed, 35.

DESCRIPTION OF EQUIPMENT.

Box passenger cars, equipped for electric power, and with electric heaters, 4; open passenger cars, equipped for electric power, 5; total, 9; motors, 18; carts and sleds, 1; horses, 1; harnesses, 1.

RAILWAYS OWNED, LEASED, ETC.

Railways Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Total length of railway line.....	4.75	.....	.....	4.75
Length of sidings, switches, etc.....	.07	.....	.....	.07
Total, computed as single track.....	4.82	.....	.....	4.82

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.....	4.75	.....	4.75
Length of sidings, switches, etc.....07	.....	.07
Total, computed as single track.....	4.82	.....	4.82

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Waterville and Fairfield.

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:		
Lower College Avenue, Waterville.....	2	1
Upper College Avenue, Waterville.....	2	1
Brick yard, Waterville.....	1	1
Main Street, Fairfield.....	1	1
Total number of tracks at crossings.....	6	4

Number of above crossings at which frogs are inserted in the tracks .. 3

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Officers and Clerks.				Annual salary.	
President, General Manager and Treasurer.....				\$1,675 00	
Clerks (Railway).....				734 96	
Other 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
Roadmen	3	.....	.....	10	1 50
Linemen	4	.....	.....	10	2 00
Engineers	1	.....	.....	10	2 50
Firemen	1	.....	.....	10	1 50
Electricians at stations.....	6	.....	.....	11	\$1 50 to 2 00
Machinists and Mechanics.....	2	.....	.....	10	2 50
Total	26				

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Waterville and Fairfield Railway and Light Company, Waterville, Maine.

NAMES OF PRINCIPAL OFFICERS.

President and General Auditor, Geo. K. Boutelle, Waterville, Maine; Treasurer and Clerk, Horatio D. Bates, Waterville, Maine; General Manager, Ralph J. Patterson, Waterville, Maine.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William S. Spaulding, No. 23 Broad Street, Boston, Mass.; Clarence A. Leighton, Thomaston, Maine; George K. Boutelle, Waterville, Maine; Frederick C. Thayer, Waterville, Maine.

Date of stockholders' annual meeting, first Tuesday in October.

STATE OF MAINE, }
COUNTY OF KENNEBEC, } ss.

H. D. Bates, Treasurer, and R. 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

H. D. BATES, Treasurer,
RALPH J. PATTERSON, Gen. Manager

Subscribed and sworn to before me this 5th day of September, 1905.

[Seal.]

HARRY L. HOLMES,
Notary Public, Kennebec County, Maine.

**Report of the Waterville and Oakland Street Railway Company
for the Year Ending June 30, 1905.**

GENERAL EXHIBIT FOR THE YEAR.

Gross transportation earnings.....	\$23,843 35	
Other earnings from operation	100 00	
Total earnings.....		\$23,943 35
Operating expenses.....		15,957 91
Net earnings from operation.....		\$7,985 44
Miscellaneous income: Parks		6,260 44
Gross income above operating expenses.....		\$14,245 88
Charges upon income accrued during the year:		
Interest on funded debt	\$6,250 00	
Taxes, State and local	352 00	
Other deductions from income: Park expenses.....	4,042 53	
Total charges and deductions from income		10,645 18
Net divisible income		\$3,600 70
Surplus for the year ending June 30, 1905.....		\$3,600 70
Amount of surplus June 30, 1904		3,144 91
Total surplus June 30, 1905.....		\$6,745 61

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried	\$23,574 85	
Receipts from carriage of express and parcels.....	268 50	
Gross transportation earnings	\$23,843 35	
Receipts from advertising in cars.....	100 00	
Gross earnings from operation.....	\$23,943 35	
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....	\$1,086 55	
General office expenses and supplies.....	411 77	
Insurance.....	668 10	
Total	\$2,166 42	
Maintenance of roadway and buildings:		
Repair of roadbed and track	\$867 23	
Repair of electric line construction.....	180 04	
Removal of snow and ice	737 90	
Repair of buildings.....	63 40	
Total	\$1,848 57	
Maintenance of equipment:		
Repair of electric plant.....	\$39 15	
Repair of cars and other vehicles.....	848 15	
Repair of electric equipment of cars	1,964 00	
Total.....	\$2,551 30	
Transportation expenses:		
Cost of electric motive power.....	\$3,707 98	
Wages and compensation of persons employed in conducting transportation	3,818 70	
Tolls for trackage over other railways.....	400 00	
Rentals of buildings and other property	122 02	
Other transportation expenses.....	1,042 94	
Total.....	\$9,091 62	
Total operating expenses.....	\$15,957 91	

GENERAL BALANCE SHEET.

ASSETS.		
Cost of railway:		
Roadbed and tracks	\$86,054 42	
Electric line construction, including poles, wiring, feeder lines, etc.	12,389 00	
Other items of railway cost: Organization expenses	800 00	
Total cost of railway owned.....		\$169,343 42
Cost of equipment:		
Cars and other rolling stock and vehicles	\$19,137 50	
Electric equipment of same	17,462 25	
Total cost of equipment owned		36,599 75
Cost of land and buildings:		
Land necessary for operation of railway.....	\$29,890 93	
Electric power stations, including equipment.....		
Other buildings necessary for operation of railway.....		
Total cost of land and buildings owned.....		29,890 93
Other permanent property:		
Parks and theatre.....	\$44,265 90	
Tenements, land and improvements.....	5,000 00	
Total cost of other permanent property owned		49,265 90
Total permanent investments.....		\$225,000 00
Cash and current assets:		
Cash	\$3,212 00	
Bills and accounts receivable.....	7,662 11	
Total cash and current assets.....		10,874 11
Total		\$235,874 11
LIABILITIES.		
Capital stock, common.....		\$100,000 00
Funded debt.....		125,000 00
Current liabilities:		
Audited vouchers and accounts.....	\$2,566 00	
Accrued liabilities:		
Interest accrued and not yet due.....		1,562 50
Profit and loss balance—surplus		6,745 61
Total		\$235,874 11

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	
Capital stock authorized by votes of the company, common	100,000 00	
Capital stock issued and outstanding, common		\$100,000 00
Total capital stock liability.....		\$100,000 00
Total number of shares	1,000	
Total number of stockholders	8	
Number of stockholders in Maine, common	7	
Amount of stock held in Maine, common	\$99,900 00	
Total stock held in Maine		\$99,900 00

FUNDED DEBT.

Description of Bonds, etc.	Rate of Interest—%.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First mortgage bonds.....	5	1923	\$125,000 00	\$6,250 00

VOLUME OF TRAFFIC—EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year.....	502,242

DESCRIPTION OF EQUIPMENT.	Equipped for electric power.	Total passenger cars.	Equipped with electric heaters.	Number of motors.
Cars—passenger service:				
Box passenger cars	4	4	4	12
Open passenger cars	2	2		4
Total	6	6	4	16
Cars—other service:				
Platform freight cars	1			2
Other cars.....	7			
Total	8			2
Snow plows	1			2

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased, Etc.	Owned — miles.	Held under lease or contract.	Trackage over other railways.	Total owned, etc.
Length of railway line	5.75			5.75
Total length of main track	5.75			5.75
Length of sidings, switches, etc.....	.35			.35
Total, computed as single track.....	6.10			6.10

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 Oakland.

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

Other Employees.	Number.	Total number of days worked.	Total yearly compensation.	Average number of hours on duty per day.	Wages per day.
Conductors.....	4	1,272	\$1,909 35	10	1 50
Motormen.....	4	1,272	1,909 35	10	1 50
Roadmen.....	2	624	936 25	10	1 50
Electricians, Machinists and Mechanics	3	1,142	2,059 80	10	1 50 to 2 00
Total	13	4,310	\$6,814 75		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Waterville and Oakland Street Railway.

NAMES OF PRINCIPAL OFFICERS.

President, Edward J. Lawrence; Treasurer, Cyrus W. Davis; Clerk of Corporation, Herbert M. Heath; General Manager, Amos F. Gerald.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Edward J. Lawrence, Fairfield, Me.; Cyrus W. Davis, Waterville, Me.; Amos F. Gerald, Fairfield, Me.; Albert B. Page, Fairfield, Me.; Stephen A. Nye, Fairfield, Me.; Henry M. Soule, Boston, Mass.; William M. Ayer, Oakland, Me.

Date of stockholders' annual meeting, second Wednesday in July.

STATE OF MAINE, }
COUNTY OF KENNEBEC. } ss.

Cyrus W. Davis, Treasurer, and A. F. Gerald, General Manager of the Waterville and Oakland 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 ended the thirtieth day of June, A. D. 1905, as well as of its financial condition and affairs on the said date, to the best of their knowledge and belief.

A. F. GERALD, Gen. Manager,
CYRUS W. DAVIS, Treasurer.

Subscribed and sworn to before me this 25th day of August, 1905.

HARRY L. HOLMES, Notary Public, Kennebec County, Me.

EXPENSE.

Appropriation	\$3,200 00	
Unexpended balance November 30, 1904	328 39	
Interest on deposits	16 55	\$3,544 94
Stationery	218 98	
Express	75 69	
Railway magazines	48 83	
Telephone and telegraph expense	327 36	
Postage	235 13	
Clerk hire	173 42	
Map plate repairs	32 19	
Office, miscellaneous expenses	321 41	
Stenography	370 00	
Special, expert, bridge engineer	182 60	
INCIDENTAL EXPENSES OF COMMISSIONERS IN DISCHARGE OF OFFICIAL DUTIES.		
Joseph B. Peaks	306 12	
Benj. F. Chadbourne	486 00	
Parker Spofford	218 60	
Special incidental expenses	200 00	\$3,097 33
Unexpended November 30, 1905		447 61
		\$3,544 94

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