

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE:

1907

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Departments and Institutions

FOR THE YEAR 1906.

VOLUME III.

AUGUSTA
KENNEBEC JOURNAL, PRINT
1907

FORTY-EIGHTH 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, 1906, INCLUDING
PETITIONS,

DECISIONS AND RULES OF THE BOARD

MADE DURING THE YEAR ENDED NOVEMBER 30,

1906.

AUGUSTA
KENNEBEC JOURNAL PRINT
1906

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 His Excellency, William T. Cobb, Governor of Maine:

The forty-eighth annual report of the Board of Railroad Commissioners is herewith submitted, comprising reports of the corporations of twenty steam railroads, fifteen electric street railroads, and one street railroad operated by animal power.

Of the steam railroads in the State, seven are narrow or two foot gauge, with a mileage of 192.57 miles.

The total mileage of the steam roads on June 30, 1906, was 2,093.49, an increase of 70.86 miles since the report of 1905.

The increase is made up by the construction of the Northern Maine Seaport Railroad from Lagrange to Searsport 54.13 miles, by branch tracks upon the Portland and Rumford Falls Railway 1.98 miles, by extension of the Rumford Falls and Rangeley Lakes Railroad to Kennebago farm 2.37 miles, by the extension of the Somerset Railway to Landers 11 miles, by a branch track on the Washington County Railway to Woodland, 1.21 miles, and by a change in the line to Princeton .17 miles.

It will be observed that in the report of 1905, the number of street railways in operation was given as nineteen. In this report the number is given as sixteen. This is accounted for as follows:

Since the report of 1905, the Bangor, Orono and Old Town Railway, the Bangor, Hampden and Winterport Railway, the Bangor Street Railway, and the Bangor and Northern Railway, have been consolidated under the name of the Bangor Railway and Electric Company.

The Atlantic Shore Line Railway has acquired the property and franchises of the Portsmouth, Dover and York Street Railway, and the Auburn and Turner Railroad has been completed and put in operation.

The total mileage of street railroads is now 389.12 miles, all of which is in operation excepting the Rockland, South Thomaston and Owl's Head Railway, 4.35 miles.

The additional mileage was made up by the construction of the Auburn and Turner Railroad, from Auburn to Turner, 8.50 miles, the addition of .15 miles by the Waterville Railway and Light Company, and .02 miles on the line of the Augusta, Winthrop and Gardiner Railway.

GROSS EARNINGS IN MAINE OF STEAM RAILROADS.

The following statements are intended to show as nearly as can be, the operations of steam railroads in Maine, and where roads are operated partly in Maine and in other states, and no divisions have been made in company reports of earnings, passengers carried, tons of freight hauled or other statistical information mentioned below, careful calculations are made, giving to Maine what is believed to be the just proportion to which the State is entitled.

Gross Earnings in Maine.

The gross earnings in Maine of the steam railroads for the year ending June 30, 1906, were \$15,394,457.19, against \$13,956,875.15, in 1905, an increase in earnings of \$1,437,582.04.

Passengers Carried.

The number of passengers carried for the year ending June 30, 1906, was 8,221,384, against 7,725,333 in 1905, an increase in passengers carried of 496,051.

Tons of Freight Hauled.

The number of tons of freight hauled in 1906 was 11,841,376, against 10,358,674 in 1905, an increase in tons hauled of 1,482,702 tons.

Passengers Carried One Mile.

The number of passengers carried one mile for year ending June 30, 1906, was 222,419,214, against 207,786,881 for the same period in 1905, a gain in passengers carried one mile of 14,632,333.

Tons of Freight Hauled One Mile.

The number of tons of freight hauled one mile for the year ending June 30, 1906, was 1,001,259,839, against 842,025,049 in 1905, a gain in tons hauled one mile of 159,234,790 tons.

Passenger Train Mileage.

The total passenger train mileage for the year ending June 30, 1906, was 4,457,947, against 4,299,410 for the preceding year, an increase in passenger train mileage of 158,537 miles.

Freight Train Mileage.

The total freight train mileage for 1906 was 4,320,050, against 3,880,621 in 1905, a gain in freight train mileage of 439,429 miles.

Mixed Train Mileage.

The total mixed train mileage for year 1906 was 482,408, against 474,683 in 1905, a gain of 7,725 miles.

Non-Revenue Train Mileage.

The total non-revenue train mileage for year ending June 30, 1906, was 1,648,001, against 1,388,222 for the year of 1905, an increase of 259,779 miles. The total mileage of all trains for the year ending June 30, 1906, was 10,908,406, against 10,042,936 in 1905, an increase in the mileage of all trains of 865,470 miles.

Expenses of Operation.

The increase in the operating expenses of all the steam railroads doing business in Maine, for the year ending June 30, 1906, over that of the year 1905, was \$5,921,314.93. The increase of expenditures upon the Boston and Maine Railroad system covers \$2,733,628.38 of the increased expenditures stated. These expenditures cover the entire systems of the roads which operate in Maine, and outside of Maine, excepting the Canadian Pacific Railway, the returns of which are for Maine alone. The comparison with the year 1905, is however correct, for the same conditions prevailed in 1905.

The increase in expenditures are as follows:

Maintenance of ways and structures.....	\$1,603,487 73
Maintenance of equipment.....	2,191,922 07
Conducting transportation	1,988,630 01
General expenses	137,275 12

The expenditures of the Maine Central Railroad, 1906 over 1905, were \$1,156,883.76, which were divided as follows:

Maintenance of ways and structures.....	\$351,655 67
Maintenance of equipment.....	668,733 42
Conducting transportation	114,834 34
General expenses	21,660 33

It will be observed that \$1,020,389.09 of the above amount (\$1,156,883.76) was expended upon ways, structures and equipment.

That the business of the road warranted this great outlay for extensive improvements, is readily seen by reference to the earnings of the road, which show that after paying cost of operation, fixed charges and dividends, \$56,217.17 were carried to the surplus account of the company. The following table gives a detailed statement of the expenditures of each road.

The following table shows the amounts expended for "Maintenance of Way and Structures," "Equipment," "Conducting Transportation," "General Expenses," for years 1905 and 1906, increase or decrease for the year ending June 30, 1906, upon steam railroads doing business in Maine.

Railroads.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	Increase or decrease* over 1905.
	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.	\$331,777 55	\$391,564 80	\$205,491 52	\$210,803 28	\$739,551 56	\$829,732 76	\$96,892 58	\$112,568 78	\$167,956 41
Boston & Maine R. R.	4,501,377 60	5,383,301 95	4,204,161 39	4,415,440 58	17,117,306 96	18,665,029 95	796,894 24	889,596 09	2,733,628 38
Bridgton & Saco River R. R. .	7,244 05	8,492 30	3,963 58	4,031 18	18,710 83	17,912 33	1,837 74	1,917 19	596 80
Canadian Pacific R'y.	282,597 31	210,040 53	114,129 84	122,803 04	410,984 50	464,571 20	50,397 38	41,850 42	*18,843 84
Franklin & Megantic R'y.	10,135 50	10,115 63	3,046 39	1,603 16	17,959 08	17,332 90	2,630 63	3,512 29	*1,207 62
Georges Valley R. R.	2,328 33	3,820 54	1,012 21	304 91	7,554 38	5,764 91	1,116 75	797 90	*1,323 41
Grand Trunk R'y.	4,135,258 60	4,441,959 13	3,819,883 49	5,152,035 97	11,086,526 87	11,195,582 51	698,174 21	713,445 00	1,763,179 44
Kennebec Central R. R.	2,635 15	2,532 99	1,564 08	982 77	6,896 33	7,112 95	666 87	705 50	*428 22
Lime Rock R. R.	15,362 21	10,183 58	8,882 72	14,586 90	16,311 62	23,154 17	4,696 35	5,908 14	8,579 89
Maine Central R. R.	1,231,752 35	1,583,408 02	866,707 85	1,535,441 27	2,552,328 28	2,667,162 62	225,413 86	247,074 19	1,156,883 76
Monson R. R.	1,895 48	1,675 92	840 42	2,184 82	5,170 07	4,401 91	208 19	742 47	890 96
Phillips & Rangeley R. R.	25,838 45	29,336 91	6,093 41	14,098 76	25,622 04	33,309 76	2,272 89	1,808 91	18,727 55
Portland & Rumford Falls R'y	105,065 60	100,356 76	77,341 15	50,624 33	166,926 48	179,890 05	28,626 25	29,464 59	*17,617 70
Rumford Falls & Rangeley Lakes R. R.	35,367 41	34,209 19	14,060 41	14,881 81	33,449 31	33,495 37	5,721 58	5,561 12	*451 22
Sandy River R. R.	9,268 91	7,934 06	6,016 34	7,806 36	21,792 71	22,223 47	5,521 75	3,895 45	*740 37
Sebastiack & Moosehead R.R.	5,976 19	6,064 01	557 00	305 36	9,426 03	9,543 11	1,479 58	1,729 99	203 67
Somerset Railway.	19,778 49	29,886 83	9,983 01	15,317 89	35,001 91	42,382 33	9,493 68	9,386 30	22,715 26
Washington County R'y.	80,806 00	155,568 30	59,393 85	31,202 00	115,960 76	160,590 30	11,370 78	11,631 04	91,460 25
Wiscasset, Waterville & Farm- ington R. R.	15,981 04	17,491 17	3,628 58	7,224 92	26,700 94	22,880 90	4,784 52	3,820 67	322 58
York Harbor & Beach R. R. ...	17,847 47	13,839 80	.....	.....	17,647 06	18,378 18	293 00	351 91	*3,217 64
Total	\$10,838,293 69	\$12,441,781 42	\$9,409,757 24	\$11,601,679 31	\$32,431,821 67	\$34,420,451 68	\$1,948,492 83	\$2,085,767 95	\$5,921,314 93

RAILROAD COMMISSIONERS' REPORT.

The following table 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 branch track operated.					
Bangor and Aroostook Railroad:											
Aroostook Junction to Caribou.....	154.86	482.58	482.58	119.15	† 273.50						
Old Town to Greenville.....	76.00										
Fort Fairfield Jc. to Fort Fairfield...	13.30										
Ashland Jc. to Ashland.....	43.89										
Caribou to Van Buren.....	33.11										
Milo Jc. to Lake Umbagog Iron Works...	18.85										
Patten Jc. to Patten.....	5.67										
Caribou to Limestone.....	15.72										
Ashland to Fort Kent.....	51.00										
Spurs.....	15.86										
Northern Maine seaport, Searsport to S. LaGrange.....	54.13	157.43	2,287.52	510.92	1,248.88	193.42					
Boston and Maine Railroad:											
Western Division.....	44.00										
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	† 232.80	25.90		
Aroostook River Branch.....	29.20										
Houlton Branch.....	3.00	32.70	31.00	2.00	† 1.70						
Franklin and Megantic Railroad*:											
Strong to Kingfield.....	15.00										
Mt. Abram Branch.....	1.70	8.50	8.50								
Kingfield and Dead River Railroad*.....	16.00										
Georges Valley Railroad.....	16.00	89.51	3,534.83	663.00	1,146.00						
Grand Trunk Railway:											
Portland to Boundary Line.....	82.60										
Lewiston Branch.....	5.41	5.00	5.00								
Norway Branch.....	1.50										
Kennebec Central Railroad*.....	11.30	† 12.57									
Lime Rock Railroad.....											
Maine Central Railroad:											
Portland to Bangor.....	136.00	649.77	815.93	45.37	288.13	2.51					
Brunswick to Bath.....	5.80										
Cumberland Jc. to Skowhegan.....	91.20										
Brunswick to Farmington.....	62.60										
Crowley's Jc. to Lewiston.....	4.50										
Brewer Jc. to Mt. Desert Ferry.....	41.13										
Union Station to Thompson's Point.....	.74										
Gardiner Jc. to Copsecook Mill.....	1.15										
Woolwich to Rockland.....	47.13										
Rockland to Wharf.....	1.36										
Burnham Jc. to Belfast.....	33.13										
Newport to Dexter.....	14.23										
Dexter Jc. to Foxcroft.....	16.54										
Bangor to Vanceboro.....	114.30										
Orono to Stillwater.....	3.01										
Enfield to Montague.....	3.03										
Bangor Jc. to Bucksport.....	18.80										
Portland to New Hampshire line.....	51.12										
Monson Railroad*.....	8.16						8.16			† 2.00	
Phillips and Rangeley Railroad*.....	28.60						50.00	50.00	1.44		
Madrid Railroad.....	6.40										
Eustis Railroad.....	15.00										
Portland and Rumford Falls Railway:											
Rumford Falls Jc. to Rumford Falls.....	53.58	65.83	† 70.03	29.19	† 12.25						
Branch Switch to Livermore.....	10.27										
Spurs.....	1.98	38.36	† 39.78	7.85							
Rumford Falls and Rangeley Lakes Railroad:											
Rumford Falls to Oquossoc.....	35.99										
Oquossoc to Kennebago Farm.....	2.37	18.00	18.00	2.00							
Sandy River Railroad*.....	18.00										
Sebastiack and Moosehead Railroad.....	15.00	15.00		.25							
Somerset Railway.....	61.26	61.26		9.40	† 1.00						
Washington County Railway:											
Calais to Washington Jc.....	102.49	133.17	138.27	15.01	† 35.78						
Ayer's Jc. to Eastport.....	16.72										
St. Croix Jc. to Princeton.....	12.75										
Woodland Jc. to Woodland.....	1.21										
Wiscasset, Waterville and Farmington R.R.*.....	57.46	57.46		3.50							
York Harbor and Beach Railroad.....	11.51	11.51		1.08		.34					
	2,093.49	7,901.45	1,219.29	2,901.28	522.50						

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

† 1.37 miles, M. C. R. R. trackage rights. † 4.20 miles, M. C. R. R. trackage rights.

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

|| 1.42 trackage rights Portland and Rumford Falls Railway.

MILEAGE OF STEAM RAILROADS AND INCREASE FROM 1836 TO JUNE 30, 1906.

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to 1906, 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.....	1,360.26	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
			1906.....	2,093.49	70.86

* Loss.

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, 1906.

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.....	\$2,496,546 98	\$13,179 70	\$2,509,726 68	\$1,544,669 62	\$830,126 12	\$134,930 94	\$62,000 00	4	\$72,930 94	
Boston and Maine Railroad.....	39,214,202 86	622,085 25	39,836,288 11	29,353,368 57	8,430,999 85	2,051,919 69	1,834,646 00	†	217,273 69	
Bridgton and Saco River Railroad§.....	47,090 23	479 62	47,569 85	32,353 00	9,726 84	5,490 01	4,090 00	4	1,400 01	
Canadian Pacific Railway.....	912,875 76	.....	912,875 76	839,265 19	98,972 52	*25,361 95	.....	.....	.....	\$25,361 95
Franklin and Megantic Railway§.....	46,850 98	66 00	46,910 98	32,563 98	8,403 88	5,943 12	3,504 00	4	2,439 12	
Georges Valley Railroad.....	12,236 01	.....	12,236 01	10,688 26	3,074 21	*1,526 46	.....	.....	.....	1,526 46
Grand Trunk Railway.....	30,711,948 80	1,913,868 08	31,725,816 88	21,503,022 61	6,628,083 50	3,594,710 77	3,552,596 11	.....	42,114 66	
Kennebec Central Railroad§.....	16,204 44	.....	16,204 44	11,834 21	1,730 60	3,139 63	2,400 00	6	739 63	
Lime Rock Railroad.....	113,979 31	3,679 47	117,658 78	53,832 79	20,552 09	43,267 90	22,500 00	5	20,767 90	
Maine Central Railroad.....	7,794,745 49	98,333 24	7,893,078 73	6,033,086 10	1,455,405 92	404,586 71	348,369 00	7	56,217 71	
Monson Railroad§.....	10,737 59	.....	10,737 59	9,005 12	4,227 83	*2,495 36	.....	.....	.....	2,495 36
Phillips and Rangeley Railroad§.....	66,079 36	.....	66,079 36	78,564 34	16,625 86	*29,100 84	.....	.....	.....	29,100 84
Portland and Rumford Falls Railway.....	690,812 96	71,159 10	761,972 06	360,335 73	165,260 66	236,375 67	120,000 00	6	116,375 67	
Rumford Falls and Rangeley Lakes R. R.	152,448 69	817 98	153,266 67	88,147 49	56,380 95	8,738 23	.....	.....	8,738 23	
Sandy River Railroad§.....	73,619 32	.....	73,619 32	41,869 34	17,877 77	13,882 21	4,000 00	4	9,882 21	
Sebasticook and Moosehead Railroad.....	26,577 87	.....	26,577 87	17,642 47	4,968 92	4,026 48	.....	.....	4,026 48	
Somerset Railway.....	171,588 12	249 51	171,837 63	96,972 35	31,323 00	43,542 28	.....	.....	43,542 28	
Washington County Railway.....	417,727 92	1,281 06	418,958 98	358,991 64	89,774 79	*29,807 45	.....	.....	29,807 45	
Wiscasset, Waterville & Farmington R.R. §	42,649 74	72 90	42,722 64	51,417 66	34,210 71	*42,905 73	.....	.....	42,905 73	
York Harbor and Beach Railroad.....	37,756 20	1,485 02	39,241 22	32,569 89	931 46	5,739 87	6,000 00	2	.....	260 13
Total.....	\$83,056,678 63	\$1,826,700 93	\$84,883,379 56	\$60,549,680 36	17,908,603 48	\$6,425,095 72	\$5,960,105 11	.....	\$596,448 53	\$131,467 92

§ Narrow gauge.

* Deficit.

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

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, 1906.

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.....	581,595	37.73	\$0.93685	\$0.02483	1,377,155	106.26	\$1.26584	\$0.01191
Boston and Maine Railroad.....	44,597,405	17.90	.31654	.01769	22,549,467	89.16	1.03570	.01162
Bridgton and Saco River Railroad*.....	31,062	13.80	.58340	.04260	19,357	15.81	1.02613	.06457
Canadian Pacific Railway.....	153,343	89.44	1.28789	.01440	797,722	172.56	.82440	.00478
Franklin and Megantic Railway*.....	19,025	15.76	.59983	.03807	34,670	21.55	.93381	.04332
Georges Valley Railroad.....	4,900	8.00	.35624	.04553	21,336	8.00	.43697	.05462
Grand Trunk Railway.....	10,372,628	.....	.6981	.....	15,178,162	186.84	1.2848	.00688
Kennebec Central Railroad*.....	50,176	4.92	.09755	.01981	7,489	5.00	1.4068	.28137
Lime Rock Railroad.....	.....	.....	.....	.....	427,371	.....	.....	.....
Maine Central Railroad.....	3,585,157	35.79	.71762	.02005	5,114,891	87.68	.90539	.01033
Monson Railroad*.....	4,696	6.16	.49876	.08096	10,000	6.16	.77253	.12541
Phillips and Rangeley Railroad*.....	13,220	24.81	.93006	.03749	88,080	20.06	.57074	.02846
Portland and Rumford Falls Railway.....	214,416	24.93	.59304	.02378	799,743	33.13	.63648	.01921
Rumford Falls and Rangeley Lakes Railroad.....	29,442	24.36	.98812	.04056	191,037	26.17	.60549	.02314
Sandy River Railroad*.....	40,166	13.80	.50427	.03654	83,340	14.77	.58510	.03962
Sebasticook and Moosehead Railroad.....	21,787	9.06	.3558	.03924	28,475	12.47	.55825	.04775
Somerset Railway.....	63,256	23.78	.68552	.02865	187,160	23.05	.63260	.02755
Washington County Railway.....	311,662	22.37	.57193	.02556	244,899	64.44	.80670	.01252
Wiscasset, Waterville and Farmington Railroad*.....	29,052	11.06	.33742	.03050	27,144	25.77	.97595	.03785
York Harbor and Beach Railroad.....	227,425	4.13	.10713	.02592	22,891	4.65	.53448	.11498

* 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, 1905 and 1906, by railroads doing business in Maine.

Railroads.	1905.				1906.			
	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 & Aroostook Railroad.....	529,468	38.38	20,322,508	29	581,595	37.73	21,945,851	29
Boston & Maine Railroad.....	41,874,810	18.17	702,490,018	61	44,507,405	17.90	739,950,909	63
Bridgton & Saco River Railroad.....	26,417	13.07	351,838	8	34,062	13.80	470,221	.....
Canadian Pacific Railway.....	152,087	82.52	13,461,998	51	153,343	89.44	13,715,555	53
Franklin & Megantic Railway.....	19,148	16.48	215,478	9	19,025	15.76	299,796	.....
Georges Valley Railroad.....	5,451	8.00	43,608	.....	4,900	8.00	39,200	3
Grand Trunk Railway.....	9,602,445	.....	.....	.....	10,372,628	.....	.....	.....
Kennebec Central Railroad.....	59,088	4.59	292,760	11	50,176	4.92	247,091	9
Lime Rock Railroad*.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine Central Railroad.....	3,446,683	35.05	120,787,694	57	3,585,153	35.79	128,306,340	58
Monson Railroad.....	5,177	6.16	31,890	†2	4,696	6.16	28,896	†1
Phillips & Rangeley Railroad.....	11,585	25.25	292,469	6	13,220	24.81	327,959	10
Portland & Rumford Falls Railway.....	179,637	25.74	4,624,073	46	214,416	24.93	5,346,184	49
Rumford Falls & Rangeley Lakes Railroad.....	28,152	24.43	687,777	21	29,442	24.36	717,258	22
Sandy River Railroad.....	35,698	13.41	478,882	12	40,166	13.80	554,343	14
Sebasticook & Moosehead Railroad.....	20,516	9.11	186,947	.....	21,787	9.06	197,571	.....
Somerset Railway.....	11,538	25.36	1,321,958	25	63,256	23.78	1,503,973	25
Washington County Railway.....	222,176	25.99	5,774,038	30	311,662	22.37	6,972,884	34
Wiscasset, Waterville & Farmington Railroad.....	28,521	11.54	329,060	6	29,052	11.06	326,463	6
York Harbor & Beach Railroad.....	243,199	3.95	961,815	41	227,425	4.13	940,626	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, 1905 and 1906, on railroads doing business in Maine.

Railroads.	1905				1906			
	Tons of freight hauled.	Average haul—miles.	Total freight mileage.	Average tons per train mile.	Tons of freight hauled.	Average haul—miles.	Total freight mileage.	Average tons per train mile.
Bangor and Aroostook Railroad.....	1,213,533	100.62	122,106,091	178	1,377,155	106.26	146,348,568	192
Boston and Maine Railroad.....	20,546,826	90.24	1,854,130,258	211	22,549,467	89.16	2,010,500,035	211
Bridgton and Saco River Railroad.....	25,222	15.66	395,009	10	19,357	15.82	306,170	..
Canadian Pacific Railway.....	601,458	163.41	98,283,191	201	797,722	172.56	137,653,928	230
Franklin and Megantic Railway.....	34,978	23.57	823,542	39	34,670	21.55	747,296	30
Georges Valley Railroad.....	30,455	7.00	243,640	..	21,336	8.00	170,688	16
Grand Trunk Railway.....	13,606,708	189.93	2,584,330,699	240	15,178,162	186.84	2,835,991,210	256
Kennebec Central Railroad.....	6,832	5	34,160	11	7,489	5.00	37,445	15
Lime Rock Railroad.....	147,240	..	..	..	427,371	..	..	..
Maine Central Railroad.....	4,731,443	83.85	396,734,687	263	5,114,891	87.68	448,482,922	283
Monson Railroad.....	12,178	8.16	99,372	*6	10,000	6.16	61,600	*5
Phillips and Rangeley Railroad.....	64,949	16.48	1,070,209	23	88,080	20.06	1,766,532	35
Portland and Rumford Falls Railway.....	808,187	33.38	26,975,261	297	799,743	33.13	26,495,848	300
Rumford Falls and Rangeley Lakes Railroad.....	158,582	25.44	4,084,545	95	194,037	26.16	5,078,070	107
Sandy River Railroad.....	74,097	14.76	1,193,445	42	83,340	14.77	1,230,664	45
Sebasticook and Moosehead Railroad.....	25,513	12.42	317,090	..	28,475	12.47	355,164	..
Somerset Railway.....	125,361	24.54	3,073,603	68	187,160	23.05	4,303,656	75
Washington County Railway.....	190,061	66.22	12,586,140	98	244,899	64.44	15,780,493	101
Wiscasset, Waterville and Farmington Railroad....	26,975	28.31	763,746	*12	27,144	25.77	699,836	*12
York Harbor and Beach Railroad.....	29,484	4.60	135,575	21	22,891	4.65	106,407	*16

* 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 1896 to 1906.

TABLE No. 1.

Average Fare per Mile on the Following Standard Gauge Roads for Years 1896 to 1906.

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.						
Bangor and Aroostook Railroad....	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	1906	2.483
Boston and Maine Railroad.....	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	1906	1.769
Canadian Pacific Railway.....	1896	2.013	1897	2.012	1898	1.742	1899	1.509	1900	1.417	1901	1.520	1902	1.685	1903	1.48	1904	1.344	1905	1.349	1906	1.140
Grand Trunk Railway.....	1896	1.983	1897	2.159	1898	1.998	1899	2.084	1900	2.010	1901	2.010	1902	2.080	1903	2.05	1904	2.035	1905	2.017	1906	2.005
Maine Central Railroad.....	1896	2.304	1897	2.357	1898	2.232	1899	2.262	1900	2.223	1901	2.155	1902	2.065	1903	2.05	1904	2.065	1905	2.017	1906	2.005
Portland & Rumford Falls Railway.	1896	2.604	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	1906	2.378
Somerset Railway.....	1896	3.867	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	1906	2.865
St. Croix and Penobscot Railroad...	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	1906	2.556
Washington County Railway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

† Estimated.

TABLE No. 2.

Average Rate per Ton Mile on the Following Standard Gauge Roads for Years 1896 to 1906.

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.						
Bangor and Aroostook Railroad....	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	1906	1.191
Boston and Maine Railroad.....	1896	1.530	1897	1.450	1898	1.482	1899	1.450	1900	1.439	1901	1.134	1902	1.111	1903	1.13	1904	1.178	1905	1.152	1906	1.162
Canadian Pacific Railway.....	1896	0.650	1897	0.595	1898	0.527	1899	0.508	1900	0.467	1901	0.503	1902	.....	1903	0.46	1904	0.467	1905	0.522	1906	0.478
Grand Trunk Railway.....	1896	0.931	1897	0.699	1898	0.699	1899	0.533	1900	0.567	1901	0.636	1902	0.629	1903	.....	1904	0.698	1905	0.695	1906	0.688
Maine Central Railroad.....	1896	1.332	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	1906	1.033
Portland & Rumford Falls Railway.	1896	2.293	1897	2.113	1898	2.130	1899	2.240	1900	2.265	1901	2.139	1902	2.053	1903	1.97	1904	1.945	1905	1.861	1906	1.921
Somerset Railway.....	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	1906	2.755
St. Croix and Penobscot Railroad...	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	1906	1.252
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 1896 to 1906.

TABLE NO. 1.
Average Fare per Mile on all Narrow Gauge Railroads for Years 1896 to 1906.

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...	1896	4.63	1897	4.72	1898	5.01	1899	4.68	1900	4.60	1901	4.89	1902	4.600	1903	4.58	1904	4.507	1905	4.559	1906	4.260
Franklin and Megantic Railway....	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	1906	3.807
Kennebec Central Railroad.....	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	1906	1.981
Monson Railroad.....	1896	5.68	1897	5.42	1898	4.73	1899	4.91	1900	4.61	1901	4.55	1902	5.005	1903	6.50	1904	7.218	1905	10.294	1906	8.096
Phillips and Rangeley Railroad.....	1896	3.89	1897	3.22	1898	3.64	1899	3.51	1900	3.39	1901	3.58	1902	3.638	1903	3.33	1904	3.151	1905	3.424	1906	3.749
Sandy River Railroad.....	1896	3.92	1897	3.67	1898	3.73	1899	3.90	1900	3.78	1901	3.87	1902	3.749	1903	3.36	1904	3.529	1905	3.847	1906	3.654
Wiscasset, Wat'ville & Farm'ton R.R.	.....	.....	1897	2.79	1898	3.09	1899	2.90	1900	2.49	1901	2.36	1902	2.570	1903	2.44	1904	2.543	1905	2.944	1906	3.050

TABLE No. 2.
Average Rate per Ton on all Narrow Gauge Railroads for Years 1896 to 1906.

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.		
Bridgton and Saco River Railroad...	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	1906	6.487
Franklin and Megantic Railway....	1896	6.14	1897	6.9	1898	5.41	1899	3.66	1900	5.05	1901	2.82	1902	4.043	1903	4.60	1904	3.690	1905	3.758	1906	4.332
Kennebec Central Railroad.....	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	1906	28.137
Monson Railroad.....	1896	13.33	1897	10.57	1898	9.48	1899	10.52	1900	9.18	1901	7.79	1902	7.869	1903	9.20	1904	8.463	1905	9.731	1906	12.541
Phillips and Rangeley Railroad.....	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	1906	3.962
Sandy River Railroad.....	1896	5.03	1897	5.06	1898	6.11	1899	5.35	1900	5.90	1901	4.67	1902	5.982	1903	5.03	1904	4.308	1905	4.102	1906	3.962
Wiscasset, Wat'ville & Farm'ton R.R.	.....	.....	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	1906	3.788

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 1906.

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
1906	1.834

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 1906.

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
1906	0.905

NARROW GAUGE ROADS.

The average freight rate per ton mile upon the seven narrow gauge roads were 4.506 cts., and the average passenger rate were 3.586 cts. for the year 1906.

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, 1906.

Railroads.	Total number.	Stone.	Steel, iron, or iron and steel.	Wooden.	Combination.	Aggregate length.		Trestles.		Overhead high-way crossings.	Height of lowest above surface.		Overhead rail-way crossings.	Over street railway.	Under street railway.	
						Ft.	In.	Ft.	In.		Ft.	In.				
Bangor and Aroostook Railroad	95	5	86	4	.....	9,578	11	25	2,462	3	2	15	6	1	.....	1
Boston and Maine Railroad	74	16	49	9	.....	4,718	9	10	5,119	0	46	14	2	.....	4	11
Bridgton and Saco River Railroad	12	1	11	.....	.....	278	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific Railway	54	.....	29	24	1	5,217	11	23	1,276	6	.....	.....	1	.....	.....	.....
Franklin and Megantic Railway .....	.....	.....	.....	.....	.....	.....	.....	5	557	0	2	17	0	.....	.....	.....
Georges Valley Railroad	2	.....	1	1	.....	194	0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk Railway in Maine	41	1	40	.....	.....	2,418	11½	2	200	0	4	15	10	3	.....	2
Kennebec Central Railroad .....	.....	.....	.....	.....	.....	.....	.....	2	97	0	.....	.....	.....	.....	.....	.....
Lime Rock Railroad .....	.....	.....	.....	.....	.....	.....	.....	11	15,142	2	.....	.....	.....	.....	.....	.....
Maine Central Railroad	185	1	175	9	.....	24,694	5	34	9,647	10	38	14	10	4	6	4
Monson Railroad	2	.....	.....	2	.....	40	0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Phillips & Rangeley Railroad	22	.....	.....	22	.....	794	3	3	136	0	1	16	0	.....	.....	.....
Portland and Kumford Falls Railway	35	15	18	2	.....	1,920	2	1	540	0	1	20	0	.....	.....	.....
Rumford Falls and Rangeley Lakes Railroad	23	3	6	14	.....	892	3	6	481	4	.....	.....	.....	.....	.....	.....
Sandy River Railroad	6	.....	2	4	.....	423	1	2	186	0	2	13	0	.....	.....	.....
Sebasticock and Moosehead Railroad	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Somerset Railway	16	.....	11	5	.....	2,176	0	1	500	0	.....	.....	1	.....	.....	.....
Washington County Railway	16	.....	16	.....	.....	2,043	1	42	5,723	2	1	16	6	1	.....	1
Wiscasset, Waterville and Farmington Railroad	21	.....	1	20	.....	3,899	0	11	1,491	11	1	.....	.....	.....	.....	.....
York Harbor and Beach Railroad	2	.....	.....	2	.....	63	0	8	1,773	11	2	19	6	.....	.....	3
Total.....	608	42	447	118	1	59,351	11½	186	45,334	7	100	.....	11	10	22	.....

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, 1906.

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, 1906.

Railroads.	Crossing highways at grade.	Crossing under highways.	Crossing over highways.	Crossing steam roads at grade.	Crossing over steam roads.	Crossing under steam roads.	Crossing over street railroads.	Crossing street railroads at grade.	Crossing under street railroads.
Bangor and Aroostook	236	2	12	1	2	1	1	4	1
Boston and Maine	152	44	19	9	.....	.....	9	4	11
Bridgton and Saco River	16	.....	1	.....	.....	.....	.....	.....	.....
Canadian Pacific Railway	14	.....	1	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	9	.....	.....	1	.....	.....	3	.....	.....
Maine Central	594	38	25	9	1	2	30	6	4
Monson	2	.....	.....	.....	.....	.....	.....	.....	.....
Phillips and Rangeley	17	1	.....	.....	.....	.....	.....	.....	.....
Portland and Rumford Falls Railway	56	1	3	1	2	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes	20	.....	.....	.....	.....	.....	.....	.....	.....
Sandy River	14	.....	2	.....	.....	.....	.....	.....	.....
Sebasticook and Mooshead	9	.....	.....	.....	.....	.....	.....	.....	.....
Somerset Railway	23	.....	1	.....	.....	.....	.....	.....	.....
Washington County Railway	79	2	1	.....	.....	.....	1	.....	1
Wiscasset, Waterville and Farmington	47	1	.....	1	.....	.....	.....	.....	.....
York Harbor and Beach	17	4	.....	.....	.....	.....	.....	.....	3
Total.....	1,409	98	69	26	6	7	46	10	22

There were, as returned, 1,409 crossings at grade, one less than in 1905.

It may be a matter of interest to know that the casualties at grade crossings have continued to be very small in number.

During the year 1906, only four persons were killed, and four injured. There were three killed and two injured "not trespassing," and one killed and two injured "trespassing."

This is one killed and one injured to every 352 grade crossings. The daily passage of the large number of trains, passenger and freight, over the 1,409 grade crossings, with so slight loss of life and limb, emphasizes the fact that the so called "deadly grade crossings," in Maine, at least, are not to be considered a serious element of danger. No doubt but that the operating railroad companies, conduct the passage of trains over such crossings with great care, which accounts for the small number of accidents.

NARROW GAUGE RAILROADS.

Comparative statements of the mileage, cost and operations of narrow gauge roads, years 1905 and 1906.

Railways.	1905.							1906.						
	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 & Suco River.....	21.75	\$10,581 47	\$2,264 43	\$47,888 72	\$31,756 20	\$16,132 52	66.30	21.25	\$10,581 47	\$2,264 43	\$47,090 23	\$32,353 00	\$14,737 23	68.70
Franklin & Megantic	32.70	†9,122 47	669 59	45,616 33	33,771 60	11,844 73	74.03	32.70	†9,177 72	669 59	46,850 98	32,563 98	14,287 00	69 51
Kennebec Central	5.00	12,303 46	4,012 26	16,481 13	11,762 42	4,718 76	71.37	5.00	12,303 46	4,012 26	16,204 44	11,334 21	4,870 23	69.95
Monson... ..	8.16	7,461 60	2,307 83	12,783 97	8,414 16	4,369 81	68.94	8.16	7,461 60	2,307 83	10,737 59	9,005 12	1,732 47	83.89
Phillips & Rangeley.....	50.00	*8,354 35	*1,943 65	54,956 31	59,826 79	‡4,870 48	108.88	50.00	*8,354 35	1,943 65	66,079 36	78,554 34	‡12,474 98	118.88
Sandy River	18.00	12,355 11	4,289 15	67,710 39	42,599 71	25,110 68	62.91	18.00	12,355 11	4,289 15	73,619 32	41,859 34	31,759 98	56.86
Wiscasset, Waterville & Farmington.....	57.46	†16,074 69	.....	41,769 87	51,095 08	‡9,325 21	122.00	57.46	†16,228 88	.....	42,649 74	51,417 66	‡8,695 05	125.00

* Applies to Phillips & Rangeley Railway, 28.60 miles.

† Includes equipment.

‡ Applies to Franklin & Megantic Railway, 16.70 miles.

|| Deficit.

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, 1903, 1904, 1905 and 1906 upon all steam railroads doing business in Maine, except that portion of the Canadian Pacific Railway, outside of Maine.

	1903.	1904.
Gross earnings from operation.....	\$71,639,512 69	\$73,806,285 06
Operating expenses.. .. .	51,018,373 15	53,168,265 71
Net earnings from operation	\$20,621,139 54	\$20,637,999 35
Per cent of expenses to earnings....	71.	72.

	1905.	1906.
Gross earnings from operation.....	\$76,603,482 33	\$83,056,678 63
Operating expenses.....	54,628,647 42	60,549,680 36
Net earnings from operation	\$21,974,834 91	\$22,506,998 27
Per cent of expenses to earnings....	71.	73.

ASSETS AND LIABILITIES.

Steam Railroads doing business in Maine, year ending June 30, 1906.

Railroads.	Construction and equipment.	Other permanent property.	Cash and other assets.	Gross assets.	Capital stock.	Funded debt.	Current accrued and other liabilities.	Gross liabilities.
Rangor and Aroostook.....	\$13,874,593 81	\$3,363,946 04	\$975,325 50	\$18,213,865 35	\$1,550,000 00	\$15,847,000 00	\$415,998 73	\$17,812,998 73
Boston and Maine.....	52,439,706 11	12,018,324 53	15,145,601 55	79,603,632 19	130,625,089 60	131,305,543 91	12,517,182 71	74,447,816 22
Bridgton and Saco River*.....	272,975 58		10,688 86	283,664 44	102,250 00	163,000 00	9,549 45	274,799 45
Canadian Pacific.....	7,592,141 94	34,537 04		7,626,678 98	2,273,000 00	3,514,000 00	1,839,678 98	7,626,678 98
Franklin and Megantic*.....	164,450 19		12,558 76	177,008 95	87,600 00	24,000 00	69,284 96	180,884 96
Georges Valley.....	85,154 36		3,535 22	88,689 52	100,000 00	50,000 00	10,983 78	160,983 78
Grand Trunk.....	332,070,802 53	5,120,229 64	21,036,590 48	358,227,622 65	212,766,881 52	133,832,973 19	11,549,525 97	358,149,380 68
Kennebec Central*.....	81,578 65		3,304 21	84,882 86	40,000 00	27,000 00	1,040 71	68,040 71
Lime Rock.....	516,111 66	462,625 00	58,131 64	1,036,868 30	450,000 00	425,000 00	27,694 50	902,694 50
Maine Central.....	17,180,436 78	1,107,624 50	3,274,690 77	21,562,752 05	4,988,000 00	11,892,192 00	2,279,474 04	19,159,666 04
Monson*.....	79,726 63		1,000 97	80,727 60	70,000 00	70,000 00	91,291 91	231,291 91
Phillips and Rangeley*.....	294,522 76		23,083 99	317,606 75	99,400 00	200,000 00	200,820 37	500,220 37
Portland and Rumford Falls.....	2,569,537 34	1,995,097 63	444,825 71	5,009,260 62	2,000,000 00	1,842,000 00	191,413 51	4,033,413 51
Rumford Falls and Rangeley Lakes.....	962,691 84	4,002 17	125,836 81	1,092,530 82	300,000 00	678,000 00	21,298 88	999,298 88
Sandy River*.....	299,596 57	46,065 20	38,738 67	384,400 44	100,000 00	300,000 00	46,685 66	446,685 66
Sebasticook and Moosehead.....	In hands of receiver.		Data not given.					
Somerset.....	2,071,277 90	10,984 73	71,022 33	2,153,284 96	736,648 76	626,500 00	663,214 48	2,026,363 24
Washington County.....	4,975,882 71		112,863 04	5,088,745 75	2,500,000 00	2,500,000 00	131,708 55	5,131,708 55
Wiscasset, Waterville and Farmington*.....	932,493 25		37,260 61	969,753 86	243,900 00	671,800 00	204,171 45	1,119,871 45
York Harbor and Beach.....	300,000 00		39,599 75	339,599 75	300,000 00		4,961 15	304,961 15
Total.....	\$436,763,680 61	\$24,163,436 48	\$41,414,458 87	\$502,341,575 96	\$259,332,789 88	\$203,969,009 10	\$30,275,979 79	\$493,577,758 77

* Narrow gauge—2 feet. † Includes \$2,837,218.90 premium on Boston and Maine Railroad common stock sold.

‡ Includes mortgage, \$594,800.00. Sinking and other special funds not included in liabilities.

ASSETS AND LIABILITIES.

The gross assets and liabilities of the steam railroad corporations doing business in Maine June 30, 1904, 1905 and 1906, are classified and given in the following tables :

Gross Assets June 30, 1904, 1905 and 1906.

Assets.	1904.	Increase.	1905.	Increase.	1906.	Increase.
Construction.....	\$348,143,252 54	\$3,872,611 57	\$351,826,217 20	\$3,682,964 66	\$354,618,314 49	\$2,792,097 29
Equipment.....	79,821,931 38	827,078 40	80,527,191 02	705,259 64	82,145,366 12	1,618,175 10
Other permanent property.....	21,238,896 64	2,858,118 54	20,494,195 93	†744,700 71	24,163,436 48	3,669,240 55
Cash and current assets.....	20,303,580 54	2,159,215 35	21,807,605 42	1,504,024 88	29,961,148 01	8,153,542 59
Miscellaneous assets.....	11,720,155 70	911,586 79	10,751,432 16	†968,723 54	11,453,310 86	701,878 70
Gross assets.....	\$481,227,816 80	\$10,628,610 65	\$485,406,641 73	\$4,178,824 93	\$502,341,575 96	\$16,934,934 23

Gross Liabilities June 30, 1904, 1905 and 1906.

Liabilities.	1904.	Increase.	1905.	Increase.	1906.	Increase.
Capital stock.....	\$250,668,281 12	\$7,859,368 85	\$253,493,381 12	\$2,825,100 00	\$259,332,769 88	\$5,839,388 76
Funded debt.....	200,503,472 69	3,466,361 44	199,696,649 10	†806,823 59	203,374,209 10	3,677,560 00
Real estate mortgages.....	594,800 00	.....	594,800 00	.....	594,800 00	.....
Current liabilities.....	16,154,451 18	†1,413,438 49	16,361,748 24	207,297 06	21,442,975 39	5,081,227 15
Accrued liabilities.....	7,597,538 20	†274,884 93	8,400,197 12	802,658 92	8,833,004 40	432,807 28
†Gross liabilities.....	\$475,518,543 19	\$9,637,406 87	\$478,546,775 58	\$3,028,232 39	\$493,577,758 77	\$15,030,983 19
Surplus.....	5,709,273 61	991,203 78	6,859,866 15	1,150,592 54	8,763,817 19	1,903,951 04
Sinking and other special funds.....	3,596,486 50	636,561 83	2,336,456 58	†1,260,029 92	3,999,177 68	1,662,721 10

It will be observed by a comparison of the foregoing tables that there was an increase of assets over the previous year of \$16,934,934.23 and an increase of liabilities of \$15,030,983.19—a balance of \$1,903,951.04 in favor of assets, increasing the surplus by that amount.

† Decrease.

† Sinking funds and other special funds not included.

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.....	\$23,327 43	\$5,423 43	\$6,970 75	\$35,721 61	\$3,617 69	\$33,700 10	\$37,317 79
Boston and Maine.....	71,595 60	14,049 60	19,628 48	105,271 68	45,384 00	76,205 63	121,589 63
Bridgton and Saco River.....	10,581 47	2,264 43	.....	12,845 91	4,811 76	8,119 97	12,931 73
Canadian Pacific.....	40,063 84	2,962 44	195 45	43,161 73	12,863 61	30,298 12	43,161 73
Franklin and Megantic.....	9,177 72	669 59	.....	9,847 32	5,246 00	5,585 92	10,831 92
Georges Valley.....	9,527 29	490 87	.....	10,018 16	11,764 70	7,174 55	18,939 25
Grand Trunk.....	*113,009 60	.....	1,742 50	114,752 10	72,408 00	49,476 24	121,884 24
Kennebec Central.....	12,303 46	4,012 26	.....	16,315 72	8,000 00	5,608 14	13,608 14
Lime Rock.....	35,528 70	10,144 80	40,940 26	86,613 76	39,823 00	40,061 46	79,884 46
Maine Central.....	36,810 87	6,616 84	2,799 78	46,227 49	12,608 00	35,827 37	48,435 37
Monson.....	7,461 60	2,307 83	.....	9,769 43	8,578 00	19,766 16	28,344 16
Phillips and Rangeley.....	8,354 35	1,943 65	.....	10,298 00	3,475 52	14,014 68	17,490 20
Portland and Rumford Falls.....	34,930 70	5,312 64	31,246 63	71,489 97	31,323 00	31,846 72	63,169 72
Rumford Falls and Rangeley Lakes.....	22,665 74	2,430 50	104 33	25,200 57	7,820 00	18,229 91	26,049 91
Sandy River.....	12,335 11	4,289 15	2,559 17	19,203 43	5,556 00	19,260 31	24,816 31
Sebasticook and Moosehead.....	.....	.....	.....	.....	.....	.....	.....
Somerset.....	30,455 00	3,355 00	179 31	33,989 31	12,025 00	21,053 12	33,078 12
Washington County.....	34,568 83	1,417 88	.....	35,986 71	18,080 00	19,033 11	37,113 11
Wiscasset, Waterville and Farmington.....	*16,221 60	.....	.....	16,221 60	4,244 70	15,244 89	19,489 59
York Harbor and Beach.....	26,064 29	.....	.....	26,064 29	26,064 00	431 02	26,495 02

* 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 Income from Operation.	Gross Earnings from Operation.	Operating Expenses.	Net Income from Operation.
Bangor and Aroostook	\$5,480 77	\$3,391 07	\$2,089 69	\$1 724	\$1 067	\$0 657
Boston and Maine	17,406 92	13,003 35	4,403 57	1 852	1 383	.469
Bridgton and Saco River	2,216 01	1,522 49	694 51	1 103	.758	.345
Canadian Pacific	3,821 29	3,605 09	316 20	1 193	1 096	.097
Franklin and Megantic	1,511 32	1,050 45	460 87	.806	.560	.246
Georges Valley	1,439 53	1,257 44	182 08	1 149	1 004	.145
Grand Trunk	8,688 88	6,083 18	2,605 20	1 580	1 106	.474
Kennebec Central	3,240 88	2,266 84	974 04	.591	.413	.178
Lime Rock	9,067 57	4,282 90	4,784 67	Data not given.		
Maine Central	9,593 20	7,394 12	2,199 08	2 108	1 631	.477
Monson	1,315 88	1,103 56	212 32	.825	.692	.133
Phillips and Rangeley	1,321 59	1,571 09	*249 49	.812	.966	*.154
Portland and Rumford Falls	10,151 55	5,295 16	4,856 39	3 521	1 836	1 685
Rumford Falls and Rangeley Lakes	3,892 29	2,215 87	1,616 42	2 305	1 393	.972
Sandy River	4,089 96	2,325 52	1,764 44	1 310	.745	.565
Sebastiack and Moosehead						
Somerset	2,800 98	1,582 96	1,218 02	1 538	.869	.669
Washington County	3,021 10	2 596 31	424 79	1 290	1 109	.171
Wiscasset, Waterville and Farmington	742 26	894 84	*152 58	.642	.775	*.133
York Harbor and Beach	3,280 30	2,829 70	450 59	1 277	1 102	.175

* Deficit.

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.....	\$0.1542	\$0.0102	\$0.0063	\$0.0224	\$0.0300	\$0.1386	\$0.1890	\$0.1462
Boston and Maine.....	.1107	.0154	.0081	.0649	.0804	.1121	.3196	.1465
Bridgton and Saco River.....	.1404	.....	.0171	.0333	.0197	.0377	.3085	.0645
Canadian Pacific.....	.1615	.0304	.0224	.0537	.1083	.0745	.1860	.2362
Franklin and Megantic.....	.1265	.....	.0191	.0002	.0006	.0502	.1604	.0730
Georges Valley.....	.2782	.....	.0216	.0062	.0208	.....	.2816	.1658
Grand Trunk.....	.1106	.0231	.0350	.1107	.0391	.1652	.2386	.1793
Kennebec Central.....	.0829	.....	.0004	.0258	.0070	.0350	.1233	.0532
Lime Rock.....	.....	.....	.....	Data not given.		.....	.....	.....
Maine Central.....	.2402	.0203	.0137	.1618	.1124	.3220	.3163	.1907
Monson.....	.1127	.....	.....	.1536	.....	.0144	.2017	.0656
Phillips and Rangeley.....	.2457	.0021	.0355	.0882	.0418	.0602	.1904	.1282
Portland and Rumford Falls.....	.2799	.0315	.0017	.0870	.0458	.1587	.2603	.2086
Rumford Falls and Rangeley Lakes.....	.3454	.0175	.1053	.0954	.0267	.1355	.1479	.2290
Sandy River.....	.0987	.0211	.0010	.0418	.0788	.0595	.1989	.0896
Sebasticook and Moosehead.....	.2784	.....	.0268	.0116	.0029	.0015	.1950	.1694
Somerset.....	.2094	.0227	.0002	.0307	.0943	.0618	.1513	.1190
Washington County.....	.3358	.0067	.0677	.0415	.0255	.0531	.2047	.1637
Wiscasset, Waterville and Farmington....	.2447	.....	.0095	.0914	.1180	.0111	.2172	.0953
York Harbor and Beach.....	.2082	.0155	.0324	.....	.....	.....	.1785	.0982

RAILROAD COMMISSIONERS' REPORT.

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 Income from Operation.
Bangor and Aroostook.....	\$622,718 70	\$1,743,266 64	\$130,561 64	\$2,496,546 98	\$1,544,669 62	\$951,877 36	61.87
Boston and Maine.....	15,235,420 00	23,717,913 25	260,869 61	39,214,202 86	29,353,368 57	9,860,834 29	74.85
Bridgton and Saco River.....	27,227 34	19,862 89		47,090 23	32,353 00	14,737 23	68.70
Canadian Pacific.....	255,231 18	657,644 58		912,875 76	839,265 19	73,610 57	91.94
Franklin and Megantic.....	14,475 79	32,375 19		46,850 98	32,563 98	14,287 00	69.51
Georges Valley.....	2,675 14	9,560 87		12,236 01	10,688 26	1,547 75	87.35
Grand Trunk.....	10,460,632 57	19,501,609 28	749,706 95	30,711,948 80	21,503,022 61	9,208,926 19	70.02
Kennebec Central.....	5,587 49	10,527 90	89 05	16,204 44	11,334 21	4,870 23	69.95
Lime Rock.....		109,922 31	4,057 00	113,979 31	53,832 79	60,146 52	47.23
Maine Central.....	3,002,378 88	4,679,773 57	112,593 04	7,794,745 49	6,033,086 10	1,761,659 39	77.39
Monson.....	2,994 50	7,725 39	17 70	10,737 59	9,005 12	1,732 47	83.89
Phillips and Rangeley.....	15,748 56	50,270 80	60 00	66,079 36	78,554 34	*12,474 98	118.87
Portland and Rumford Falls.....	145,508 32	530,118 28	15,186 36	690,812 96	360,335 73	330,477 23	52.16
Rumford Falls and Rangeley Lakes.....	33,107 86	117,486 97	1,853 86	152,448 69	88,147 49	64,301 20	57.52
Sandy River.....	24,857 22	48,762 22		73,619 32	41,859 34	31,759 98	56.86
Sebasticook and Moosehead.....	10,681 58	15,896 29		26,577 87	17,642 47	8,935 40	66.00
Somerset.....	50,763 36	118,397 12	2,426 64	171,588 12	96,972 35	74,615 77	57.33
Washington County.....	209,374 69	205,856 60	2,496 63	417,727 92	258,991 64	58,736 28	85.93
Wiscasset, Waterville and Farmington.....	16,158 66	26,491 08		42,649 74	51,417 66	*8,767 92	125.00
York Harbor and Beach.....	25,316 02	12,264 57	175 61	37,756 20	32,569 89	5,186 31	86.25

* Deficit.

Comparative Statement of Condition and Operations of Leading 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.....	\$625 32	\$332 15	\$33 24	37 73	\$106 26	29	192
Boston and Maine.....	1,926 89	562 58	58 63	17 90	89 16	63	211
Bridgton and Saco River.....	376 37	140 53	28 24	13 80	15 82		
Canadian Pacific.....	4,282 41		*44 28	89 44	172 56	53	230
Franklin and Megantic.....	6 51	4 88	28 08	15 76	21 55	8	30
Georges Valley.....	66 45	221 34		8 00		3	16
Grand Trunk.....	2,798 49	467 50	70 38		186 84		256
Kennebec Central.....	359 96	35 04	8 76	4 92	5 00	9	15
Lime Rock.....	1,644 28		17 31				
Maine Central.....	3,643 81	866 58	88 49	35 79	87 68	58	283
Monson.....	998 56		8 53	6 16	6 16	1	5
Phillips and Rangeley.....	1,185 15	326 19	24 98	24 81	20 06	10	35
Portland and Rumford Falls.....	1,496 97	494 14	50 03	24 93	33 13	49	300
Rumford Falls and Rangeley Lakes.....	1,664 11	248 05	49 64	24 36	26 16	22	107
Sandy River.....	395 68	286 80	15 40	13 80	14 77	14	45
Sebastiackook and Moosehead.....	229 07	15 34	2 99				
Somerset.....	290 57	426 45	20 00	23 78	23 05	25	75
Washington County.....	1,092 15	194 24	17 54	22 37	64 44	34	101
Wiscasset, Waterville and Farmington.....	1,514 81	59 65	9 62	11 06	25 77	6	12
York Harbor and Beach.....				4 13	4 65	41	16

*Includes repairs of work-cars.

EARNINGS IN MAINE, OF STEAM RAILROADS.
1895-1906.

There are eliminated in the following table, the earnings of the Boston & Maine Railroad, the Grand Trunk and the Canadian Pacific Railways. There are 246 miles of the above roads which are operated in Maine. The whole of the Maine Central Railroad system is embraced in the tabulations. The Maine Central Railroad operates 166 miles outside of Maine. It will be seen therefore, that the amounts shown, must be less than the actual earnings which Maine should be credited with. The object of this tabulation being to show the increase in railroad earnings in Maine, extending over a period of years, the figures given being sufficiently accurate to show the large increase in railroad business, and also give some idea of the increased prosperity of the State.

From 1895 to 1906, the passenger revenue has increased from \$2,553,242.21 in 1895, to \$4,209,574.11. The freight revenue has increased during the same period from \$3,635,262.39 to \$7,738,558.57. The gross earnings being \$6,217,652.47 in 1895 and \$12,217,651.21 in 1906.

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	3,788,340 07	53,843 78	6,559,705 54
1899	3,457,574 00	4,204,456 90	70,755 28	7,732,786 27
1900	3,112,799 51	4,671,749 09	34,902 39	8,119,450 99
1901	2,408,372 39	5,220,358 01	88,993 99	8,546,680 17
1902	3,237,328 17	5,721,465 95	176,199 05	9,301,098 39
1903	3,405,373 39	5,713,743 41	249,814 46	10,034,535 14
1904	3,670,977 27	6,113,743 41	249,814 46	10,509,901 99
1905	3,790,822 67	6,484,403 21	228,076 11	11,126,883 83
1906	3,910,510 63	6,077,104 46	239,268 74	11,126,883 83
1906	4,209,574 11	7,738,558 57	268,518 33	12,217,651 21

Increase of passenger revenue, 1906, over 1905, 7.64 per cent, and increase of freight revenue, 11.23 per cent.

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, 1906, 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 4.14 per cent, on the capital stock, and if the actual surplus for the year of all the roads, taken as a whole, were used to pay dividends, it would equal 5.80 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—%	Interest and other charges.	Surplus.	Deficit.
Bangor & Aroostook..	\$1,550,000 00	\$62,000 00	4	\$830,126 12	\$72,930 94	
Bridgton & Saco River*	102,250 00	4,090 00	4	9,726 84	1,400 01	
Franklin & Megallowick*	87,600 00	3,504 00	4	8,403 88	2,439 12	
Georges Valley.....	100,000 00			3,074 21		\$1,526 44
Kennebec Central*....	40,000 00	2,400 00	6	1,730 60	739 63	
Lime Rock.....	450,000 00	22,500 00	5	20,558 09	20,767 90	
Maine Central.....	4,988,000 00	348,369 00	7	1,455,405 92	56,217 71	
Monson*.....	70,000 00			4,227 83		2,495 36
Phillips & Rangeley*	99,400 00			16,625 86		29,100 84
Portland and Rumford Falls.....	2,060,000 00	120,000 00	6	165,260 66	116,375 67	
Rumford Falls and Rangeley Lakes....	300,000 00			56,380 95	8,738 23	
Sandy River*.....	100,000 00	4,000 00	4	17,877 77	9,882 21	
Sebasticook & Moosehead.....	180,000 00			4,908 92	4,026 48	
Somerseset.....	736,648 76			31,323 00	43,542 28	
Washington County...	2,500,000 00			89,774 79		29,807 45
Wiscasset, Waterville & Farmington*.....	243,900 00			34,210 71		42,905 73
York Harbor & Beach	300,000 00	6,000 00	2	931 46		260 13
Total.....	\$13,847,798 76	\$572,863 00		\$2,750,547 61	\$337,060 18	\$106,095 97

Average rate per cent. of dividend, 4.14. If actual surplus was used the rate per cent. would be 5.80.

* Narrow gauge—2 feet.

ACCIDENTS IN MAINE UPON STEAM RAILROADS.

BY MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

The returns of the railroad companies, for the year ending June 30, 1906, show that two (2) passengers were killed and fifty-three (53) injured. One was killed by "jumping on or off trains, locomotives or cars," and one from "other causes." Twenty-six of the injured were caused by "collisions," two from "derailments," one from "locomotives or cars breaking down," ten by "jumping on or off trains," two from "falling from trains, locomotives or cars," twelve from "other causes."

In 1905, there were none killed and thirty-one injured.

The ratio of passengers killed and injured, for the year 1906, was one killed to every 4,110,692, and one injured to every 152,248 carried. The ratio of passengers killed was one to 111,209,607, and one injured to 4,118,874 passenger miles accomplished.

TRAINMEN.

There were during the same period, fifteen (15) trainmen killed and one hundred and fifteen (115) injured. Four were killed and twenty-two (22) injured from "coupling and uncoupling," three (3) killed and four (4) injured from "collisions," one (1) killed and five (5) injured by "derailments," four injured by "parting of trains," one (1) killed and two (2) injured from "locomotives or cars breaking down," three (3) killed and nineteen (19) injured from "falling from trains, locomotives or cars," eighteen (18) injured from "jumping on or off trains, locomotives, or cars," one (1) killed and two (2) injured from being "struck by trains, locomotives or cars," two (2) killed and four (4) injured by "overhead obstructions,"

and thirty-five (35) injured from "other causes." "Other employes," 2 killed and 21 injured.

There was one trainman killed to 117 employed and one injured to 15 employed.

There was one less trainman killed and forty-five more injured than in 1905.

In 1905, there were 16 trainmen killed and 70 injured. Other employes, 3 killed and 21 injured, making a total of 19 killed and 91 injured. This was one trainman killed to 104 employed and one injured to 23 employed.

TRESPASSING AND NOT TRESPASSING.

There were 18 trespassers killed and 28 injured; "not trespassing," 1 killed and 4 injured. In 1905, there were 13 trespassers killed and 20 injured, and "not trespassing," 9 killed and 29 injured. Three "postal clerks, express messengers, Pullman employes, etc.," were injured.

Reference is had to a detailed statement giving accidents and causes in the appended tables.

Table "B," has reference to accidents which do not arise from the "movements of trains, locomotives or cars."

ACCIDENTS TO PERSONS—STATE OF MAINE.

TABLE A.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Kind of Accident.	RAILWAY EMPLOYEES.										Total.	
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Station men.		Trackmen.		Other employees			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Coupling or uncoupling.....	4	22									4	22
Collisions.....	3	4									3	4
Derailments.....	1	5									1	5
Parting of trains.....		4										4
Locomotives or cars breaking down.....	1	1									1	2
Falling from trains, locomotives or cars.....	3	19							1		3	20
Jumping on or off trains, locomotives or cars.....		19							1			20
Struck by trains, locomotives or cars.....	1	2					1	4	1		3	6
Overhead obstructions.....	2	4									2	4
Other causes.....		35		3		2		4		6		50
Total.....	15	115		3		2	1	8	1	8	17	136

Kind of Accident	Passengers.	Postal clerks, express messengers, Pullman employees, etc.		OTHER PERSONS.				Total.	
		Killed.	Injured.	Trespassing.		Not trespassing.			
				Killed.	Injured.	Killed.	Injured.		
Collisions.....		26			1				
Derailments.....					1				
Parting of trains.....					1				
Locomotives or cars breaking down.....		1							
Falling from trains, locomotives or cars.....		2							
Jumping on or off trains, locomotives or cars.....	1	10				5			5
Struck by trains, locomotives or cars—									
At highway crossings.....					3	2	1	5	4
At stations.....					6	5		3	6
At other points along track.....					6	4		1	6
Other causes.....	1	12			3	4		6	3
Total.....	2	53		3	18	20	1	15	19

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.									
	Station men.		Shopmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling traffic.....		11						1		12
Handling tools, machinery, etc.....				30		3		5		38
Handling supplies, etc.....				9		12		9		30
Getting on or off locomotives or cars at rest.....				1						1
Other causes.....				5		3		9		17
Total.....		11		45		18		24		98

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.....				2			2
Other causes.....				4			4
Total.....				6			6

SUMMARY. TABLES A AND B.	Total.	
	Killed.	Injured.
Table A:		
Railway employees.....	17	136
Passengers.....	2	53
Postal clerks, etc.....		3
Other persons.....	19	35
	38	227
Table B:		
Railway employees.....		96
Passengers.....		6
Other persons.....		4
Grand total.....	38	335

COMPARATIVE SUMMARY OF RAILWAY ACCIDENTS IN MAINE
FOR THE YEARS ENDED JUNE 30, 1895-1906.

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
1906	17	136	2	54	19	32	38	225
Total	163	1,264	20	361	216	389	399	2,007

ACCIDENTS RESULTING FROM THE MOVEMENTS OF TRAINS.

The following table gives the railroads, persons killed and injured, which have been referred to in the foregoing tabulations.

Railroad.	PASSENGERS.		TRAIN-MEN.		OTHER EMPLOYEES		OTHER PERSONS.				TOTAL.	
							Tres-passing.		Not tres-passing.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor & Aroostook.....		4	1	23		9	1			2	2	*40
Boston & Maine.....	1		5	1			5				11	1
Bridgton & Saco River.....				2								2
Canadian Pacific.....		1	1	3		3			1	1	2	8
Franklin & Megantic.....				1								1
Grand Trunk.....		4	1	12		1		3			1	20
Lime Rock.....				1								1
Maine Central.....	1	44	7	64	2	8	11	15		11	21	142
Portland & Rumford Falls.....				3				1			1	3
Washington County.....				4				1		1		†7
York Harbor & Beach.....				1		2						3
Total.....	2	53	15	115	2	23	18	19	1	15	38	228

*Includes two from the postal express or pullman service.

†Includes one from the postal express or pullman service.

ACCIDENTS UPON STREET RAILWAYS.

During the year ending June 30, 1906, three (3) passengers were killed and thirty-seven (37) injured. Of "employes," six (6) were injured, and "others," four (4) killed and five (5) injured, making a total of seven (7) killed and forty-eight (48) injured.

During the year, 1905, eight (8) were killed and seventy-nine (79) injured.

The following table gives a detailed statement of killed and injured, and upon what railways the accidents occurred.

Railway.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor Railway and Electric Co...	1	8		2	1	1	2	11
Bangor Northern Railroad.....		2				1		3
Biddeford and Saco Railroad.....					1	2	1	2
Lewiston, Brunswick and Bath Street Railway.....		3						3
Portland Railroad	2	23		4	1	1	3	28
Portsmouth, Dover and York Street Railway.....					1		1	
Somerset Traction Company		1						1
Total	3	37		6	4	5	7	48

EMPLOYES AND WAGES.

STEAM RAILROADS.

The total number of employes, by steam railroads in Maine, during the year ending June 30, 1906, including general officers was 8,845, being 70 more than in 1905. The total number of employes, excluding general officers was 8,781, an increase in employes of 71.

The number of days worked, excluding general officers was 2,549,607, against 2,452,083 in 1905.

The total amount paid for wages, not including general officers, was \$4,909,906.08, and including general officers, \$5,084,191.82.

The average daily wages, not including general officers were \$1.93 against \$1.88 in 1905, an increase of five cents per day. The average daily wages including general officers were \$1.98, against \$1.93 in 1905.

It may be of interest to know that the average increase of wages of the workmen employed, excluding general officers, since 1901 amounts to twenty-five (25) cents per day.

STREET RAILWAYS.

The data as to the number of men employed and wages paid has been for the first time, is fully stated in the returns to the Railroad Commissioners. The returns show that 1,336 men are employed and that \$834,464.35 has been paid in wages.

The total compensation paid for wages upon both steam and electric railways, for the year was \$5,918,656.17, an increase in money paid for wages, upon both steam and street railways of \$412,224.00.

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, Kittery to York Beach, Kittery to Elliot, Berwick, York Corner, Salmon Falls and Dover, N. H.....	73.91
Auburn and Turner Railroad, Auburn to Turner.....	8.50
Augusta, Winthrop and Gardiner Railway. Augusta to Gardiner, Augusta to Togus, Augusta to Winthrop via lake Cobbosseecontee.....	26.66
Bangor Railway and Electric Company: In Bangor and to Oldtown, Winthrop and to Charleston.....	56.04
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.....	7.90
Fryeburg Horse Railroad. Maine Central Railroad, Fryeburg, to West Oxford Agricultural Fair grounds and Chatauquan 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
Portland and Brunswick Street Railway. From Brunswick to Yarmouth via Freeport; connects with Portland Railroad at Yarmouth.....	15.40
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.....	4.90
Waterville and Oakland Street Railway. From City of Waterville to Oakland.....	5.75
Total.....	389.12

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

VOLUME OF TRAFFIC.

The following table shows the number of fare passengers carried as returned by the companies for years 1899-1906.

Railways.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Atlantic Shore Line.....			73,709	92,758	90,806	226,165	1,428,690	2,496,562
Auburn and Turner.....								57,672
Augusta, Winthrop and Gardiner.....	809,586	788,351	825,908	1,192,748	1,815,356	1,791,657	1,894,011	2,059,236
Bangor, Hampden and Winterport.....	397,560	464,722	397,336	435,721	512,144	503,923	\$431,013	
Bangor and Northern.....								45,189
Bangor, Orono and Old Town.....	943,927	984,700	1,028,874	1,152,848	1,213,513	1,730,301	\$960,564	
Bangor Street.....	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	4,114,715
Benton and Fairfield.....	13,610	47,740	45,357	52,282	55,593	52,416	50,580	48,162
Biddeford and Saco Railroad.....	414,505	442,665	615,874	728,909	784,457	788,840	828,280	872,491
Calais Street.....	449,531	482,004	482,241	546,760	606,660	554,608	550,425	576,733
Fryeburg Horse Railroad.....	6,411	10,017	10,931	14,744	10,606	10,773	7,040	8,000
Kittery and Elliot Street.....					204,483	†		
Lewiston, Brunswick and Bath Street.....	3,058,000	3,416,141	4,231,885	4,237,065	4,351,114	4,332,258	4,338,961	4,625,182
Monsam River Railroad.....	116,055	24,809					*	
Norway and Paris Street.....	120,632	143,235	110,064	139,909	144,527	163,259	159,702	184,414
Penobscot Central.....	1,000		12,216	245,548	368,474	311,861	276,965	†35,328
Portland and Brunswick Street.....					532,880	668,950	693,088	703,200
Portland Railroad.....	6,129,440	7,729,072	8,410,263	10,839,056	12,336,160	13,352,092	13,314,983	14,085,467
Portland and Cape Elizabeth.....	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	††1,989,633
Portsmouth, Kittery and York Street.....	1,349,930	1,320,840	1,448,933	1,506,611	1,429,243	739,336	†	
Rockland, Thomaston and Camden Street.....	987,178	1,089,790	1,248,389	1,370,129	1,569,273	1,544,200	1,597,830	1,661,461
Sanford and Cape Porpoise.....		488,219	370,433	845,157	854,394	627,856	*	
Skowhegan and Norridgewock.....	72,442	55,254	54,323	62,296	60,339	**		
Somerset Traction Company.....	117,448	108,606	120,780	164,647	148,576	144,488	111,062	132,429
Waterville and Fairfield.....	397,615	430,276	517,895	609,994	630,422	659,292	659,316	702,170
Westbrook, Windham and Naples.....		161,610	163,956	‡				
Waterville and Oakland.....						487,101	502,242	628,360
Total.....	18,496,374	20,845,872	22,720,848	25,495,398	29,123,714	31,766,095	31,926,653	35,026,404
Increase.....	3,023,984	2,349,498	1,874,976	2,774,550	3,628,316	2,642,381	160,558	3,099,751

RAILROAD COMMISSIONERS' REPORT.

* Operated by Atlantic Shore Line Railway. † Operated by Portsmouth, Dover and York Street Railway. ‡ Operated by Portland Railroad.
 § Nine months operations ending March 31, 1905, then consolidated under name of Bangor Railway and Electric Company.

** Not operated. †† Seven months operation. ‡‡ Twenty-eight days operation. || Three months operations ending June 30, 1905.

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, 1905 and 1906 of the street railways doing business in Maine.

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

Railways.	1905.					1906.				
	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 cent.	Net earnings from operation per mile.	Per cent of operating expenses to earnings from operation.
Atlantic Shore Line	34.18	\$3,386 46	\$1,733 46	\$1,603 49	52.66	73.91	*\$3,841 28	\$2,255 11	\$1,586 17	58.73
Auburn and Turner							8.50	1,639 32	645 86	61.70
Augusta, Winthrop and Gardiner	26.64	3,678 26	2,217 65	1,460 61	60.28	26.665	3,885 10	2,327 20	1,557 90	59.90
Bangor and Northern §										
Bangor, Hampden and Winterport §	6.13	3,649 56	2,178 79	1,470 77	58.86					
Bangor, Orono and Old Town §	17.60	2,789 12	1,958 60	830 52	70.22					
Bangor Street §	10.56	6,555 97	4,218 76	2,337 21	64.34					
Bangor Railway and Electric Company	29.79	1,750 87	819 64	931 23	53.38	56.039	† 4,430 03	2,604 62	1,825 41	58.87
Benton and Fairfield	4.12	2,685 69	2,079 84	605 55	77.44	4.12	2,472 24	1,982 46	489 78	79.00
Biddeford and Saco Railroad	7.61	8,066 96	5,534 98	2,531 98	69.06	7.61	8,342 96	5,752 33	2,590 63	69.00
Calais Street	7.00	3,979 28	3,271 57	707 71	82.21	7.00	4,157 05	3,305 14	851 91	79.00
Fryeburg Horse Railroad	3.00	117 33	59 33	58 00			Data not given.			
Lewiston, Brunswick and Bath Street	57.77	3,856 91	2,770 94	1,085 96	71.84	57.77	4,252 78	2,840 97	1,411 81	66.82
Norway and Paris Street	2.13	3,937 25	3,478 77	458 48	88.36	2.13	4,458 07	2,327 80	2,130 27	52.21
Penobscot Central	26.25	1,136 47	1,586 42	449 95	140.05	¶				
Portland Railroad	78.50	8,773 61	6,336 41	2,437 20	72.22	78.50	9,278 31	6,677 91	2,595 40	72.00
Portland and Brunswick Street	15.40	2,279 45	1,856 27	423 21	81.43	15.40	2,329 28	1,863 43	465 85	80.00
Portsmouth, Dover and York Street ¶	39.76	3,647 16	2,253 56	1,393 60	61.80	**				
Rockland, Thomaston and Camden Street	21.28	4,757 72	2,949 77	1,807 95	52.12	21.28	4,981 92	2,917 61	2,064 31	58.56
Somerset Traction Company	12.20	1,510 48	956 59	544 89	63.94	12.20	1,757 12	1,159 24	697 88	60.00
Waterville and Fairfield	4.75	7,143 94	6,392 72	751 22	89.48	4.90	7,492 55	6,407 99	1,084 56	85.50
Waterville and Oakland Street	5.75	4,164 06	2,775 30	1,388 76	66.64	4.75	5,136 58	3,334 94	1,801 64	64.00

* Includes the operation of the Portsmouth, Dover and York Street Railway. † Includes the operation of the Bangor and Northern Railroad and Penobscot Central Railroad. § Now Bangor Railway and Electric Company. ¶ Now Atlantic Shore Line Railway. ¶ Operated by and included in Bangor Railway and Electric Company. ** Operated by and included in Atlantic Shore Line Railway.

EARNINGS, CHARGES, INCOME, DIVIDENDS.

The following table shows the transportation earnings, other earnings, charges, net divisible income, reserves, dividends paid, per cent, surplus or deficit from operations for the year ending June 30, 1906.

Railways.	Transportation earnings.	Other earnings.	Miscellaneous income.	Gross income.	Operating expenses.	Interest, taxes and other charges.	Total charges.	Net income.	Reserves and special charges.	Dividends paid.	Rate-%.	Surplus for the year.
Atlantic Shore Line.....	\$165,090 73	\$15,305 66	\$3,107 89	\$183,504 28	\$108,556 71	\$60,176 32	\$168,733 09	\$14,771 19	.....	\$17,100 00	3	\$2,328 81
Auburn and Turner.....	13,797 26	553 47	.....	14,350 73	8,861 92	3,125 00	11,986 92	2,363 81	.....	.....	.....	2,363 81
Augusta, Winthrop & Gardner.....	102,850 19	631 54	114 51	103,596 24	62,054 91	23,009 52	85,064 47	18,531 77	.....	6,000 00	2	12,531 77
Bangor and Northern.....	20,649 64	66 22	.....	20,715 86	14,602 41	2,143 70	16,746 11	3,969 75	.....	.....	.....	3,969 75
Bangor Railway & Electric Company.....	216,875 31	8,176 85	78,557 13	303,609 29	130,651 96	91,300 19	221,352 15	82,257 14	18,003 78	56,198 40	5	8,054 96
Benton and Fairfield.....	19,164 62	21 00	.....	19,185 62	8,167 35	66 40	8,233 75	1,951 87	.....	.....	.....	1,951 87
Biddeford and Saco R. R.....	56,526 10	6,963 88	.....	63,489 98	43,775 29	7,298 09	51,073 38	12,416 60	.....	4,000 00	4	8,416 60
Calais Street.....	28,775 35	324 05	.....	29,099 40	23,136 02	5,564 49	28,700 51	398 89	.....	.....	.....	398 89
Fryeburg Horse Railroad.....	200 00	.....	.....	1200 00	.....	237 05	.....	.....	.....	.....	.....	137 05
Lewiston, Brunswick and Bath Street.....	239,666 55	6,106 69	8,659 35	254,342 59	164,123 33	70,903 54	235,026 87	19,315 72	5,000 00	.....	.....	14,315 72
Norway and Paris Street.....	9,420 70	75 00	4,431 41	13,927 11	4,958 22	5,986 32	10,944 54	2,982 57	.....	.....	.....	2,982 57
Penobscot Central Railroad*	2,480 51	6 00	213 45	2,699 96	1,409 20	28 20	1,437 40	1,262 56	.....	.....	.....	1,262 56
Portland Railroad.....	723,486 48	4,468 32	25 00	727,979 80	524,216 29	109,653 36	633,869 65	94,110 15	.....	59,937 00	3	34,173 15
Portland and Brunswick St. Street.....	35,660 00	211 30	7,500 00	43,371 30	28,696 90	12,668 09	41,364 99	2,006 31	.....	.....	.....	2,006 31
Portsmouth, Dover & York Street.....	102,953 49	559 18	.....	103,512 67	58,188 94	21,866 90	80,055 84	23,456 83	.....	.....	.....	23,456 83
Rockland, Thomaston and Camden Street.....	105,033 07	982 22	28,136 31	134,151 60	62,086 73	43,261 50	105,348 23	28,803 37	.....	20,000 00	5	8,803 37
Somerset Traction Co.....	21,331 92	104 95	.....	21,436 87	12,922 89	6,849 50	19,772 39	1,664 48	.....	.....	.....	1,664 48
Waterville and Fairfield.....	35,108 50	1,605 03	2,849 74	39,563 27	31,399 19	8,979 29	40,378 48	1815 21	.....	.....	.....	1815 21
Waterville and Oakland St.....	29,395 35	140 00	1,360 60	30,895 95	19,175 93	6,786 85	25,962 78	4,933 17	.....	.....	.....	4,933 17
Total.....	\$1,919,465 77	\$46,211 36	\$134,955 39	\$2,100,632 52	\$1,306,384 19	\$479,904 41	\$1,786,288 60	\$314,343 92	\$23,003 78	\$163,235 40	.....	\$128,104 74

* 28 days operation. † Deficit. ‡ Six months operation. † Net income.

CAPITAL STOCK, FUNDED DEBT, INCOME, DIVIDENDS, Etc.

The following table shows the capital stock, funded debt, gross income, charges, net income, dividends paid, per cent, surplus or deficit from operations for the year ending June 30, 1906, upon street railroads.

Railways.	Capital stock.	Funded debt.	Gross Income.	Operating expenses, interest and other charges.	Net Income.	Reserves.	Dividends paid.	Rate per cent.	Surplus for the year.	Deficit for the year.
Atlantic Shore Line *	\$3,000,000 00	\$1,871,000	\$287,016 95	\$248,788 93	\$38,228 02	.....	\$17,100 00	.....	\$21,128 02	
Auburn and Turner Railroad	100,000 00	125,000	14,350 73	11,986 92	2,363 81	.....	.....	.....	2,363 81	
Augusta, Winthrop and Gardiner	300,000 00	428,500	103,596 24	85,064 47	18,531 77	.....	6,000 00	.....	12,531 77	
Bangor Railway and Electric Company ..	1,249,968 00	1,500,000	327,025 11	239,535 66	87,489 45	\$18,003 78	56,198 40	†	13,287 27	
Benton and Fairfield	20,000 00	34,000	10,185 62	8,233 75	1,951 87	.....	.....	.....	1,951 87	
Biddeford and Saco Railroad	100,000 00	150,000	63,489 98	51,073 38	12,416 60	.....	4,000 00	4	8,416 60	
Calais Street	100,000 00	100,000	29,099 40	28,700 51	398 89	.....	.....	.....	398 89	
Fryeburg Horse Railroad	5,175 00	.....	200 00	237 05	.....	.....	.....	.....	.....	\$37 05
Lewiston, Brunswick and Bath Street ...	638,300 00	845,000	254,342 59	235,026 87	19,315 72	5,000 00	.....	.....	14,315 72	
Norway and Paris Street	50,000 00	118,000	13,927 11	10,944 54	2,982 57	.....	.....	.....	2,982 57	
Portland Railroad	1,999,538 31	2,250,000	727,979 80	633,869 65	94,110 15	.....	59,937 00	3	34,173 15	
Portland and Brunswick Street	300,000 00	225,000	43,371 30	41,364 99	2,006 31	.....	.....	.....	2,006 31	
Rockland, Thomaston and Camden Street	400,000 00	800,000	134,151 60	105,348 23	28,803 37	.....	20,000 00	5	8,803 37	
Somerset Traction Company	30,000 00	75,000	21,436 87	19,772 39	1,664 48	.....	.....	.....	1,664 48	
Waterville and Fairfield R'y and L't Co..	200,000 00	240,000	39,563 27	40,378 48	.....	.....	.....	.....	.....	815 21
Waterville and Oakland Street	100,000 00	125,000	30,895 95	25,962 78	4,933 17	.....	.....	.....	4,933 17	
Total	\$8,592,981 31	\$8,896,500	\$2,100,632 52	\$1,786,288 60	\$315,196 18	\$23,003 78	\$163,235 40	.....	\$128,957 00	\$852 25

* Includes operations of the Portsmouth, Dover and York Street Railway.

† Includes operations of the Bangor and Northern and Penobscot Central Railroads.

‡ 5 per cent on \$999,968 from July, 1905, to January, 1906, and 5 per cent on \$250,000 from January, 1906, to July, 1906.

Note—Rate per cent of dividends to capital stock, 1.89. Rate per cent if surplus were used to pay dividends, 3.39.

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, 1905, and 1906, 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
900.....	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
1906.....	2,100,632 52	1,306,384 19	62	794,248 33

INSPECTION, PHYSICAL CONDITIONS.

BANGOR AND AROOSTOOK RAILROAD.

Development all along the line, and continued improvement of all properties of the corporation have been the fixed policy of the company.

Large sums have been expended upon road-bed, track and structures.

All of the track has been kept in good surface and alignment, and all the lines are liberally ballasted. We have found all portions of the road in as good, or better condition than in any previous year. Several wooden trestles have given place to concrete culverts and earth embankments.

Between Caribou and Van Buren, four fine culverts of concrete, have been put in the past season and the trestles are to be filled with earth as soon as practicable.

An important addition to mileage of the road is a branch built under the name of the Schoodic Stream Railroad, extending from a point about two miles northerly of Millinocket to Burnt Rips, so-called, a distance of about nine and one-half miles.

This branch is well located and substantially built, and will furnish railroad facilities to two large mills now in process of construction by the Great Northern Paper Company.

From Millinocket to the junction of this branch there will be a second track, so that connection between the paper company's mills may be independent of the main line.

As the output of the new mills is expected to equal that of the present mill, the volume of business now furnished by the Millinocket mill will be doubled.

From the president's report we learn that 42,143 feet of new siding were built, nineteen miles of new steel rails, 85 pounds

per yard section, and 9 miles, 70 pounds section, were laid as renewals, and 112,300 ties and 91 sets of switch ties were laid. 150,000 tie plates were used, and more than 12 miles of new fence built.

Several new freight houses have been built.

The new shops and accessories at Milo Junction have all been completed and are now in operation.

Judiciously planned and fully equipped with the most modern machinery for doing all kinds of repair work,—they are models of convenience and efficiency and will be of the greatest value to the road.

One hotel or boarding house and forty-six dwelling houses, have been built for the accommodation of employes.

All are equipped with bathrooms, and supplied with water and electric lights.

The dwellings are upon elevated ground, away from shops and yard. Especial attention has been paid to sanitary conditions.

In our report of last year, considerable space was given to the Northern Maine Seaport Railroad and its terminals at Stockton Springs. This road has been fully completed and for the past year has been operated as a part of the Bangor & Aroostook Railroad system.

No more thorough construction has ever been put into a new road in this State. Carefully located, with easy grades and good alignment, it is well calculated for a heavy traffic and economical operation.

The terminals at Stockton Springs have been planned upon a lavish scale and constructed in the most substantial manner.

At the freight terminal there is piling room for an almost unlimited amount of lumber, and a frontage of about 7,000 feet at which vessels may load.

A prominent feature of this terminal is an extensive storage house for potatoes. It is 125 feet in width and 600 feet in length. A conveyor, or moving platform, extends from the building along a pier, by which the potatoes are carried from the house to vessels.

At Mack's Point, so-called, is a coal discharging plant with a full capacity of 1,200 tons per day, to be ultimately increased to a capacity of 1,800 tons per day.

At Northern Maine Junction, tracks connecting with the M. C. R. R. from both north and south, furnish convenient and expeditious transfer of passenger and baggage.

The equipment is extensive and well cared for. In the effort to keep pace with developments of business, three locomotives, 510 box cars and 635 flat cars have been purchased the past year.

The increase of the business of this system the past year is wonderful, and indicative of the rapid industrial development in the section of our State tributary to it.

BOSTON AND MAINE RAILROAD.

Eastern Division.

The road-bed and track have been kept up to the high standard of this system, new rails, ties and ballast being used wherever needed.

The bridges are all now modern structures in design and construction and well maintained.

Western Division.

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

The bridges are all first-class, well maintained in all particulars.

Northern Division.

The road-bed and track are in excellent condition.

The bridges are excellent structures and well maintained.

Kennebunkport Division.

The road-bed, track and culverts are in good order and well maintained.

Worcester, Nashua and Portland Division.

The road-bed and track on this line are now entirely relaid with heavy steel. The ties have been renewed wherever necessary, and a great deal of ballasting has been done so that in all respects the road-bed has been greatly improved, in fact brought up to the Boston & Maine standard.

The bridges are in excellent condition. The one at Bar Mills, across the Saco river, is now being replaced with a heavy girder set on excellent masonry, making all of the bridges on this line adequate to the heaviest loads prevailing in modern railroad operations.

Throughout the Boston & Maine lines a new system of station signals and semaphores has been installed, a great improvement in that direction, and highly satisfactory to all concerned.

Additions are being made to the motive power and to the equipment in order that the largely increased and increasing traffic may be met.

The station buildings have been improved in some instances, and considerable further improvements are being contemplated. All are well maintained.

Extensive improvements in yards, round-houses and stations on the W. N. & P. Division, in Back Bay, so called, in Portland, are in process and are to be continued. Improvements also have been made at the Deering Junction station to meet the constantly increasing traffic transferred from the Maine Central Railroad at that point and bound West.

CANADIAN PACIFIC RAILWAY.

The road-bed and track of this great system, in Maine, are in very fine condition at the close of this year.

The track has been thoroughly ballasted in previous years, and this year especial attention has been given to ditching the cuts, trimming the shoulders and bringing the track and surface to conform to the standard cross-section of road-bed.

In all departments of this system, standards have been adopted for all kinds of structures, and all forms of construction, even to the minutest details; and all officers and employes are required to work in conformity with them. So that the utmost uniformity prevails in each and every department.

The value of this principle is apparent in the good results.

All the track between Mattawamkeag and the northern boundary of the State is now laid with steel of 80 pounds section.

A long passing track has been constructed between Askwith and MacKamp, and the siding at Lowelltown has been lengthened one thousand feet. Some other sidings have also been lengthened to meet the demands of the large winter traffic.

Much work has been done in clearing up the right of way, and several thousand rods of new fence have been built.

Considerable snow-fence has been erected and standard guards have been put on six bridges.

At the crossing of the Somerset Railway, near the west outlet of Moosehead lake, a steel plate girder bridge of 22 feet span has been placed, under which the new road passes, making a most satisfactory crossing for both roads.

West of the crossing a long siding has been laid upon the south side of the main line, from which a long transfer track extends to the Somerset Railway, overcoming the difference in elevation of the two roads with a reasonable gradient.

A contemplated rearrangement of tracks at Greenville, and the removal of a water-tank and other obstructions from the inside of the curve, will greatly extend the vision of the engineer and eliminate much of the risk of collisions.

The number of switches in the main line are also being reduced to a minimum.

Some improvements are noted upon the Aroostook river branch. Extensive riprapping has been done as protection from the river, near Fort Fairfield.

A new one-stall engine house has been built at Houlton.

Several potato storehouses have been built at stations in Aroostook county indicative of increased traffic in this important product of Northern Maine.

All stations and other buildings are in excellent condition and kept well painted in tasty colors.

GEORGES VALLEY RAILROAD.

This road, in its road-bed and track, has been somewhat improved, yet its present condition is not all that could be desired. Substantial improvement has been made in the use of ties. A little ballast has been used but more is demanded.

The pile bridge has been improved somewhat, and more repairs are in contemplation in the very near future. The plate girder at South Union is a good structure and well maintained in superstructure and masonry.

The motive power and equipment are fair.

GRAND TRUNK RAILWAY.

The road-bed and track on this line are in their usual first-class condition; improvements being made under a well regulated plan adopted by this railway some years since.

The bridges and culverts are all in excellent condition, comparatively new and all well maintained.

The motive power and equipment are excellent in all respects, and kept up to a high standard of efficiency.

The station buildings are in excellent order and well cared for in all particulars.

The heavy traffic over this line, especially in the winter, in a large part destined to European ports, demands the highest standards in maintenance and operation. This demand is fully met and is a credit to the officers in charge.

LIME ROCK RAILROAD.

This is exclusively a freight road.

There are no bridges upon it except the hard pine trestles at or near the terminals in the city of Rockland, which constitute the approaches to the lime kilns.

These are carefully watched and new timber substituted whenever unsoundness appears, thus making a constant renewal of the structures.

About fourteen thousand dollars have been expended in repairs of cars and motive power.

MAINE CENTRAL RAILROAD.

The road-bed and track on the line from Portland to Bangor have been improved by the use of 85 pound steel rail in large quantities. A great deal of ballasting has been done, and general improvements made so that it is in the very best of condition.

The double tracking between East Newport and Etna is practically completed and will add largely to the train load and efficiency in general operation of the line. The reduction of grades are to a maximum of one-half of one per cent.

From Cumberland Junction to Waterville the road-bed and track have been improved by the use of considerable new 85

pound steel rail, and by the use of ballast and ties wherever needed.

From Woolwich to Rockland the road-bed and track have been generally improved by the relaying of rails, ties and ballasting.

The Belfast and Piscataquis branches have been kept up to their usual excellent condition in all respects.

The Bucksport branch is in excellent condition and well maintained.

The Mount Desert branch has been improved on the same general plan that prevails through the Maine Central system.

The Mountain Division is in excellent order.

The bridges are all in fine condition, and well cared for in all respects. The standard as to design and strength compares well with that of the best roads in the country.

The new bridge, with draw span, at Bangor is very near completion and is a first-class structure in all respects.

The equipment is up to its usual high standard, twelve locomotives for heavy traffic, built according to the best modern designs, have been added, or are to be added in the near future, five hundred freight cars have been added during the year, and twelve hundred more are in process of construction.

The passenger equipment is excellent in every respect.

The station buildings are all in the best condition. The new station at Bangor is now approaching completion, and in the near future will be one of the best to be found on any road in New England.

The new station at Vanceboro will be an excellent structure, well adapted to the uses of that particular point, where, being on the line between Maine and New Brunswick, provision has to be made for traffic through the Custom House and in accordance with the laws of the United States.

Block signal service has been installed on the main line to a considerable extent and has proved very satisfactory. The work is to be continued another season. The type in use was adopted after a very thorough investigation, and is believed by the management to be the best.

PORTLAND AND RUMFORD FALLS RAILWAY.

This road has now reached such a degree of perfection as to its physical condition that no radical improvements have been made or required the past year.

The replacing of several plate girder bridges with heavier structures in order to meet the additional servitude caused by heavier engines and car loads, is a precaution worthy of mention. All structures are now of sufficient strength for the heaviest traffic.

The road is now heavily ballasted, in excellent line and surface and may be termed first-class in all respects.

The new stone depot at Mechanic Falls, and the wooden building at Poland, are very attractive and convenient.

No additions have been made to equipment the past year, the present equipment being ample for the transaction of the business of the road.

All rolling-stock is under the careful supervision of competent officials and kept in excellent order.

All buildings give evidence of the same faithful supervision.

RUMFORD FALLS AND RANGELEY LAKES RAILROAD.

This road has required no especial work in the way of repairs or renewals during the past year.

It is now very well ballasted its entire length. Nearly all the wooden bridges have been replaced by stone and steel. The few wooden trestles remaining are strong and sound. There is no opening in the track between Bemis and Oquossoc, a distance of nine miles.

Road-bed and track are in good condition the entire length of the road.

There has been no increase of equipment the past year, the road being already well supplied.

There is the same evidence of careful supervision in all departments as in past years, the management being the same as that of the Portland & Rumford Falls Railway.

SEBASTICOOK AND MOOSEHEAD RAILROAD COMPANY.

No special work of importance has been done upon this road.

Three new box culverts have been put in,—one of split stone and two of concrete.

Many new ties have been used and the track is in very good condition. It might be still further improved by a more liberal supply of ballast.

There are but two bridges upon the road, one a plate girder of two spans over the Sebasticook, the other a pony truss over Main stream, both in excellent order.

All buildings are well cared for.

SOMERSET RAILWAY.

The past two years have been eventful ones in the history of this road. Construction has been pushed upon the extension from Bingham to Birch Point upon the shore of Moosehead lake, opposite Kineo, a distance of fifty-one miles.

The track has been laid and a good coat of ballast put under it. There are some temporary bridge structures, which will give place to permanent steel bridges as soon as it is possible to erect them.

Upon this new road the first eight and one-half miles are a notable and very creditable piece of location and construction. In this distance an ascent of 635 feet is made upon a very nearly uniform gradient.

The construction is of a permanent character and includes a steel viaduct five hundred feet in length and 112 feet high at the center. The entire extension is through the virgin forest, the products of which will be the main supply of its business.

The standard rail of this road is of a section weighing 70 pounds per yard, and all lighter rail will be replaced by it.

Six miles of the track extending south from Norridgewock, has been recently relaid with the Weber joint.

While building the extension, the old road has not been neglected, and is in all respects in excellent shape.

Very unfortunately, the bridge over the Kennebec river at Madison was destroyed by fire. A temporary trestle has been

in use since its destruction and a new steel bridge of modern construction will be erected at once.

The motive power has been taxed to its utmost upon the construction work, and some new engines have been added during the year.

WASHINGTON COUNTY RAILWAY.

Under the new and more liberal management this road has been very much improved. Large outlays have been made upon the roadway in the renewal of ties and renewal and repairs of bridges, culverts and buildings,—amounting to over one hundred and fifty-five thousand dollars.

The whole of the main line is now well ballasted, and embankments have been raised and widened in many places where needed.

The most important work has been the change in the line of the Princeton branch at Sprague's Falls, on account of the raising of the water in the St. Croix river by the dam for the new paper mill. This change is about five miles in length and involved the construction of a new bridge over the river.

A branch track one and one-quarter miles in length accommodates the large business of the new mill.

The whole of the Princeton branch has been much improved by ballast and new ties.

On the Eastport branch several trestles have been filled. Other trestles have been repaired and strengthened.

The policy of the management is to still farther eliminate the wooden bridges as rapidly as practicable.

The general appearance of this road throughout indicates increasing business and a policy of improvement.

YORK HARBOR AND BEACH RAILROAD.

All necessary expenditures have been made on this road which have been needed to keep it in good condition. The rolling stock is furnished by the Boston & Maine Railroad.

NARROW GAUGE RAILROADS.

BRIDGTON AND SACO RIVER RAILROAD.

This narrow gauge road from Bridgton Junction on the Maine Central Railroad to Harrison is twenty-one miles in length. It has been excellently managed, and road-bed and track have been under careful supervision.

Many improvements have been made in the bridge structures during the past two or three years. Two trestles near Harrison have given place to plate girder bridges upon fine masonry, the remaining portions of the trestles being filled with rock and earth, forming generous embankments.

The bridge over Stevens brook near Bridgton is a most creditable piece of work. There are now no wooden bridges upon the road.

The engines and rolling stock are in excellent repair. The buildings appear to be all that is necessary for the requirements of the business, and neat in appearance.

FRANKLIN AND MEGANTIC RAILWAY.

The road-bed and track are in excellent condition, improved under the general policy now prevailing in the system of which this road is a part.

The bridges are substantial structures and well maintained in all respects.

The station buildings are in good condition. The Kingfield & Dead River Railway, with its extension to Bigelow, is in the same general good condition in all particulars.

KENNEBEC CENTRAL RAILROAD.

This short road of five miles from Randolph to Togus is now in very good condition. Its chief trouble has been the lack of

any ballast upon its line. This has been remedied largely by the use of cinders, from year to year, until now the road may be said to be very fairly well ballasted.

The engines and rolling stock are light and well adapted to the service required of them.

Immunity from accident during its entire history attests the care and efficiency of its managers.

The depot at the National Home is neat and appropriate.

MONSON RAILROAD.

This short road has very limited resources and expenditures for maintenance have been light for the past year. A branch track has been extended 1,000 feet to a new slate quarry and several hundred new cedar ties have been put into the main line. The rail is light and the track is in fairly good condition. The bridges are of wood, but all short spans, and were renewed a few years since. The general condition of the road is as good as in past years.

PHILLIPS AND RANGELEY RAILROAD.

The road-bed and track are in fine condition, improved considerably during the year.

The bridges are in a good state of repair and well maintained in all respects.

The motive power and equipment are good, well cared for and efficient.

The station buildings are in good repair generally.

The Eustis branch is now in very good condition, greatly improved over last year. The rolling-stock and general equipment are in excellent order and well maintained. This line has been greatly improved in all its departments.

The station at Rangeley has been changed as to location and new station buildings erected. An extension of the line to the lake shore, and the very attractive station erected there, are a great improvement as well as convenient.

SANDY RIVER RAILROAD.

The road-bed and track are in excellent condition. The bridges are substantial structures and well maintained in every respect.

The motive power and equipment are first-class, models of their kind, and kept in the best of repair.

It has had a very large traffic during the past year, and its management and operation reflect credit upon those in charge.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD.

This narrow gauge road is sadly in need of substantial renewals and repairs. Especially upon the portion between Wiscasset and Windsor a liberal application of ballast would materially benefit the track.

Between Windsor and Albion the character of the ground is more favorable for drainage, there being more gravelly soil and less clay. This portion of the road is in very fair condition as to ballast and surface.

The line from Weeks' Mills to Winslow is also fairly well ballasted and cared for. The track of this section is largely laid with second-hand 65 pound rails which are somewhat sprung at the ends, making a smooth and noiseless joint impossible. With this exception the track is very creditable.

The trestle bridges appear to have been carefully watched and unsound wood renewed upon many of them. An unfortunate derailment near the queen truss at Carleton brook destroyed it, and it has been replaced by a temporary structure.

On the whole the bridges are in a fairly good state of preservation, and safe for the passage of trains.

There is a deficiency of motive power and rolling stock to economically handle the business offered to the road, and the management is at a disadvantage because not able to make repairs of locomotives at its own shop.

The road has been in the hands of a receiver for sometime, who has operated the road as well as circumstances permitted.

STREET RAILROADS.

ATLANTIC SHORE LINE RAILWAY.

The road-bed and track on this line are in fine condition and well maintained in all respects.

The bridges are all substantial structures, first-class of their several types and equal to any load that can be put upon them.

The equipment is first-class and well maintained.

An extension of this line from Kennebunk to York Beach is now in process of construction, and will be completed and ready for traffic at the opening of next summer's season.

The Portsmouth, Dover and York Street Railway has been merged into the Atlantic Shore Line Railway, and connection of the tracks will be made at York Beach upon the completion of the above extension. The completion of this link will give a continuous line of electric road from Kittery to Lewiston and Bath.

The road-bed and track are in good condition, improved a great deal during the year and further improvements are contemplated.

The bridges have been kept in excellent repair by extensive renewals, and still further reconstruction will follow in the near future. Considerable filling of pile bridges has been done.

The equipment is first-class in all respects and kept in excellent repair.

When this connection spoken of has been completed, a very large traffic is assured, and this system will accommodate summer resorts on the Maine coast, which heretofore have been removed from any steam or electric lines.

It is prophesied by those who ought to know, that this will develop some very desirable summer resorts of the same high standard of those now existing in that section. It certainly runs through a territory of rare scenic beauties.

AUGUSTA, WINTHROP AND GARDINER RAILWAY.

No radical improvements have been made upon the lines of this company, nor have they been required.

The lines from Augusta to Togus and Winthrop are fine roads, thoroughly built, of modern construction and largely ballasted with broken stone. Safety in operation has been enhanced by clearing the adjoining lands of trees and brush upon the inside of curves, so that the vision of the motormen has been greatly increased. Excellent ditches have been made upon the private right-of-way, and the road-bed widened and ballast added.

The alignment and surface are very good.

The line from Augusta to Gardiner has the disadvantage of several very heavy grades and a light rail, but is well cared for and in very good condition.

The road has twenty-four passenger cars upon which seven thousand dollars has been expended in maintenance during the past year.

The general condition of road, rolling stock and buildings gives evidence of careful and faithful work on the part of officers and employees.

BANGOR RAILWAY AND ELECTRIC COMPANY.

This company is a consolidation of the former Bangor Street Railway, the Bangor, Hampden & Winterport Railroad, the Bangor, Orono & Old Town Railway and the Penobscot Central Railroad. This consolidation has simplified the management and gives the patrons of the road a more satisfactory service.

Large sums have been expended in renewals and improvements. Especially is this true of the line from Bangor to Charleston which has been re-tied, re-bonded, ballasted and generally put in first-class condition.

New girder rail has been laid upon Main street.

The track upon some of the streets in Bangor might be further improved by a heavier rail, which doubtless will be laid in the near future.

Very generally the track upon all the lines is in fine condition and rides smoothly.

Considerable sums have been expended upon cars and electric equipment and most of the cars in use are modern and in every way comfortable and attractive.

Orono Bridge.

Nothing has yet been done regarding this ancient structure which we believe should give place at once to a modern steel bridge. In justice to the Railway and Electric Company we will say that the managers express themselves as willing to do their share of the work, so that the responsibility for the retention of the old structure is apparently upon the municipality.

BENTON AND FAIRFIELD RAILWAY.

This short road has had no special work done upon it, but has been maintained in about its usual physical condition.

It amply serves the purpose for which it was built, mainly the carrying of freight for the pulp mills in Benton.

The passenger business is very light.

BIDDEFORD AND SACO RAILROAD.

The road-bed and track are in excellent condition.

The bridges are all first-class and well maintained in every particular.

The rolling stock is excellent.

This road is a part of the Portland Railroad system and is maintained and operated according to the high standard of that organization.

CALAIS STREET RAILWAY.

The road-bed and track on this line are in fairly good condition, but considerable improvements are being contemplated.

The equipment is in good condition and well maintained.

The bridges over the St. Croix river are those of the several municipalities and are kept in good, safe condition.

FRYEBURG HORSE RAILROAD.

It can hardly be said of this road that it is really in good condition in any of its departments.

It is only a horse railroad used for a small part of the year and under its method of operation there is no danger of any serious accident.

LEWISTON, BRUNSWICK AND BATH STREET RAILWAY.

The road-bed and track of this system are in excellent condition, considerably improved over that of last year, and further improvements are in contemplation.

The new special work at Lisbon Square in Lewiston is an excellent piece of work, and the laying of girder rails on Main street toward Auburn not only improves the road itself but improves the highway and bridges over which it runs.

Some of the wooden trestles on the main line have been filled or are in process of filling.

The improvements on the line are substantial and must have involved an expenditure of a large sum of money.

The bridges are in good order and well maintained.

The equipment has been improved during the year, and in all respects well maintained.

NORWAY AND PARIS STREET RAILWAY.

This short line runs between Norway and Paris, and in all its departments is kept in a good state of repair.

The only bridge is that of the town of Norway and is in good condition.

The equipment is good and well maintained in all respects.

PORTLAND RAILROAD.

The road-bed and track of this line are in first-class condition in all respects. Ties have been renewed and ballasting done wherever needed.

Changes in the highway as well as the electric line at Highland Square are notable improvements.

The bridges are in excellent condition, especially those built by the company.

The equipment has been kept to its usual high standard. The power plant at Portland has been increased by the installation of turbine engines.

The new brick carbarn at Westbrook is nearing completion. It is built in accordance with the high standards of this company, and will be a great help in the operation of the lines, running to and through that city. Another barn to join is in contemplation.

The summer resorts have kept up to their usual high standard and the patronage seems to be increasing from year to year.

PORTLAND AND BRUNSWICK STREET RAILWAY.

The road-bed and track are in good condition, considerably improved from last year.

The bridges are in good repair and well maintained. The new bridge across Royal river, on the extension to Yarmouth, is a modern structure set on good masonry.

The equipment is in good order and well maintained.

During the year an extension has been built from the main line across Royal river and joining the tracks of the Portland Railroad Company in Main street near Yarmouth village, so that cars may be run from Portland to Brunswick without change. The extension is well built.

ROCKLAND, SOUTH THOMASTON AND OWL'S HEAD RAILWAY.

This line is now in the hands of receivers and under direction of the court.

The road-bed and track were brought up to a very good condition, and during the summer months had a traffic that must be very satisfactory to the court and receivers, inasmuch as it brought a non-paying investment into earning power.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY.

We find the several parts of this system in their usual good condition. The track in some parts could be much improved by a further use of ballast, especially between Rockland and Thomaston. A generous use of stone chips would improve the clay road-bed.

A liberal outlay of some eight thousand dollars upon track and roadway has been advantageously expended.

The Rockland & Camden line has been much improved by the cutting down of a rock summit, and raising some low places.

Equipment appears to be ample for the requirements of travel, and is well preserved and cared for.

The trestle bridges upon the Warren line are in good condition.

SOMERSET TRACTION COMPANY.

This company has expended more than two thousand dollars for the maintenance of roadway and electric line, and some over one thousand dollars for cars and electric equipment of the same. It has also constructed a telephone system costing \$605.85. The general condition of the road is very good.

WATERVILLE AND FAIRFIELD RAILWAY.

This short road is in excellent condition. Over three thousand dollars were expended upon its track and roadway the past year, and about the same upon equipment and shops.

No special change can be seen in its physical condition from year to year.

It is strictly a street railway, having no private right-of-way.

Road and equipment are in good average order and well cared for.

WATERVILLE AND OAKLAND STREET RAILWAY.

This comparatively new road has been fully described in previous reports.

Well and thoroughly built, and well equipped, but very little outlay has been necessary to keep its track in the best of order. Consequently we have found both the road and equipment in a very satisfactory condition.

It has but two bridges and they are of the best steel construction.

Respectfully submitted,

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

Railroad Commissioners of Maine.

December 1, 1906.

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, 1906.

TABULATED STATEMENTS FROM RETURNS OF RAILROAD CORPORATIONS.

66

RAILROAD COMMISSIONERS' REPORT.

Operating Railroads.	1—Bangor and Aroostook.	2—Boston and Maine.	3—Bridgton and Saco River.	4—Canadian Pacific.
ASSETS.				
Construction	\$11,257,355 01	\$43,837,275 30	\$224,856 30	\$7,068,678 98
Equipment	2,617,238 80	8,602,430 81	48,119 28	523,462 96
Other permanent property	3,363,946 04	12,018,324 53	.....	34,537 04
Total permanent investments	17,238,539 85	64,458,030 64	272,975 58	7,626,678 98
Cash and current assets	584,110 27	9,495,450 99	9,202 40	.....
Miscellaneous assets	391,215 23	5,650,150 56	1,486 46	.....
Gross assets	18,213,865 35	79,603,632 19	283,664 44	7,626,678 98
LIABILITIES.				
Capital stock, common	1,550,000 00	24,638,070 70	102,250 00	2,273,000 00
Capital stock, preferred .....	.....	3,149,800 00	.....	.....
Total capital stock	1,550,000 00	27,787,870 70	102,250 00	2,273,000 00
Funded debt	15,847,000 00	30,710,743 91	163,000 00	3,514,000 00
Real estate mortgages .....	.....	594,800 60	.....	.....
Current liabilities	415,998 73	8,558,430 21	2,036 94	.....
Accrued liabilities .....	.....	3,958,752 50	7,512 51	1,839,678 98
Total indebtedness	16,262,998 73	46,659,945 52	172,549 45	5,353,678 98
Sinking and other special funds .....	.....	2,564,225 41	.....	.....
Gross liabilities	17,812,998 73	77,012,041 63	274,799 45	7,626,678 98
INCOME.				
Revenue from passengers	544,869 85	13,291,584 36	19,871 76	197,488 64
Revenue from mails	45,455 75	525,343 82	1,590 96	29,921 03
Revenue from express	24,691 66	1,271,922 21	5,420 16	11,609 00
Revenue from extra baggage and storage	7,701 44	146,569 61	344 46	.....
Revenue from other passenger service .....	.....	.....	.....	16,212 51
Total passenger revenue	622,718 70	15,235,420 00	27,227 34	255,231 18
Revenue from freight	1,743,266 64	23,354,548 81	19,862 89	657,644 58
Revenue from other freight service .....	.....	363,364 44	.....	.....
Total freight revenue	1,743,266 64	23,717,913 25	19,862 89	657,644 58
Total passenger and freight revenue	2,365,985 34	38,953,333 25	47,090 23	912,875 76
Other earnings from operation	130,561 64	260,869 61	.....	.....
Gross earnings from operation	2,496,546 98	39,214,202 86	47,090 23	912,875 76
Income from other sources	13,179 70	622,085 25	479 62	\$59,230,295 20
Gross income	2,509,726 68	39,836,288 11	47,569 85	912,875 76

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

† Operations Maine.

§ Operations entire line.

EXPENDITURES.				
Operating expenses.....	1,544,669 62	29,353,368 57	\$32,353 00	\$839,265 19
Interest on funded and other debts.....	656,515 30	1,474,670 43	6,520 00	60,440 00
Taxes.....	8,788 75	1,745,490 16	558 53	33,689 70
Rentals paid.....		5,074,554 26		1,680 00
Other charges upon income.....	164,842 07	136,285 00	2,648 31	3,162 82
Dividends paid.....	62,000 00	1,834,646 00	4,090 00	
Gross expenditures.....	2,436,795 74	39,619,014 42	46,169 84	942,237 71
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	951,877 36	9,860,834 29	14,737 23	73,610 57
Income from other sources.....	13,179 70	622,085 25	479 62	
Total income above operating expenses.....	965,057 06	10,482,919 54	15,216 85	73,610 57
Interest, taxes, rentals and other charges.....	830,126 12	8,430,999 85	9,726 84	98,972 52
Net divisible income.....	134,930 94	2,051,919 69	5,490 01	125,361 95
Amount of dividends declared.....	62,000 00	1,834,646 00	4,090 00	
Percentage of dividends declared.....	4	†	4	
SURPLUS.				
Surplus June 30, 1905.....	327,935 68	2,494,140 56	8,864 99	
Surplus for the year.....	72,930 94	217,273 69	1,400 01	125,361 95
Additions during the year.....				
Deductions during the year.....		119,823 69	1,400 01	
Total surplus June 30, 1906.....	400,866 62	2,591,590 56	8,864 99	125,361 95
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	581,595 00	44,597,405	34,062	153,343
Passengers average length of journey.....	37 73	17.90	13.80	89.44
Total passenger mileage.....	21,945,851 00	739,950,909	470,221	13,715,555
Average fare per mile on local tickets.....	3.5 cents	1.743 cents	4.19 cts.	
Average fare for commutation tickets.....	2 cents	\$	3.52 cts.	
Average fare for mileage tickets.....	2.37 cents	500 m. 2½, 1,000 m. 2c.		
Average fare for season tickets.....		\$ 0.717 cents		
Average fare for joint tickets.....	2.59 cents	1.930 cents	4.248 cts.	
Tons of freight hauled.....	1,377,155	22,549,467	19,357	797,732
Tons of freight average length of haul.....	106.26	89.16	15.817	172.56
Total freight mileage.....	146,348,568	2,010,500,035	306,170	137,653,928
Miles run by revenue passenger trains.....	864,467	11,534,018		167,217
Miles run by revenue freight trains.....	691,188	9,377,689		507,310
Miles run by revenue mixed trains.....	71,781	150,177	42,670	90,611
Total mileage of trains earning revenue.....	1,447,386	21,061,884	42,670	765,138
Total non-revenue train mileage.....	618,662	9,834,267	2,500	31,896

† 7 per cent, on common stock; 6 per cent on preferred stock. † Deficit.
 § Within suburban circuits 1 cent to 2 cents; outside suburban circuits 2 cents to 2½ cents.

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	74	1,041	4	10
Number of passenger and combination cars	43	1,192	3	
Number of dining, parlor and sleeping cars	2	9		
Number of baggage, express and mail cars	17	318	2	
Number of other passenger service cars		*134	1	
Number of freight cars (basis 8 wheels)	3,181	17,936	57	1,000
Number of officers' and pay cars	2	7		
Number of gravel and other cars	121	891		6
MISCELLANEOUS.				
Whole number of stockholders	30	7,655	84	50
Number in Maine	21	632	73	17
Amount of stock held in Maine	\$1,527,500	\$1,645,000	\$89,650	\$7,500
Total miles of road operated	482.58	2,287.52	21.25	8,776.90
Total miles of roads operated in Maine	482.58	157.43	21.25	232.80
Highway grade crossings in Maine	236	152	16	
Number of highway crossings over railroad	2	44		14
Number of highway crossings under railroad	12	19	1	1
Number of railroad crossings, other steam railroads at grade	1			1
Number of crossings over other steam railroads	2	9		1
Number of crossings under other steam railroads	1			1
Number of crossings street railways at grade	1	9		1
Number of railroad crossings over street railways		4		
Number of railroad crossings under street railways	1	11		
Average number of employes	1,698	24,955	46	1,382
Total number of freight cars equipped with grab irons	3,181	17,936	26	1,006
Total number of freight cars equipped with automatic couplers	3,181	17,679	57	1,006
Total number of engines equipped with "driving wheel" brakes	74	1,040		10
Total number of engines equipped with "air brakes"	74	1,041	4	10

* Includes 61 electric cars.

‡ Maine.

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	\$153,267 96	\$80,982 00	*\$332,070,802 53	\$61,517 32
Equipment	11,182 23	4,172 36	5,120,229 64	20,061 33
Other permanent property			164,450 19	
Total permanent investments	164,450 19	85,154 36	337,191,032 17	81,578 65
Cash and current assets	11,608 76	2,897 21	17,363,558 94	2,959 61
Miscellaneous assets	950 00	638 01	3,673,030 54	344 60
Gross assets	177,008 95	88,689 58	358,227,622 65	84,882 86
LIABILITIES.				
Capital stock, common	87,600 00	100,000 00	109,363,014 47	40,000 00
Capital stock, preferred			103,408,867 05	
Total capital stock	87,600 00	100,000 00	212,766,881 52	40,000 00
Funded debt	24,000 00	50,000 00	133,832,973 19	27,000 00
Real estate mortgages				
Current liabilities	67,624 96	9,824 58	10,097,793 62	900 71
Accrued liabilities	1,680 00	1,159 20	1,451,732 35	140 00
Total indebtedness	93,284 96	60,983 78	143,382,499 16	28,040 71
Sinking and other special funds				
Gross liabilities	180,854 96	160,963 78	358,149,380 68	68,040 71
INCOME.				
Revenue from passengers	11,411 77	1,745 60	9,022,187 69	4,894 60
Revenue from mails	1,471 56	358 96	421,508 55	227 44
Revenue from express	1,500 83	570 58	1,016,936 33	465 45
Revenue from extra baggage and storage	78 83			
Revenue from other passenger service	12 80			
Total passenger revenue	14,475 79	2,675 14	10,460,632 57	5,587 49
Revenue from freight	32,375 19	9,323 26	19,501,609 28	10,527 90
Revenue from other freight service		237 61		
Total freight revenue	32,375 19	9,560 87	19,501,609 28	10,527 90
Total passenger and freight revenue	46,850 98	12,236 01	29,962,241 85	16,115 39
Other earnings from operation			749,706 95	89 05
Gross earnings from operation	46,850 98	12,236 01	30,711,948 80	16,204 44
Income from other sources	60 00		1,013,863 08	
Gross income	46,910 98	12,236 01	31,725,816 88	16,204 44

* Covers equipment.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	5—Franklin and Megantic.	6—Georges Valley.	7—Grand Trunk.	8—Kennebec Central.
EXPENDITURES.				
Operating expenses.....	\$32,563 98	\$10,688 26	\$21,503,022 61	\$11,334 21
Interest on funded and other debts.....	4,242 50	3,016 50	5,212,601 82	1,387 72
Taxes.....	401 88	57 71	545,590 84	342 88
Rentals paid.....	3,760 00		755,336 22	
Other charges upon income.....			114,554 62	
Dividends paid.....	3,504 00		3,552,596 11	2,400 00
Gross expenditures.....	44,471 86	13,762 47	31,683,702 22	15,464 81
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	14,287 00	1,547 75	9,208,936 19	4,870 23
Income from other sources.....	60 60		1,013,868 08	
Total income above operating expenses.....	14,347 00	1,547 75	10,222,794 27	4,870 23
Interest, taxes, rentals and other charges.....	8,403 88	3,074 21	6,628,083 50	1,730 60
Net divisible income.....	5,943 12	†1,526 46	3,594,710 77	3,139 63
Amount of dividends declared.....	3,504 00		3,552,596 11	2,400 00
Percentage of dividends declared.....	4			6
SURPLUS.				
Surplus June 30, 1905.....	†6,315 13	†70,767 74	36,127 31	16,102 52
Surplus for the year.....	2,439 12	1,526 46	42,114 66	739 63
Additions during the year.....				
Deductions during the year.....				
Total surplus June 30, 1906.....	†3,876 01	†72,294 20	78,241 97	16,842 15
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	19,025	4,900	10,372,628	50,176
Passengers average length of journey.....	15 76	8 00		4 92
Total passenger mileage.....	290,796	39,200		247,091
Average fare per mile on local tickets.....	*3.807 cts.	5 cts.	2 25 cts.	2 cts.
Average fare for commutation tickets.....			1.628 cts.	
Average fare for mileage tickets.....			2 cts.	
Average fare for season tickets.....			1.139 cts.	
Average fare for joint tickets.....		5 cts.	1.849 cts.	
Tons of freight hauled.....	34,670	21,336	15,178,162	7,489
Average length of haul.....	21 55	8 00	186 84	5 00
Total freight mileage.....	747,296	170,688	2,835,991,210	37,445

* All tickets. † Deficit.

Miles run by revenue passenger trains.....	33,076		8,338,130	24,891
Miles run by revenue freight trains.....	21,485		10,439,548	
Miles run by revenue mixed trains.....	3,555	10,642	647,232	2,500
Total mileage of trains earning revenue.....	58,116	10,642	19,425,910	27,391
Total non-revenue train mileage.....	10,054		1,015,089	512
EQUIPMENT.				
Number of locomotives.....	2	1	809	2
Number of passenger and combination cars.....	3	1	578	5
Number of dining, parlor and sleeping cars.....			26	
Number of baggage, express and mail cars.....	1		213	
Number of other passenger service cars.....			6	
Number of freight cars (basis 8 wheels).....	43		26,032	10
Number of officers' and pay cars.....			11	
Number of gravel and other cars.....	1	2	1,550	
MISCELLANEOUS.				
Whole number of stockholders.....		102		72
Whole number in Maine.....	3	99		64
Amount of stock held in Maine.....	\$87,600 00	\$89,000 00		\$37,200
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		2	
Number of railroad crossings, other steam railroads at grade.....			3	
Number of crossings over other steam railroads.....			3	
Number of crossings under 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.....	49	11	*692	11
Total number of freight cars equipped with grab irons.....			26,032	
Total number of freight cars equipped with automatic couplers.....			26,032	
Total number of engines equipped with "driving wheel" brakes.....	2		752	
Total number of engines equipped with "air brakes".....	2	1	809	2

* In Maine.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

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Operating Railroads.	9—Lime Rock.	10—Maine Central.	11—Monson.	12—Phillips and Rangeley.
ASSETS.				
Construction	\$401,475 44	\$14,562,748 85	\$60,886 68	\$238,934 48
Equipment	114,636 22	2,617,687 93	18,839 95	55,588 28
Other permanent property	462,625 00	1,107,624 50		
Total permanent investments.....	978,736 66	18,288,061 28	79,726 63	294,522 76
Cash and current assets.....	43,375 62	1,833,456 35	1,000 97	20,828 49
Miscellaneous assets.....	14,756 62	1,441,234 42		2,255 50
Gross assets.....	1,036,868 30	21,562,752 05	80,727 60	317,606 75
LIABILITIES.				
Capital stock, common	450,000 00	4,988,000 00	70,000 00	99,400 00
Capital stock, preferred				
Total capital stock	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.....	27,694 50	764,924 04	91,291 91	177,339 66
Accrued liabilities.....		1,514,550 00		23,480 71
Total indebtedness.....	452,694 50	14,171,666 04	161,291 91	400,820 37
Sinking and other special funds		1,226,093 18		
Gross liabilities.....	902,694 50	20,385,759 22	231,291 91	500,220 37
INCOME.				
Revenue from passengers		2,572,795 95	2,339 56	12,295 49
Revenue from mails		226,981 17	217 75	1,240 83
Revenue from express		142,642 26	307 71	1,951 98
Revenue from extra baggage and storage		46,233 41	129 48	115 07
Revenue from other passenger service		13,726 09		145 19
Total passenger revenue.....		3,002,378 88	2,994 50	15,748 56
Revenue from freight	109,922 31	4,630,968 24	7,725 39	50,270 80
Revenue from other freight service		48,805 33		
Total freight revenue	109,922 31	4,679,773 57	7,725 39	50,270 80
Total passenger and freight revenue.....	109,922 31	7,682,152 45	10,719 89	66,019 36
Other earnings from operation	4,057 00	112,593 84	17 70	60 00
Gross earnings from operation.....	113,979 31	7,794,745 49	10,737 59	66,079 36
Income from other sources	3,679 47	98,333 24		
Gross income	117,658 78	7,893,078 73	10,737 59	66,079 36

RAILROAD COMMISSIONERS' REPORT.

EXPENDITURES.					
Operating expenses	53,332 79	6,033,086 10	9,005 12	78,554 34	
Interest on funded and other debts	17,000 00	617,960 00	4,200 00	16,202 73	
Taxes	3,558 09	272,820 16	27 83	423 13	
Rentals paid		551,185 75			
Other charges upon income		13,440 00			
Dividends paid	22,500 00	348,369 00			
Gross expenditures	96,890 88	7,836,861 02	13,232 95	95,180 20	
CONDENSED EXHIBIT FOR THE YEAR.					
Net income from operation	60,146 52	1,761,659 39	1,732 47	*12,474 98	
Income from other sources	3,679 47	95,333 24			
Total income above operating expenses	63,825 99	1,859,992 63	1,732 47	*12,474 98	
Interest, taxes, rentals and other charges	20,558 09	1,455,405 92	4,227 83	16,625 86	
Net divisible income	43,267 90	404,586 71	*2,495 36	*29,100 84	
Amount of dividends declared	22,500 00	348,369 00			
Percentage of dividends declared	5	7			
SURPLUS.					
Surplus June 30, 1905	113,405 90	1,178,328 41	*156,397 81	*153,512 78	
Surplus for the year	20,767 90	56,217 71	2,495 36	*29,100 84	
Additions during the year					
Deductions during the year		57,553 29			
Total surplus June 30, 1906	134,173 80	1,176,992 83	*158,893 17	*182,613 62	
VOLUME OF TRAFFIC, ETC.					
Passengers carried		3,585,158	4,699	13,220	
Passengers, average length of journey		35.79	6.16	24.81	
Total passenger mileage		128,306,840	28,896	327,959	
Average fare per mile on local tickets			8.096 cts.		
Average fare for commutation tickets		All 2.005 cts.		All 3.749 cts.	
Average fare for mileage tickets					
Average fare for season tickets					
Average fare for joint tickets			8.096 cts.		
Tons of freight hauled	427,371	5,114,891	10,000	88,080	
Average length of haul		87.68	6.16	20.06	
Total freight mileage		448,482,922	61,600	1,766,532	
Miles run by revenue passenger trains		2,110,918		31,134	
Miles run by revenue freight trains		1,499,971		50,158	
Miles run by revenue mixed trains		86,134	13,000		
Total mileage of trains earning revenue		3,697,023	13,000	81,292	
Total non-revenue train mileage		197,828		12,714	

* Deficit.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

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Operating Railroads.	9—Lime Rock.	10—Maine Central	11—Monson.	12—Phillips and Rangeley.
EQUIPMENT.				
Number of locomotives	4	173	2	7
Number of passenger and combination cars		191	1	3
Number of dining, parlor and sleeping cars		1		
Number of baggage, express and mail cars		80		1
Number of other passenger service cars		2		
Number of freight cars (basis 8 wheels)		5,773	22	121
Number of officers' and pay cars		2		
Number of gravel and other cars	*420	500		4
MISCELLANEOUS.				
Whole number of stockholders	8	767	14	34
Whole number in Maine	4	383	5	26
Amount of stock held in Maine		\$1,349,000 00		\$98,100 00
Total miles of road operated	12.57	815.23	8.16	50
Total miles of road operated in Maine	12.57	649.77	8.16	50
Highway grade crossings in Maine	9	594	2	8
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		2		
Number of crossings street railways at grade	3	30		
Number of railroad crossings over Street railways		6		
Number of railway crossings under street railways		4		
Average number of employees	56	3,906	11	91
Total number of freight cars equipped with grab irons	420	5,773		
Total number of freight cars equipped with automatic couplers		5,773		
Total number of engines equipped with "driving wheel" brakes	4	173	2	1
Total number of engines equipped with "air brakes"		173		7

RAILROAD COMMISSIONERS' REPORT.

* Dump cars—413.

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	\$2,230,325 35	\$869,457 67	\$222,391 89	
Equipment	339,211 99	93,234 17	77,204 68	
Other permanent property	1,995,097 63	4,002 17	46,065 20	
Total permanent investments	4,564,634 97	966,694 01	345,661 77	
Cash and current assets	268,119 14	91,764 79	37,238 67	
Miscellaneous assets	176,576 57	34,072 02	1,530 00	
Gross assets	5,009,260 68	1,092,530 82	384,400 44	
LIABILITIES.				
Capital stock, common	2,000,000 00	300,000 00	100,000 00	
Capital stock, preferred				
Total capital stock	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	170,633 51	14,445 55	45,018 99	
Accrued liabilities	20,780 00	6,853 33	1,666 67	
Total indebtedness	2,033,413 51	699,298 88	346,685 66	
Sinking and other special funds	165,556 83	43,302 26		
Gross liabilities	4,198,970 34	1,042,601 14	446,685 66	
INCOME.				
Revenue from passengers	127,157 26	29,092 38	20,254 57	7,753 08
Revenue from mails	7,396 92	1,983 08	1,460 76	743 16
Revenue from express	9,122 44	2,032 40	2,593 90	2,185 34
Revenue from extra baggage and storage	1,531 70		194 69	
Revenue from other passenger service	300 00		353 30	
Total passenger revenue	143,508 32	33,107 86	24,857 22	10,681 58
Revenue from freight	509,019 74	117,486 97	48,762 10	15,896 29
Revenue from other freight service	21,098 54			
Total freight revenue	530,118 28	117,486 97	48,762 10	15,896 29
Total passenger and freight revenue	673,626 60	150,594 83	73,619 32	26,577 87
Other earnings from operation	15,186 36	1,853 86		
Gross earnings from operation	69,812 96	152,448 69	73,619 32	26,577 87
Income from other sources	71,159 10	817 98		
Gross income	761,972 06	153,266 67	73,619 32	26,577 87

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.
EXPENDITURES.				
Operating expenses	\$360,335 73	\$88,147 49	\$41,859 34	\$17,642 47
Interest on funded and other debts	75,242 50	31,120 00	16,474 45	1,887 83
Taxes	28,351 49	2,260 95	1,403 32	264 12
Rentals paid	61,666 67	23,000 00	.....	2,756 97
Other charges upon income	120,000 00	.....	4,000 00	.....
Dividends paid	645,596 39	144,528 44	63,737 11	22,551 39
Gross expenditures .....	.....	.....	.....	.....
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	330,477 23	64,301 20	31,759 98	8,935 40
Income from other sources	71,159 10	817 98	.....	.....
Total income above operating expenses	401,636 33	65,119 18	31,759 98	8,935 40
Interest, taxes, rentals and other charges	165,260 66	56,330 95	17,877 77	4,903 92
Net divisible income	236,375 67	8,738 23	13,882 21	4,026 48
Amount of dividends declared	120,000 00	.....	4,000 00	.....
Percentage of dividends declared	6	.....	4	.....
SURPLUS.				
Surplus June 30, 1905	759,017 23	40,255 26	*72,312 09	.....
Surplus for the year	116,375 67	8,738 23	9,882 21	4,026 48
Additions during the year .....	.....	936 19	144 66	.....
Deductions during the year	65,102 56	.....	.....	.....
Total surplus June 30, 1906	810,290 34	49,929 68	*62,285 22	4,026 48
VOLUME OF TRAFFIC, ETC.				
Passengers carried	214,416	29,442	40,166	21,787
Passengers, average length of journey	24.93	24.36	13.80	9.06
Total passenger mileage	5,346,184	717,258	554,343	197,571
Average fare per mile on local tickets	2.17 cts.	3.69 cts.	†3.654 cts.	4.5 cts.
Average fare for commutation tickets	0.81 cts.	1.06 cts.	.....	3.3 cts.
Average fare for mileage tickets	500 m. 2½c. 1,000 m. 2c.	.....	.....	.....
Average fare for season tickets .....	.....	.....	.....	.....
Average fare for joint tickets	2.94 cts.	4.63 cts.	.....	.....
Tons of freight hauled	799,743	194,037	83,340	28,475
Average length of haul	33.13	26.17	14.77	12.47
Total freight mileage	26,495,848	5,078,070	1,230,664	355,164

RAILROAD COMMISSIONERS' REPORT.

* Deficit.

† All tickets.

Miles run by revenue passenger trains	107,859	18,512	29,087	10,355
Miles run by revenue freight trains	88,309	33,843	15,466	
Miles run by revenue mixed trains		13,766	11,613	9,390
Total mileage of trains earning revenue.....	196,168	66,121	56,166	19,745
Total non-revenue train mileage.....	44,669	3,647	577	
EQUIPMENT.				
Number of locomotives.....	14	14	6	2
Number of passenger and combination cars	8	8	5	2
Number of dining, parlor and sleeping cars		2	1	
Number of baggage, express and mail cars	2		2	
Number of other passenger service cars				
Number of freight cars (basis 8 wheels).....	279	279	121	5
Number of officers' and pay cars.....				
Number of gravel and other cars.....	32	32	2	1
MISCELLANEOUS.				
Whole number of stockholders	72	25		5
Number in Maine.....	56	21	3	4
Amount of stock held in Maine.....	\$1,860,100	\$264,000	\$100,000 00	\$400 00
Total miles of road operated	68.05	39.78	18	15
Total miles of roads operated in Maine.....	68.05	39.78	18	15
Highway grade crossings in Maine.....	56	20	14	9
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 railroad crossings over other steam railroads.....	2			
Number of railroad 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	326	88	55	41
Total number of freight cars equipped with grab irons	807	40		5
Total number of freight cars equipped with automatic couplers.....	306	40		5
Total number of engines equipped with "driving wheel" brakes	13	4	6	1
Total number of engines equipped with "air brakes".....	13	2	6	2

Tabulated Statements from Returns of Railroad Corporation—Continued.

Operating Railroads.	17—Somerset Railway.	18—Washington County.	19—Wiscasset, Waterville and Farmington.	20—York Harbor and Beach.
ASSETS.				
Construction	\$1,865,692 93	\$4,779,831 72	†\$932,498 25	\$300,000 00
Equipment	205,584 97	196,050 99		
Other permanent property	10,884 73			
Total permanent investments	2,082,262 63	4,975,882 71	932,498 25	300,000 00
Cash and current assets	57,222 33	63,860 82	34,922 50	39,599 75
Miscellaneous assets	13,800 60	49,002 22	2,338 11	
Gross assets	2,153,284 96	5,088,745 75	969,753 86	339,599 75
LIABILITIES.				
Capital stock, common				
Capital stock, preferred	736,648 76	3,500,000 00	243,900 00	300,000 00
Total capital stock				
Funded debt	736,648 76	2,500,000 00	243,900 00	300,000 00
Real estate mortgages	622,500 00	2,500,000 00	671,800 00	
Current liabilities	663,214 48	126,670 40	204,171 45	4,961 15
Accrued liabilities		5,038 15		
Total indebtedness	1,289,714 48	2,631,708 55	875,971 45	4,961 15
Sinking and other special funds				
Gross liabilities	2,026,363 24	5,131,708 55	1,119,871 45	304,961 15
INCOME.				
Revenue from passengers	43,089 27	178,250 00	9,812 73	
Revenue from mails	3,424 36		3,752 85	24,364 16
Revenue from express	3,566 26	9,840 50	2,403 05	826 67
Revenue from extra baggage and storage	683 47	3,695 73		125 19
Revenue from other passenger service		543 10	190 00	
Total passenger revenue	50,763 36	209,374 69	16,158 66	25,316 02
Revenue from freight	118,397 12	197,561 09	26,491 08	12,234 78
Revenue from other freight service		8,295 51		29 79
Total freight revenue	118,397 12	205,856 60	26,491 08	12,264 57
Total passenger and freight revenue	169,160 48	415,231 29	42,649 74	37,580 59
Other earnings from operation	2,427 64	2,496 63		175 61
Gross earnings from operation	171,588 12	417,727 92	42,649 74	37,756 20
Income from other sources	249 51	1,231 06	72 90	1,485 02
Gross income	171,837 63	418,958 98	42,722 64	39,241 22

† Includes equipment.

EXPENDITURES.				
Operating expenses.....	96,972 35	358,991 64	51,417 66	32,569 89
Interest on funded and other debts.....	30,578 63	87,500 00	33,921 66	
Taxes.....	744 37	2,274 79	289 05	931 46
Rentals paid.....				
Other charges upon income.....				6,000 00
Dividends paid.....				29,501 35
Gross expenditures.....	128,295 35	448,766 43	85,628 37	
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation.....	74,615 77	58,736 28	8,767 92	5,186 31
Income from other sources.....	249 51	1,231 06	72 90	1,435 02
Total income above operating expenses.....	74,865 28	59,967 34	8,965 02	6,671 33
Interest, taxes, rentals and other charges.....	31,323 00	89,774 79	34,210 71	931 46
Net divisible income.....	43,542 28	*29,807 45	*42,905 73	5,739 87
Amount of dividends declared.....				6,000 00
Percentage of dividends declared.....				2
SURPLUS.				
Surplus June 30, 1905.....	83,379 44	*11,344 40	*107,211 86	43,714 08
Surplus for the year.....	43,542 28	*29,807 45	*42,905 73	*260 13
Additions during the year.....		1,810 95		8,815 35
Deductions during the year.....		*42,962 80	150,117 59	34,638 60
Total surplus June 30, 1906.....	126,921 72			
VOLUME OF TRAFFIC, ETC				
Passengers carried.....	63,256	311,662	29,052	227,425
Passengers average length of journey.....	23.78	22.37	11.06	4 13
Total passenger mileage.....	1,503,973	6,972,884	326,463	940,026
Average fare per mile on local tickets.....	2.85 cts.		4.2 cts.	3 cts.
Average fare for commutation tickets.....		All 2.556 cts.	3 cts.	1 1/2 cts. to 2 1/2 cts.
Average fare for mileage tickets.....	2 cts.		2.25 cts.	
Average fare for season tickets.....				about 1 ct.
Average fare for joint tickets.....	3.08 cts.			3 cts.
Tons of freight hauled.....	187,160	244,899	27,144	22,891
Tons of freight average length of haul.....	23.05	64.44	25.77	4.65
Total freight mileage.....	4,303,656	15,780,493	699,836	106,407
Miles run by revenue passenger trains.....	54,245	167,054	3,032	22,992
Miles run by revenue freight trains.....	52,038	116,919	8,814	6,563
Miles run by revenue mixed trains.....	5,250	39,691	54,423	
Total mileage of trains earning revenue.....	111,533	323,664	66,269	29,555
Total non-revenue train mileage.....	11,156	18,027	24	13,269

* 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.....	13	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).....	177	†475	73	
Number of officers' and pay cars.....				
Number of gravel and other cars.....	12	20	24	
MISCELLANEOUS.				
Whole number of stockholders.....	40	3	125	86
Number in Maine.....	37	3	116	32
Amount of stock held in Maine.....	\$690,000 00	\$2,500,000 00	\$48,500 00	\$23,550 00
Total miles of road operated.....	61.26	138.27	57.46	11.51
Total miles of roads operated in Maine.....	61.26	133.17	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		
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 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.....	93	248	72	30
Total number of freight cars equipped with grab irons.....	194	273	36	
Total number of freight cars equipped with automatic couplers.....	194	273		
Total number of engines equipped with "driving wheel" brakes.....	13	248		
Total number of engines equipped with "air brakes".....	13	248		

* Deficit.

† Includes 202 cars 4 wheel basis.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year Ending June 30, 1906.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

Street Railways.	ASSETS JUNE 30, 1906.						
	1—Construction and equipment.	2—Lands and buildings.	3—Other Permanent investments.	4—Total permanent investments.	5—Current assets.	6—Other assets.	7—Gross assets.
Atlantic Shore Line.....	\$4,840,464 54			\$4,840,464 54	\$37,609 85	\$63,366 37	\$4,941,440 76
Auburn & Turnert.....	224,784 50			224,784 50	2,579 31		227,363 81
Augusta, Winthrop and Gardiner.....	813,537 29			813,537 29	21,178 36		834,715 65
Bangor and Northern Railroad||.....							
Bangor Railway and Electric Company.....	2,345,751 06		\$15,300 00	2,361,051 06	222,531 99		2,583,583 05
Benton and Fairfield.....	50,586 51			50,586 51	3,837 76		54,424 27
Biddeford and Saco Railroad.....	257,919 73			257,919 73	5,530 76		263,449 99
Calais Street.....	*200,000 00			200,000 00	258 89		200,258 89
Fryeburg Horse Railroad.....	5,762 72			5,762 72			5,762 72
Lewiston, Brunswick and Bath Street.....	1,678,404 78		5,000 00	1,678,404 78	46,524 24		1,724,929 02
Norway and Paris Street.....	43,177 96		127,340 20	170,518 16	7,154 25		177,672 41
Penobscot Central Railroad**.....							
Portland and Brunswick Street.....	562,542 58			562,542 58	4,289 80		566,832 48
Portland Railroad.....	4,410,866 35	\$1,000 00		4,411,866 35	26,782 20		4,438,648 55
Rockland, Thomaston & Camden Street.....	615,704 81		578,388 78	1,194,093 59	48,089 25		1,242,182 84
Somerset Traction Company.....	133,823 42		22,349 95	156,173 37	1,943 37		158,116 74
Waterville and Fairfield.....	295,852 23		†200,000 00	495,852 23	33,127 45	3,000 00	531,979 68
Waterville and Oakland Street.....	*227,761 43			227,761 43	11,034 02		238,795 45
Total.....	\$16,701,939 91	\$1,000 00	\$948,378 93	\$17,651,318 84	\$472,471 10	\$66,366 37	\$18,190,156 81

RAILROAD COMMISSIONERS' REPORT.

* Covers all property.

† Commenced operation November 4, 1905.

‡ Franchise.

§ Theatre corporation.

|| Purchased by the Bangor Railway and Electric Company, February 1, 1906.

** Became the Bangor and Northern Railroad, after 28 days operation. Bangor and Northern Railroad purchased by Bangor Railway and Electric Company.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	LIABILITIES JUNE 30, 1906.						
	8—Capital stock.	9—Funded debt.	10—Real estate mortgages.	11—Current liabilities.	12—Accrued liabilities.	13—Reserves.	14—Gross Liabilities.
Atlantic Shore Line	\$3,000,000 00	\$1,871,000 00		\$49,477 84	\$14,979 62		\$4,935,457 46
Auburn and Turner	100,000 00	125,000 00					225,000 00
Augusta, Winthrop and Gardiner	300,000 00	428,500 00		51,741 47	10,138 01		790,379 48
Bangor and Northern Railroad*							
Bangor Railway and Electric Company	1,249,968 00	1,500,000 00		43,151 07	34,141 61	34,708 85	2,861,969 53
Benton and Fairfield	20,000 00	34,000 00		1,136 61			55,136 61
Biddeford and Saco Railroad	100,000 00	150,000 00		13,000 00			263,000 00
Calais Street	100,000 00	100,000 00		12,310 00			212,310 00
Fryeburg Horse Railroad	5,175 00						5,175 00
Lewiston, Brunswick and Bath Street	638,300 00	845,000 00		207,416 31	21,060 04		1,711,776 35
Norway and Paris Street	50,000 00	118,000 00		5,792 25	1,926 67		175,718 92
Portland and Brunswick Street	300,000 00	225,000 00		31,372 85	3,750 00		560,122 85
Portland Railroad	1,999,538 31	2,250,000 00		62,500 00			4,312,038 31
Rockland, Thomaston and Camden Street	400,000 00	800,000 00		22,690 79	1,320 58		1,224,011 37
Somerset Traction Company	30,000 00	75,000 00		41,025 73			146,025 73
Waterville and Fairfield	200,000 00	240,000 00	\$4,731 90	102,024 17	4,247 10		551,003 17
Waterville and Oakland Street	100,000 00	125,000 00		554 17	1,562 50		227,116 67
Total	\$ 8,592,981 31	\$8,886,500 00	\$4,731,90	\$644,193 26	\$93,126 13	\$34,708 85	\$18,256,241 45

* Purchased by the Bangor Railway and Electric Company, February 1, 1906.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	PROPERTY ACCOUNTS; ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
	15—Total additions.	16—Deductions.	17—Net additions.
Atlantic Shore Line.....	\$2,886,336 09		\$2,886,336 09
Auburn and Turner.....			
Augusta, Winthrop and Gardiner	6,152 87		6,152 87
Bangor and Northern Railroad	38,007 14		38,007 14
Bangor Railway and Electric Company	91,738 51	\$7,465 53	84,272 98
Benton and Fairfield.....	1,179 00	735 12	443 88
Biddeford and Saco Railroad	5,908 13		5,908 13
Calais Street.....			
Fryeburg Horse			
Lewiston, Brunswick and Bath Street.....	8,636 05	6,530 50	2,105 55
Norway and Paris Street	2,190 82		2,190 82
Portland and Brunswick Street.....	38,242 58		38,242 58
Penobscot Central Railroad.....			
Portland Railroad.....	33,535 28		33,535 28
Rockland, Thomaston and Camden Street.....	2,113 69		2,113 69
Somerset Traction Company	32 82	12 50	20 32
Waterville and Fairfield.....	2,967 47		2,967 47
Waterville and Oakland Street	2,761 43		2,761 43
Total	\$3,119,801 88	\$14,743 65	\$3,105,058 23

† Includes cost of Portsmouth, Dover and York Street Railway.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	INCOME FOR THE YEAR ENDING JUNE 30, 1906.						
	18—From passengers.	19—From mails, merchandise, freight, etc.	20—From rents, advertising, etc	21—Total earnings from operations.	22—Rentals from lease of railway.	23—Miscellaneous income.	24—Gross income.
Atlantic Shore Line	\$124,828 12	\$40,262 61	\$15,305 66	\$180,396 39		\$3,107 89	\$183,504 28
Auburn and Turner	10,381 20	3,416 06	553 47	14,350 73			14,350 73
Augusta, Winthrop and Gardiner	98,629 00	4,221 19	631 54	103,481 73		114 51	103,596 24
Bangor and Northern Railroad	10,961 19	9,688 45	66 22	20,715 86			20,715 86
Bangor Railway and Electric Company	206,548 86	10,026 51	5,176 85	225,052 16		78,557 13	303,609 29
Benton and Fairfield	2,408 10	7,756 52	21 60	10,185 62			10,185 62
Biddeford and Saco Railroad	56,526 10		6,963 88	63,489 98			63,489 98
Calais Street	28,775 35		324 05	29,099 40			29,099 40
Fryeburg Horse Railroad	200 00			200 00			200 00
Lewiston, Brunswick and Bath Street	229,596 78	9,769 77	6,016 69	245,683 24		8,659 35	254,342 59
Norway and Paris Street	9,220 70	200 00	75 00	9,495 70			13,927 11
Portland and Brunswick Street	33,660 00	2,000 00	211 30	35,871 30		7,500 00	43,371 30
Penobscot Central Railroad	1,766 15	714 36	6 00	2,486 51		213 45	2,699 96
Portland Railroad	720,715 58	2,770 90	4,468 32	727,954 80		25 00	727,979 80
Portsmouth, Dover and York Street	99,481 64	3,471 85	559 18	103,512 67			103,512 67
Rockland, Thomaston and Camden Street	82,457 50	22,575 57	982 22	106,015 29		28,136 31	134,151 60
Somerset Traction Company	20,220 67	1,111 25	104 95	21,436 87			21,436 87
Waterville and Fairfield	35,108 50		1,665 03	36,773 53		2,849 74	39,563 27
Waterville and Oakland Street	29,395 35		140 00	29,535 35		1,360 60	30,895 95
Total	\$1,801,480 73	\$117,985 04	\$46,211 36	\$1,965,677 13		\$134,955 39	\$2,100,632 52

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1906.						
	25—Main- tenance of track and roadway.	26—Main- tenance of electric line.	27—Main- tenance of buildings and fixtures	28—Total main- tenance of way and structures.	29—Main- tenance of steam plant.	30—Main- tenance of electric plant.	31—Main- tenance of cars.
Atlantic Shore Line	\$6,316 38	\$4,462 95	\$705 63	\$11,484 96	\$1,400 10	\$211 56	\$6,429 01
Auburn and Turner	32 52			32 52		81 68	26 15
Augusta, Winthrop and Gardiner.....	9,391 35	1,368 49	384 33	11,144 17	758 48	169 54	3,141 19
Bangor and Northern Railroad.....	326 38	452 29	773 60	1,552 27	56 09	347 77	679 69
Bangor Railway and Electric Company.....	6,948 77	2,322 83	427 65	9,699 25	1,486 89	17,198 82	7,046 78
Benton and Fairfield	786 63	53 50	8 00	848 13		1,195 02	1,609 41
Biddeford & Saco Railroad	2,134 86	87 55	250 96	3,273 37	642 42	194 70	977 91
Calais Street	2,616 36	134 45	32 74	2,783 55	367 21	77 83	521 53
Fryeburg Horse.....							
Lewiston, Brunswick and Bath Street	20,586 29	4,008 32	517 31	25,111 92	1980 44		15,439 68
Norway and Paris Street.....	613 90	171 73	64 77	850 40			471 35
Portland and Brunswick Street.....	1,884 64	804 03	282 65	2,971 32	1655 03		1,846 19
Penobscot Central Railroad	10 00	1 40		11 40			9 50
Portland Railroad	27,079 07	10,228 91	4,446 74	41,754 72	1,462 82	714 40	41,918 33
Portsmouth, Dover and York Street.....	3,806 72	1,103 72	192 63	5,103 07	302 98	62 49	2,349 11
Rockland, Thomaston and Camden Street.....	8,160 01	1,969 31	389 04	10,518 36	572 32	247 31	3,645 91
Somerset Traction Company.....	1,794 85	393 62		2,188 47			316 70
Waterville and Fairfield	3,418 61		54 55	3,473 16			*1,259 15
Waterville and Oakland Street.....	989 08	346 98		1,336 06		48 75	1,659 45
Total	\$96,896 42	\$28,710 08	\$8,530 60	\$134,137 10	\$8,684 78	\$10,549 87	\$89,347 04

† Includes maintenance of electric plant.

‡ Includes maintenance of water power plant.

* Covers electric equipment of cars.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1906—Continued.						
	32—Maintenance of electric equipment of cars.	33—Maintenance of miscellaneous equipment.	34—Miscellaneous shop expenses.	35—Total maintenance of equipment.	36—Power plant wages.	37—Fuel for power.	38—Water for power.
Atlantic Shore Line	\$5,623 32	\$280 24	\$410 19	\$14,354 42	\$7,854 78	\$5,745 63	\$384 82
Auburn and Turner				107 83	982 58		
Augusta, Winthrop and Gardiner				4,069 21	4,408 79	11,780 84	
Bangor and Northern Railroad	790 86	52 33	20 67	1,947 41	220 80		
Bangor Railway and Electric Company	6,171 84	1,260 48	1,414 76	21,579 57	6,609 62	4,434 56	
Benton and Fairfield		63 00		2,867 43			
Biddeford and Saco Railroad	1,537 18	120 48		3,472 69	3,488 23	13,093 09	742 25
Calais Street	1,263 76	99 44	154 36	2,484 13	966 75	4,821 88	150 00
Fryeburg Horse Railroad							
Lewiston, Brunswick and Bath Street	12,779 15			29,199 27	6,423 44	645 52	110 31
Norway and Paris Street				471 35			
Portland and Brunswick Street	2,299 35			4,800 57	2,548 73	4,468 13	
Penobscot Central Railroad	1 92	1 45	12 73	25 60	163 60	370 38	
Portland Railroad	16,632 91	116 80	761 13	61,606 39	18,077 95	74,157 91	3,872 95
Portsmouth, Dover and York Street	1,945 08	135 77	330 48	5,125 91	1,971 92	4,467 11	
Rockland, Thomaston and Camden Street	1,242 46		209 62	5,917 62	3,629 01	6,890 94	601 19
Somerset Traction Company	801 89	89 27	23 27	1,231 13			
Waterville and Fairfield			1,558 62	2,817 77	3,073 57	886 90	
Waterville and Oakland Street	1,469 00			3,177 20	122 50	*186 26	
Total	\$52,558 72	\$2,219 26	\$4,895 83	\$168,255 50	\$60,542 27	\$131,949 15	\$5,861 52

* Storage battery.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1906 -Continued.						
	39—Lubricants and waste for power plant.	40—Miscellaneous supplies and expenses of power plant.	41—Hired power.	42—Total operation of power plant.	43—Superintendence of transportation.	44—Wages of conductors.	45—Wages of motormen.
Atlantic Shore Line	\$297 40	\$214 84	‡\$16,288 47	‡\$30,785 94	\$1,999 87	\$10,145 22	\$10,145 23
Auburn and Turner			3,479 30	4,461 83		1,072 15	906 96
Augusta, Wintrop and Gardiner	282 10	124 96		16,596 69		6,961 90	6,961 90
Bangor & Northern Railroad			3,298 29	3,519 09	354 72	965 30	975 19
Bangor Railway and Electric Company	224 19	411 64		11,680 01	3,025 71	18,539 55	18,525 40
Benton and Fairfield	45 92	2 79		48 71	201 54	‡3,430 10	
Biddeford & Saco Railroad	365 55	110 59		17,799 71		6,034 00	6,056 03
Calais Street	125 54	36 60		6,100 77	355 00		2,626 50
Fryeburg Horse Railroad							
Lewiston, Brunswick and Bath Street		324 62	28,714 45	36,218 34	2,580 09	20,471 21	21,174 63
Norway and Paris Street			*325 26	325 26		909 46	909 46
Portland and Brunswick Street	172 20	524 39	3,468 32	11,181 77		2,780 85	2,780 85
Penobscot Central Railroad	7 40	25 98	32 49	599 85		148 75	148 75
Portland Railroad	1,736 66	762 02	8,000 02	106,607 51	6,723 71	86,790 75	87,897 41
Portsmouth, Dover and York Street	160 17	46 30	8,860 14	15,505 64		\$12,035 78	
Rockland, Thomaston and Camden Street	269 37	451 44		11,841 95	1,200 00	8,376 57	8,354 70
Somerset Traction Company			2,266 70	2,266 70		1,596 32	1,596 33
Waterville and Fairfield	170 35	4,148 24	‡‡3,704 01	11,983 07		1,773 03	1,773 04
Waterville and Oakland Street	42 00	200 16	3,988 25	4,539 17		2,563 84	2,563 85
Total	\$3,898 85	\$7,384 57	\$82,425 70	\$292,062 06	\$16,740 64	\$187,282 13	\$173,396 23

* Cost of power.

† Covers wages of motormen.

‡ Includes \$9,507.86 for freight expense.

‡‡ Includes \$2,304.02 for machinery.

§ Includes wages of motormen and United States mail employes.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1906—Continued.						
	46—Wages of miscellaneous car service employes.	47—Wages of car house employes.	48—Car service supplies.	49—Miscellaneous car service expenses.	50—Hired equipment.	51—Cleaning and sanding track.	52—Removal of snow and ice.
Atlantic Shore Line	\$1,337 31	\$4,623 56	\$1,141 31	\$1,231 49	†\$242 17	\$500 88	\$1,022 54
Auburn and Turner	26 83	9 00				18 01	54 77
Augusta, Winthrop and Gardiner	*1,023 37	3,278 91		2,649 17	†730 00		823 52
Bangor and Northern Railroad	2,721 25	105 25	70 26	327 75			324 67
Bangor Railway and Electric Company	4,300 38	3,428 26	1,115 55	2,200 76		1,239 17	1,693 53
Benton and Fairfield							98 95
Biddeford and Saco Railroad		1,230 35	286 96	50		157 73	178 68
Calais Street		1,501 75	16 80				324 60
Lewiston, Brunswick and Bath Street		5,393 89	1,243 57			1,289 93	1,249 90
Norway and Paris Street		429 52		187 63			117 30
Portland and Brunswick Street	253 76	340 78		10 50			213 44
Penobscot Central Railroad	44 00	52 00	5 00	20 00		136 50	
Portland Railroad		18,582 88	2,333 50	5,701 39		7,985 21	5,794 70
Portsmouth, Dover and York Street	264 55	1,345 24	202 04	685 00		717 11	335 60
Rockland, Thomaston and Camden Street	152 45	2,886 84	428 13			† 4,776 61	879 62
Somerset Traction Company		801 50	48 52	175 50		55 94	150 71
Waterville and Fairfield		2,491 30			2,332 00		47 37
Waterville and Oakland Street		390 72	381 63				239 13
Total	\$10,123 90	\$46,891 75	\$7,273 27	\$13,189 69	\$3,305 17	\$16,877 09	\$13,549 03

* Express car wages. † Cleaning cars and watchman's wages. ‡ Includes cost of operating freight department. †† Mail car employes.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1906—Continued.						
	53—Total operation of cars.	54—Salaries of general officers.	55—Salaries of clerks.	56—Print- ing and stationery.	57—Miscel- laneous office expenses.	58—Stores expenses.	59—Stable expenses.
Atlantic Shore Line	\$32,390 58	3,345 80	\$3,398 10		†\$1,071 76		
Auburn and Turner	2,087 72	1,077 89	84 67	8 60	16 01		
Augusta, Winthrop and Gardiner	22,428 77	*2,385 71			†500 00		
Bangor and Northern Railroad	5,844 39	187 51	154 79	||240 40		\$2 20	
Bangor Railway and Electric Company	54,068 31	6,719 34	2,499 82	713 71	1,283 16	494 05	\$282 31
Benton and Fairfield	3,730 59			5 75			
Biddeford and Saco Railroad	13,944 25	2,400 00		88 20			126 83
Calais Street	7,512 00	1,845 00	158 00	30 03	122 36		
Fryeburg Horse Railroad							
Lewiston, Brunswick and Bath Street	53,703 22	2,925 00	2,429 44	127 83		1339 36	\$720 95
Norway and Paris Street	2,553 37	*499 87		34 15			
Portland and Brunswick Street	6,380 18	**1,555 67			23 72		
Penobscot Central Railroad	555 00	113 30	24 00	12 24	16 52		
Portland Railroad	221,809 55	**17,156 22		439 94	964 32		6,367 99
Portsmouth, Dover and York Street	15,585 32	1,458 31	903 44	||141 91			
Rockland, Thomaston and Camden Street	27,054 92	966 84	915 72	319 64			
Somerset Traction Company	4,424 82	953 30	117 77	37 85	104 18		
Waterville and Fairfield	8,416 74	1,693 75	764 36		334 65		
Waterville and Oakland Street	6,139 17	1,247 75		||612 20			
Total	\$488,628 90	46,531 26	11,450 71	2,812 45	\$4,436 68	\$835 61	\$7,498 08

* Includes clerks.

† Includes stationery and printing.

‡ Hauling freight.

\$ Mast signal.

** Includes clerk.

|| Includes miscellaneous office expenses.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1906—Continued.							67—Insur- ance.
	60—Adver- tising and attractions.	61—Miscel- laneous general expenses.	62—Dama- ges.	63—Legal expenses in connection with damages.	64—Miscel- laneous legal expenses.	65—Rent of land and buildings.	66—Rent of tracks and terminals.	
Atlantic Shore Line.....	\$2,178 77	\$5,449 79	\$941 15	\$639 35	.....	\$125 00	\$160 00	\$2,231 09
Auburn and Turner.....	.....	30 37	.....	.....	.....	.....	581 19	373 33
Augusta, Winthrop and Gardiner.....	.....	1,879 29	*700 00	.....	.....	.....	.....	2,351 07
Bangor and Northern Railroad.....	118 93	290 58	72 00	.....	\$43 90	12 51	254 03	392 40
Bangor Railway and Electric Company...	5,314 99	2,517 98	5,538 97	.....	187 17	1,463 23	.....	3,010 09
Benton and Fairfield.....	.....	4 70	300 00	.....	253 00	5 00	50 00	54 04
Biddeford and Saco Railroad.....	93 25	720 06	167 00	231 08	.....	36 00	.....	1,422 85
Calais Street.....	.....	227 97	7 00	500 00	500 00	.....	.....	865 21
Fryeburg Horse Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Brunswick and Bath Street.....	.....	4,484 41	1,946 49	.....	438 97	1,989 46	†497 99	3,990 68
Norway and Paris Street.....	.....	153 50	.....	.....	.....	.....	.....	70 32
Portland and Brunswick Street.....	92 70	283 70	.....	.....	.....	396 66	.....	1,010 61
Penobscot Central Railroad.....	.....	9 15	.....	.....	.....	.....	37 64	4 50
Portland Railroad.....	14,673 71	8,931 47	23,984 42	2,770 08	750 00	4,340 02	4,000 00	8,059 95
Portsmouth, Dover and York Street.....	269 47	†8,988 72	‡3,100 00	.....	.....	212 00	||214 00	1,581 15
Rockland, Thomaston and Camden Street.....	206 66	1,420 22	.....	†2,000 00	.....	.....	.....	924 80
Somerset Traction Company.....	598 32	282 02	166 15	.....	.....	199 92	.....	352 26
Waterville and Fairfield.....	.....	462 82	3 25	.....	410 32	.....	.....	1,038 70
Waterville and Oakland Street.....	330 53	98 95	.....	.....	57 80	.....	400 00	1,237 10
Total.....	\$23,877 33	\$36,235 70	\$36,926 43	\$6,140 51	\$2,641 16	\$3,779 80	\$6,194 76	\$28,940 15

* Park expenses. † Rent of car. ‡ Includes damages and legal expenses therewith. || Maintenance of B. and Me. R. R. crossing.
 § Includes maintenance of ferry, \$4,763.81. ¶ Includes maintenance and operation of ferry, \$8,313.44.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1906—Continued.							
	68—Total general expenses.	69—Total operating expenses.	70—Per cent to earnings from operation.	71—Taxes, interest and other charges.	72—Reserves and special charges.	73—Dividends paid.	74—Rate.	75—Gross expenditures.
Atlantic Shore Line.....	\$19,540 81	\$108,556 71	60.00	\$60,176 3s	.....	\$17,100 00	.....	\$185,833 09
Auburn and Turner.....	2,171 97	8,861 92	61.70	3,125 00	.....	.....	.....	11,986 92
Augusta, Winthrop and Gardiner.....	7,816 07	62,054 91	59.90	23,009 56	.....	6,000 00	2	91,064 47
Bangor and Northern Railroad.....	1,739 25	14,602 41	70.40	2,143 70	.....	.....	.....	16,746 11
Bangor Railway and Electric Company.....	30,024 82	130,051 96	56.10	91,300 19	\$18,003 78	56,198 40	5	295,554 33
Benton and Fairfield.....	672 49	8,167 35	79.00	66 40	.....	.....	.....	8,233 75
Biddeford and Saco Railroad.....	5,285 27	43,775 29	69.00	7,298 09	.....	4,000 00	4	55,073 38
Calais Street.....	4,255 57	23,136 02	79.00	5,564 49	.....	.....	.....	28,700 51
Fryeburg Horse Railroad.....	.....	.....	.....	237 05	.....	.....	.....	237 05
Lewiston, Brunswick and Bath Street.....	19,890 58	164,123 33	66.82	70,903 54	5,000 00	.....	.....	240,026 87
Norway and Paris Street.....	757 84	4,958 22	52.30	5,986 32	.....	.....	.....	10,944 54
Portland and Brunswick Street.....	3,363 06	28,696 90	80.00	12,668 09	.....	.....	.....	41,364 99
Penobscot Central Railroad.....	217 35	1,409 20	52.19	28 20	.....	.....	.....	1,437 40
Portland Railroad.....	92,438 12	524,216 29	72.00	109,653 36	.....	59,937 00	3	693,506 65
Portsmouth, Dover and York Street.....	*16,869 00	58,188 94	56.21	21,866 90	.....	.....	.....	80,055 84
Rockland, Thomaston and Camden Street.....	6,753 88	62,086 73	58.56	43,261 50	.....	20,000 00	5	125,348 23
Somerset Traction Company.....	2,811 77	12,922 89	60.00	6,849 50	.....	.....	.....	19,772 39
Waterville and Fairfield.....	4,708 45	31,399 19	85.50	8,979 29	.....	.....	.....	40,378 48
Waterville and Oakland Street.....	3,984 33	19,175 93	64.00	6,786 85	.....	.....	.....	25,962 78
Total.....	\$223,300 63	\$1,306,384 19	.....	\$479,904 41	\$23,003 78	\$163,235 40	.....	\$1,972,527 78

*I includes \$8,313.44, maintenance of operations of ferry.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	CONDENSED EXHIBIT FOR THE YEAR.							
	76—Net earnings from operations.	77—All other income.	78—Gross income less operating expenses.	79—Taxes, interest and other charges.	80—Net income.	81—Reserves and special charges.	82—Dividends declared.	83—Surplus for the year
Atlantic Shore Line	\$71,839 68	\$3,107 89	\$74,947 57	\$60,176 38	\$14,771 19		\$17,100 00	
Auburn and Turner.....	5,488 81		5,488 81	3,125 00	2,363 81			\$2,363 81
Augusta, Winthrop and Gardiner	41,426 82	114 51	41,541 33	23,009 56	18,531 77		6,000 00	12,531 77
Bangor and Northern Railroad	6,113 45		6,113 45	2,143 70	3,969 75			3,969 75
Bangor Railway and Electric Company	95,000 20	78,557 13	173,557 33	91,300 19	82,257 14	18,003 78	56,198 40	8,054 96
Benton and Fairfield	2,018 27		2,018 27	66 40	1,951 87			1,951 87
Biddeford and Saco Railroad	19,714 69		19,714 69	7,238 08	12,416 60		4,000 00	8,416 60
Calais Street.....	5,963 38		5,963 38	5,564 49	398 89			398 89
Fryeburg Horse Railroad	200 00		200 00	237 05	137 05			
Lewiston, Brunswick and Bath Street.....	81,559 91	8,659 35	90,219 26	70,903 54	19,315 72	5,000 00		14,315 72
Norway and Paris Street.....	4,537 48	4,431 41	8,968 89	5,986 32	2,982 57			2,982 57
Portland and Brunswick Street	7,174 40	7,500 00	14,674 40	12,668 09	2,006 31			2,006 31
Penobscot Central Railroad	1,077 81	213 45	1,290 76	28 20	1,262 56			1,262 56
Portland Railroad.....	203,738 51	25 00	203,763 51	109,633 36	94,110 15		59,937 00	34,173 15
Portsmouth, Dover and York Street.....	45,323 73		45,323 73	21,896 90	23,456 83			*23,456 83
Rockland, Thomaston and Camden Street.....	43,928 56	28,136 51	72,064 87	43,261 50	28,803 37		20,000 00	8,803 37
Somerset Traction Company	8,513 98		8,513 98	6,849 50	1,664 48			1,664 48
Waterville and Fairfield	5,314 34	2,849 74	8,164 08	8,979 29	†815 21			
Waterville and Oakland Street	10,359 42	1,360 60	11,720 02	6,786 85	4,933 17			4,933 17
Total	\$659,292 94	\$134,955 39	\$794,248 33	\$479,904 41	\$314,343 92	\$23,003 78	\$163,235 40	\$131,285 81

* Seven months operations, ending January 31, 1906. † Deficit.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	CONDENSED EXHIBIT FOR THE YEAR—Continued.						
	84—Deficit for the year.	85—Surplus June 30, 1905.	86—Deficit June 30, 1905	87—Credits during year.	88—Debits during year.	89—Surplus June 30, 1906.	90—Deficit June 30, 1906.
Atlantic Shore Line	\$2,328 81	\$8,312 11				\$5,983 30	
Auburn and Turner						2,363 81	
Augusta, Winthrop and Gardiner		\$31,804 40				44,336 17	
Bangor and Northern Railroad						3,969 75	
Bangor Railway and Electric Company						8,054 96	
Benton and Fairfield			\$2,664 21				\$712 34
Biddeford and Saco Railroad		33 39			8,000 00	449 99	
Calais Street			12,450 00				12,051 11
Fryeburg Horse Railroad	37 05	11 45		\$25 60			
Lewiston, Brunswick and Bath Street			713 81	700 78	1,150 02	13,152 67	
Norway and Paris Street			1,029 08			1,953 49	
Portland and Brunswick Street		4,703 32				6,709 63	
Penobscot Central Railroad			147,562 09				146,299 53
Portland Railroad		92,437 09				126,610 24	
Portsmouth, Dover and York Street		46,983 76				70,440 59	
Rockland, Thomaston and Camden Street		9,368 10				18,171 47	
Somerset Traction Company		10,126 53				11,791 01	
Waterville and Fairfield	815 21		16,931 41		1,276 87		19,023 49
Waterville and Oakland Street		6,745 61				11,678 78	
Total	\$3,181 07	\$210,525 76	\$181,350 60	\$726 38	\$10,426 89	\$325,665 86	\$178,086 47

Tabulated Statements from Reports of Street Railway Companies—Concluded.

Street Railways.	ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1906.						
	91—To passengers.	92—To employees.	93—To other persons.	94—Fatal.	95—Not fatal.	96—Total.	97—Total during preceding year.
Atlantic Shore Line							
Auburn and Turner							
Augusta, Winthrop and Gardiner							3
Bangor and Northern Railroad	2		1		3	3	
Bangor Railway and Electric Company	9	2	2	2	11	13	*12
Benton and Fairfield							1
Biddeford and Saco Railroad			3	1	2	3	1
Calais Street							
Fryeburg Horse Railroad							
Lewiston, Brunswick and Bath Street	3				3	3	4
Norway and Paris Street							
Portland and Brunswick Street							
Penobscot Central Railroad							
Portland Railroad	25	4	2	3	28	31	64
Portsmouth, Dover and York Street			1	1		1	2
Rockland, Thomaston and Camden Street							
Somerset Traction Company	1				1	1	1
Waterville and Fairfield							
Waterville and Oakland Street							
Total	40	6	9	7	48	55	88

* Same lines.

RAILROAD COMMISSIONERS' REPORT.

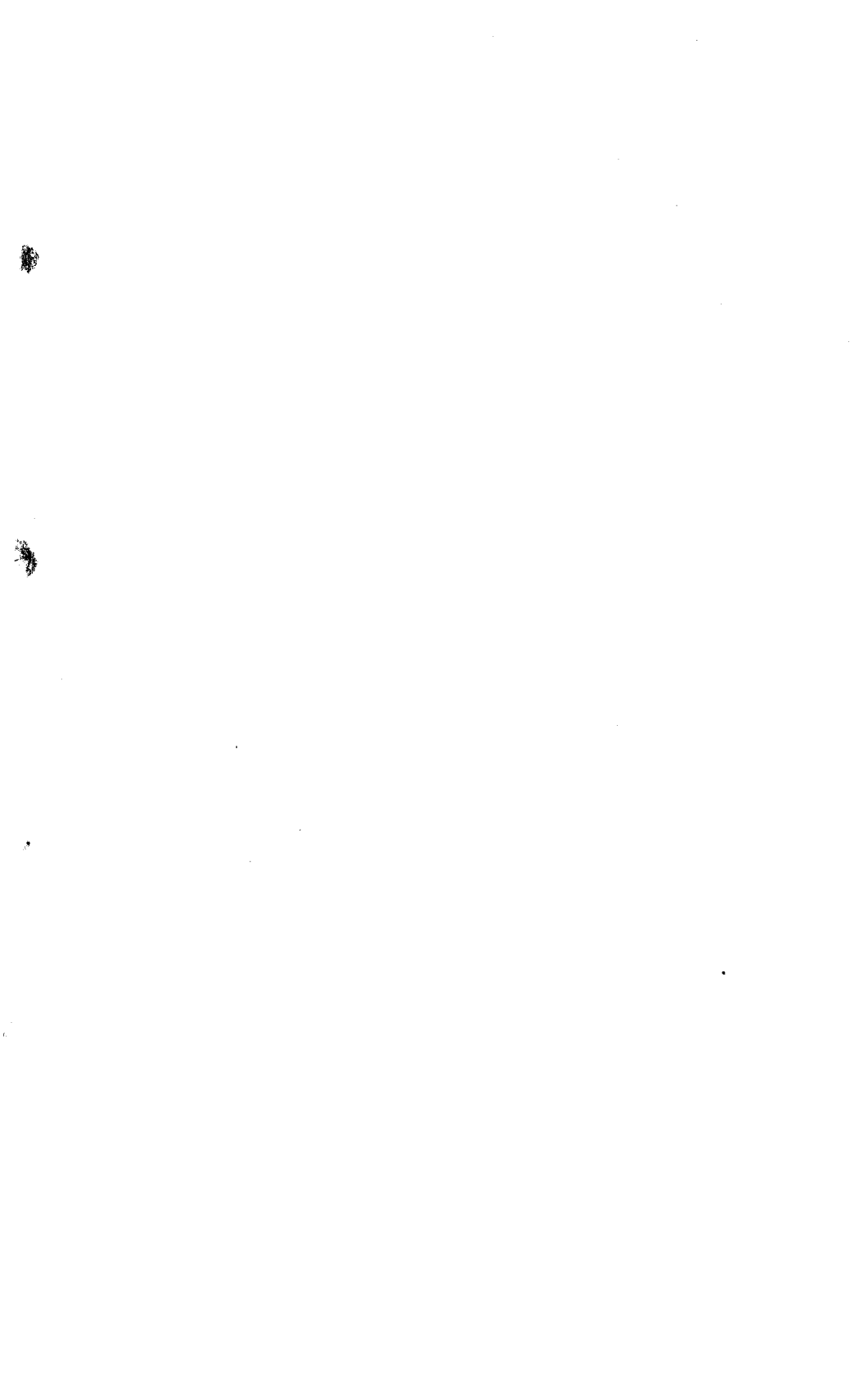


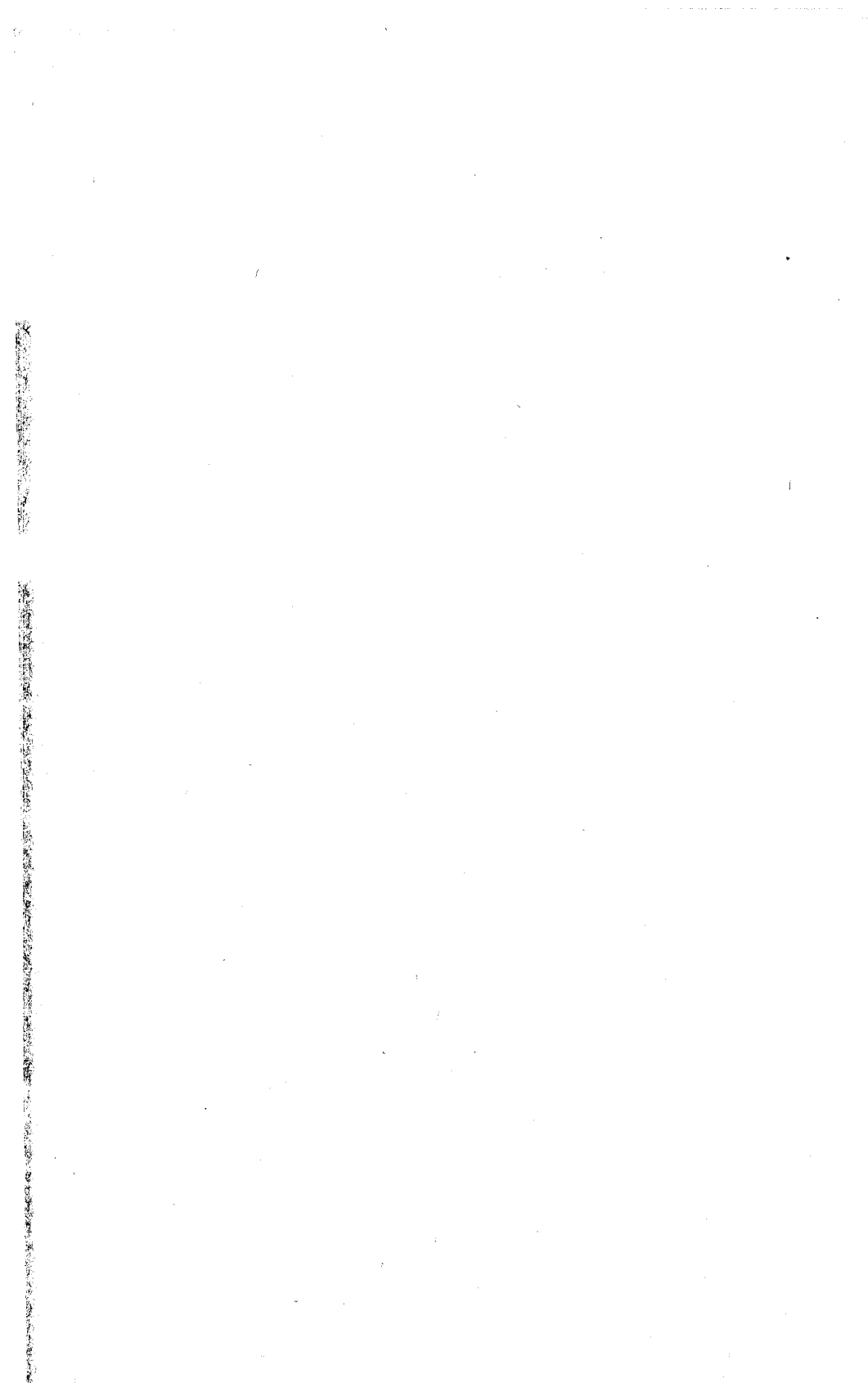
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PETITIONS AND DECISIONS OF THE BOARD.

Petition of the Selectmen of Falmouth for gates near West Falmouth Station, on Maine Central Railroad, and decision of the Board. Approved November 30, 1905.

To the Honorable Board of Railroad Commissioners of Maine:

We, the undersigned municipal officers of Falmouth in the county of Cumberland and State of Maine, respectfully represent that the highway at the crossing of the Maine Central Railroad, easterly from West Falmouth station, is dangerous and unsafe for public travel, and having made application in writing to said corporation to erect gates at said crossing and to employ a person to open and close the same, and the said corporation having refused to grant our request, we therefore pray your Honorable Board, after due notice and hearing, to decide upon the reasonableness of our request and to take such action as the statutes provide.

Frank B. Blanchard,
Algernon Bowie,
Roland S. York,
Selectmen of Falmouth.

Falmouth, December 5, 1904.

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 Friday the sixth day of January, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad, West Falmouth, 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, Portland, Maine, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,
For the Board of Railroad Commissioners of Maine.
Dated this 16th day of December, 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 decide that the request of the municipal officers is reasonable, that we believe that automatic signals are only necessary, and we hereby decide that the Maine Central Railroad Company shall install and maintain automatic signals at said crossing.

Dated at Augusta, this November 30, A. D. 1905.

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

Petition of the Portland and Brunswick Extension Railway for the approval of Articles of Association. Approved December 6, 1905.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad in and through Yarmouth, Cumberland, Falmouth and Portland, to be known by the name of Portland and Brunswick Extension Railway, hereby respectfully request that your Honorable Board will approve the articles of association of said company hereto annexed, and that you will indorse said approval in writing upon said articles.

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

(Signed)

E. J. Lawrence,
A. B. Page,
S. A. Nye,
Amos F. Gerald,
Cyrus W. Davis.

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

The name of the company shall be Portland and Brunswick Extension Railway.

The gauge of the road is four (4) feet and eight and one-half (8½) inches.

The places, cities and towns, through which, in which and to which the road is to be constructed, maintained and operated are the towns of Yarmouth, Cumberland and Falmouth and the city of Portland.

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

The amount of capital stock is forty-eight thousand dollars.

The number of shares of which said stock shall consist shall be four hundred and eighty.

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

We severally agree each to take the number of shares set against our respective names in the foregoing capital stock in token of our assent to the foregoing provisions, and have hereunto subscribed our names this 27th day of November, A. D. 1905.

Signed, E. J. Lawrence, Fairfield, Me., 80 shares; A. B. Page, Fairfield, Me., 80 shares; S. A. Nye, Fairfield, Me., 80 shares; Amos F. Gerald, Fairfield, Me., 80 shares; Cyrus W. Davis, Waterville, Me., 160 shares. Total, 480 shares.

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

Dated this 27th day of November, A. D. 1905.

(Signed)

E. J. Lawrence,
A. B. Page,
S. A. Nye,
Amos F. Gerald,
Cyrus W. Davis.

STATE OF MAINE.

Kennebec ss. November 27, A. D. 1905.

Personally appeared E. J. Lawrence, S. A. Nye, Amos F. Gerald, and Cyrus W. Davis, and severally made oath to the foregoing statements by them subscribed as true.

Before me,
(Signed) H. M. HEATH, Justice of the Peace.

STATE OF MAINE.

Kennebec ss. December 2, 1905.

Personally appeared A. B. Page and made oath to the foregoing statement by him subscribed as true.

Before me,
(Signed) CHARLES F. JOHNSON, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

In the within articles of association of the Portland and Brunswick Extension Railway all the provisions of sections two and three of chapter 53, of the Revised Statutes of Maine, having been complied with, we hereby endorse upon said articles of association a certificate of such fact and we hereby approve of said articles in writing.

Dated at Augusta this 6th day of December, A. D. 1905.

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

Petition of the Maine Central Railroad Company for the approval of location of a branch railroad track, and crossing highway, Cumberland Junction, to mill of John H. True, and decision of the Board. Approved December 28, 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 Cumberland Junction, in the town of Cumberland in the county of Cumberland, in said State of Maine extending from a point in its side track about one hundred and sixty-nine (169) feet westwardly from westerly end of its freight house to grain mill of John H. True in said Cumberland Junction.

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

The center line of said location commences at a stake in the center of the freight house track at said Cumberland Junction which stake is situated sixty-seven (67) feet eastwardly, measured along said freight house track, from the centre line of the stone cattle pass which extends under railroad tracks next westerly of the Range road, (so called), said stake being also situated twenty-eight and five-tenths (28.5) feet southerly, measured at right angles, from the centre line of the east bound main track of said railroad company; running thence eastwardly on a curve to the right, or southerly, of six hundred two and seven-tenths (602.7) feet radius, a distance of seventy-five and seven-tenths (75.7) feet to a stake marked 0+75.7; thence on a curve to the right, or southerly, of five hundred seventy-three and seven-tenths (573.7) feet radius, a distance of one hundred fifty-six and five-tenths (156.5) feet to a stake marked 2+32.2; thence on a curve to the left, or northerly, of five hundred seventy-three and seven-tenths (573.7) feet radius, a distance of two hundred and nineteen (219) feet to a stake marked 4+51.2 which stake is one hundred thirty-three and nine-tenths

(133.9) feet southerly measured at right angles, from the center of the aforesaid east bound main track; thence north fifty-six degrees twenty minutes east (N. $56^{\circ} 20' E.$) on a tangent to said curve, a distance of two hundred eight and eight-tenths (208.8) feet to a stake marked 6+60.

This location is to cover a width of six (6) feet on each side of said 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 highway in said Cumberland Junction called "the County Road to Portland" which said location and said highway are shown on the plan attached hereto, dated December 12, 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, December 15, 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 five days before Thursday the twenty-eighth day of December, 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 Cumberland Junction 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 Cum-

berland county, also to the municipal officers of the town of Cumberland five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this nineteenth day of December, 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. White & Carter appeared for the petitioners.

The selectmen of Cumberland 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 Cumberland Junction may be made at grade as prayed for after the grade of said highway has been raised one foot.

Permission is hereby granted to said Maine Central Railroad Company to raise the grade of said highway.

Said Maine Central Railroad Company shall construct and maintain said crossing at its own expense.

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

Suitable provision shall be made for surface drainage.

Dated at Augusta this 28th day of December, A. D. 1905.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Municipal Officers of Ellsworth for approval of a highway crossing the Maine Central Railroad, and decision of the Board. Approved January 18, 1906.

To the Railroad Commissioners of the State of Maine:

Respectfully represents, the undersigned, the municipal officers of the city of Ellsworth, Maine, that on the thirtieth day of September, 1905, the mayor and aldermen of the said city of Ellsworth, did locate and lay out a town or city way, in said Ellsworth, between two terminal points, the first terminal point being on land of Charles Dunham, near the junction of the Boggy Brook road, so called, and the Bangor road, which said terminal point is more particularly described as being seventy-three feet southwesterly from the center line of location of the Maine Central Railroad and three hundred seventy-five feet northwest from the center of the cattle pass under said railroad, and the other terminal point thereof being in the center of the Mariaville road, so called, at a sharp bend thereof on the western side of Union river and about two thousand feet westerly of Brimmer's bridge, so called.

That said town or city way, so located, and laid out, is laid out across and over the railroad track of the Maine Central Railroad at a point on said railroad track about three hundred seventy-five feet northwest from the center of the cattle pass under said railroad.

Wherefore they make this their application to you, the said Railroad Commissioners, asking that you, after notice and hearing, in the premises, will 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 by whom the expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne.

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

A. C. Hagerthy, Mayor.

Frank R. Moore,

O. W. Tripp,

A. W. Austin,

J. W. McCarthy,

Geo. W. Patten,

Aldermen.

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 Tuesday the sixteenth day of January, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad at Ellsworth at eleven 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, four days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 9th day of January, A. D. 1906.

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 given in said order, and gave a hearing to parties interested.

Mayor, A. C. Hagerthy, Street Commissioner George F. Newman and Aldermen Frank R. Moore, O. W. Tripp and A. W. Austin appeared for the petitioners.

No one appeared in opposition.

We hereby decree that said highway shall be permitted to cross the track of the Maine Central Railroad at grade. The gradients of the approaches on either side shall not be steeper than one foot in twenty.

Said railroad company shall construct and maintain said crossing within its right of way, and make suitable provision for surface drainage; and all the expense of construction and maintenance of said crossing within its right of way shall be borne by the said Maine Central Railroad Company.

Dated at Augusta, this eighteenth day of January, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

WASHINGTON COUNTY 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 branch railroad track of the Washington County Railway Company at Sprague's Falls, to the paper mill of the St. Croix Paper Company, from station 0 to station 53, the location of which was approved July 6, 1905, hereby certify that we have found the same so constructed as to be safe for public travel; we also made a careful inspection of the deviation in the line of the Princeton branch of said railway company at Sprague's Falls, as shown by the location approved by us July 6, 1905, and hereby certify that we found the same so constructed as to be safe for public travel.

Dated at Augusta this 30th day of January, A. D. 1906.

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 an extension of the Somerset Railway from Dead Water to Landers' Siding, a distance of eleven and one-half miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 8th day of February, A. D. 1906.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

Petition of the Augusta, Oakland & Waterville Street Railway for the approval of Articles of Association. Approved February 23, 1906.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad in and through the towns of Oakland and Sidney and the city of Augusta hereby respectfully request, that your Honorable Body will approve the articles of association of said company hereto annexed, and that you will endorse your approval in writing upon said articles.

Dated at Waterville this seventeenth day of February, A. D. 1906.

Edward J. Lawrence,
Cyrus W. Davis,
Amos F. Gerald,
Stephen A. Nye,
Ralph M. Gilmore.

Know all men by these presents, that we, Edward J. Lawrence of Fairfield in the county of Somerset, Stephen A. Nye of Fairfield in the county of Somerset, Amos F. Gerald of Fairfield in the county of Somerset, Cyrus W. Davis of Waterville in the county of Kennebec, and Ralph M. Gilmore of Waterville in the county of Kennebec, all of whom are residents of the State of Maine, do hereby associate ourselves together to form a company for the purpose of constructing, maintaining and operating by electricity or compressed air, a street railroad for public use for street traffic and for the conveyance of persons and property, and for these purposes, do agree as follows:

The name of the company shall be Augusta, Oakland & Waterville Street Railway.

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

The places, cities and towns through which, in which and to which the road is to be constructed, maintained and operated, are the towns of Oakland and Sidney, and in the city of Augusta, Maine.

The length of the road as nearly as may be will be eighteen miles. The amount of capital stock is seventy-five thousand dollars. The number of shares in which said stock shall be issued, shall be seven hundred and fifty (750).

We the undersigned, Edward J. Lawrence of Fairfield, county of Somerset; Stephen A. Nye of Fairfield, county of Somerset; Amos F. Gerald of Fairfield, county of Somerset; Cyrus W. Davis of Waterville, county of Kennebec and Ralph M. Gilmore of Waterville, county of Kennebec, all of whom are residents of this State shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

Stephen A. Nye,
Amos F. Gerald,
Edward J. Lawrence,
Cyrus W. Davis,
Ralph M. Gilmore.

We severally agree to take the number of shares set against our respective names in the foregoing capital stock, in token of our assent to the foregoing provisions, and have hereunto subscribe our names on this seventeenth day of February, A. D. 1906.

Edward J. Lawrence, 150 shares; Cyrus W. Davis, 150 shares; Amos F. Gerald, 150 shares; Stephen A. Nye, 150 shares; Ralph M. Gilmore, 150 shares.

We, the undersigned, Edward J. Lawrence, Stephen A. Nye, Amos F. Gerald, Cyrus W. Davis, and Ralph M. Gilmore, named as directors in the said articles of association of the foregoing Augusta, Oakland & Waterville Street Railway, on oath depose and say that seven hundred and fifty shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties, and that five per cent has been paid thereon in cash to them as directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit they make by endorsing the same on the said articles as required by the general laws of the State of Maine.

Dated this seventeenth day of February, A. D. 1906.

Edward J. Lawrence,
Cyrus W. Davis,
Amos F. Gerald,
Stephen A. Nye,
Ralph M. Gilmore.

STATE OF MAINE.

Kennebec ss.

February 17, 1906.

Personally appeared Cyrus W. Davis and Ralph M. Gilmore and severally made oath to the foregoing statements by them subscribed as true.

Before me,
DENNIS E. BOWMAN, Justice of the Peace.

STATE OF MAINE.

Kennebec ss.

February 17, 1906.

Personally appeared Edward J. Lawrence, Stephen A. Nye and Amos F. Gerald and severally made oath to the foregoing statements by them subscribed as true.

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

STATE OF MAINE.

In Board of Railroad Commissioners.

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, Oakland & Waterville Street Railway.

Dated at Augusta this 23d day of February, A. D. 1906.

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

Petition of the Fairfield & Shawmut Railway for the approval of location and decision of the Board. Approved March 1, 1906.

To the Honorable Board of Railroad Commissioners:

The Fairfield & Shawmut Railway respectfully represents that it is a corporation organized under chapter 268 of the Public Laws of 1893 and acts additional thereto and amendatory thereof, and that it desires to begin the construction of its road when your Honorable Board shall approve the same as required by law.

Your petitioner herewith presents to your Honorable Board a petition for the approval of its location, defining its courses, distances and boundaries, accompanied with a map of the proposed route on an appropriate scale, with a written approval of the proposed route and location as to streets, roads or ways by the municipal officers of the town of Fairfield in which said railway is to be wholly constructed, and with a report and estimate prepared by John A. Jones, a skillful engineer.

SHAWMUT RAILWAY.

Beginning at a spike driven at the intersection of the center line of the Waterville and Fairfield Railway, and the center line of the Benton and Fairfield Railway, said spike being numbered station 0 on the map of location; thence northerly by a curve to the left of 610 feet radius 390 feet to station 3+90; thence N. 3° 30' E. 907 feet to station 12+97; thence by a curve to the right of 1,000 feet radius 403 feet to station 17; thence N. 26° 30' E. 828 feet to station 25+28; thence by a curve to the left of 2,000 feet radius 139 feet to station 26+67; thence N. 22° 30' E. 780 feet to station 34+47; thence by a curve to the left of 800 feet radius 298 feet to station 37+45; thence N. 1° E. 951 feet to station 46+96; thence by a curve to the left of 2,000 feet radius 196 feet to station 48+92; thence N. 4° W. 477 feet to station 53+79; thence by a curve to the left of 890 feet radius 248 feet to station 56+17; thence by a curve to the right of 850 feet radius 594 feet to station 62+11; thence by a curve to the right of 1,700 feet radius 298 feet to station 65+9; thence by a curve to the left of 1,370 feet radius 298 feet to station 68+7; thence N. 19° 30' E. 575 feet to station 73+82;

thence by a curve to the right of 2,000 feet radius 347 feet to station 77+29; thence N. 29° 30' E. 925 feet to station 86+54; thence by a curve to the right of 1,000 feet radius 198 feet to station 88+52; thence N. 42° E. 2,413 feet to station 112+65; thence by a curve to the left of 2,000 feet radius 174 feet to station 114+39; thence N. 37° E. 513 feet to station 119+52; thence by a curve to the left of 750 feet radius 178 feet to station 121+30; thence N. 18° E. 130 feet to station 122+60; all the above tangents are parallel to and about 16 feet from the easterly line of Main street on the River road, so called.

Thence by a curve to the right of 100 feet radius 37 feet to station 122+97; said station being 12 feet westerly from the easterly line of the new road to Shawmut village.

Thence N. 48° 30' E. and parallel to the easterly line of said new road 1,209 feet to station 135+6; thence by a curve to the left of 2,000 feet radius 330 feet to station 138+36; thence N. 38° 45' E. 910 feet to station 147+46; thence by a curve to the left of 200 feet radius 140 feet to station 148+86; said station being 10 feet westerly from the easterly line of the new road; thence N. 2° W. and parallel to the easterly line of said new road 499 feet to station 153+85; thence by a curve to the right of 60 feet radius 87 feet to station 154+72; said station being 15 feet southerly from a row of trees standing on the northerly side of Main street in Shawmut village; thence N. 80° E. and parallel to said row of trees 691 feet to station 161+63.

The said line so described is the center line of said location, and such location has upon the streets, roads and ways therein described a width and boundary of five (5) feet on each side of said center line.

That public convenience requires the construction of said road. Wherefore your petitioner prays that this Honorable Board will appoint a day for hearing on this petition and that after such notice thereof shall be given by your petitioner as your Honorable Board deems reasonable and proper, and after hearing you will approve such location and will then determine whether public convenience requires the construction of such road.

Dated at Fairfield this seventh day of February, A. D. 1906.

Fairfield & Shawmut Railway,

By AMOS F. GERALD, 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 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 Friday, the 23d day of February, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the Hotel Gerald in Fairfield 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 Fairfield, and to Mr. Geo. F. Evans, General Manager of the Maine Central Railroad at Portland, Maine, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this sixteenth day of February, A. D. 1906.

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. F. Gerald appeared for the petitioners.

Messrs. White and Carter appeared for the Maine Central Railroad Company.

The only question involved is a question of grade crossings, and one of those we shall eliminate in this decree. The other proposed grade crossing must be determined upon a subsequent petition.

We therefore find that public convenience requires the building of this railroad between a point in Fairfield village designated on the plan as Sta. "o," and a point opposite the Maine Central Railroad passenger station at Shawmut, and south of the Maine Central Railroad location at said Shawmut.

We do not approve so much of the proposed location as crosses the track of the Maine Central Railroad location at Shawmut village.

All the rest of the proposed location we do approve.

Dated at Augusta this first day of March, A. D. 1906.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Gardiner, Richmond and Topsham Street Railroad for approval of Articles of Association. Approved March 26, 1906.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad in and through the towns of Richmond, Bowdoinham, Bowdoin and Topsham and the city of Gardiner, hereby respectfully request, that your Honorable Body will approve the articles of association of said company hereto annexed, and that you will endorse your approval in writing upon said articles.

Dated at Gardiner, Maine, this seventeenth day of March, A. D. 1906.

Fred T. Bradstreet,
 Freeman Patten,
 Charles S. Whitney,
 Harry B. Lawrence,
 Fred S. Thorne,
 Loring C. Ballard,
 Noble Maxwell.

Know all men by these presents, that we, Fred T. Bradstreet, Freeman Patten, Charles S. Whitney, Harry B. Lawrence, Fred S. Thorn, Loring C. Ballard, Edwin L. Bussell and Will C. Atkins, all of Gardiner in the county of Kennebec, Ammi Davenport of Farmingdale in the county of Kennebec, Noble Maxwell of Richmond in the county of Sagadahoc, and Eugene Thomas of Topsham in the county of Sagadahoc, all of whom are residents of the State of Maine, do hereby associate our-

selves together to form a company for the purpose of constructing, maintaining and operating by electricity or compressed air, a street railroad for public use, for street traffic and for the conveyance of persons and property, and for these purposes do agree as follows :

The name of the company shall be "Gardiner, Richmond & Topsham Street Railway."

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

The places, cities and towns through which, in which, and to which, the road is to be constructed, maintained and operated, are the towns of Richmond, Bowdoinham, Bowdoin and Topsham and the city of Gardiner, all in Maine.

The length of said road as nearly as may be will be thirty-two miles.

The amount of capital stock is one hundred and eighty thousand dollars.

The number of shares in which said stock shall be issued, shall be eighteen hundred.

The undersigned, Fred T. Bradstreet, Freeman Patten, Charles S. Whitney, Harry B. Lawrence, Fred S. Thorne and Loring C. Ballard, all of Gardiner in the county of Kennebec, and Noble Maxwell of Richmond in the county of Sagadahoc, all of whom are residents of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

Fred T. Bradstreet,
Freeman Patten,
Charles S. Whitney,
Harry B. Lawrence,
Fred S. Thorne,
Loring C. Ballard,
Noble Maxwell.

We severally agree to take the number of shares set against our respective names in the foregoing capital stock, in token of our assent to the foregoing provisions and have hereunto subscribed our names on this seventeenth day of March, A. D. 1906.

Fred T. Bradstreet, Gardiner, 150 shares; Freeman Patten, Gardiner, 300 shares; Charles S. Whitney, Gardiner, 150

shares; Harry B. Lawrence, Gardiner, 150 shares; Fred S. Thorne, Gardiner, 150 shares; Loring C. Bradford, Gardiner, 150 shares; Edwin L. Bussell, Gardiner, 150 shares; Will C. Atkins, Gardiner, 150 shares; Ammi Davenport, Farmingdale, 150 shares; Noble Maxwell, Richmond, 150 shares; Eugene Thomas, Topsham, 150 shares.

We, the undersigned, Fred T. Bradstreet, Freeman Patten, Charles S. Whitney, Harry B. Lawrence, Fred S. Thorne, Loring C. Ballard and Noble Maxwell, named as directors in the said articles of association of the foregoing "Gardiner, Richmond & Topsham Street Railway," on oath depose and say that eighteen hundred shares of the capital stock of said company, being the total amount of said stock, has been in good faith subscribed by responsible parties, and that five per cent has been paid thereon in cash to them as directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit they make by endorsing the same upon the said articles, as required by the general laws of the State of Maine.

Dated this seventeenth day of March, A. D. 1906.

Fred T. Bradstreet,
 Freeman Patten,
 Charles S. Whitney,
 Harry B. Lawrence,
 Fred S. Thorne,
 Loring C. Ballard,
 Noble Maxwell.

STATE OF MAINE.

Kennebec ss.

March 17, A. D. 1906.

Personally appeared Fred T. Bradstreet, Freeman Patten, Charles S. Whitney, Harry B. Lawrence, Fred S. Thorne, Loring C. Ballard and Noble Maxwell, and severally made oath to the foregoing statements by them subscribed as true.

Before me,

WILL C. ATKINS, 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 Gardiner, Richmond & Topsham Street Railway.

Dated at Augusta this 26th day of March, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Atlantic Shore Line Railway asking the Board of Railroad Commissioners to authorize the issue of thirty thousand dollars in bonds and decision of the Board. Approved March 26, 1906.

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 since January 31, 1905, it has actually expended in cash in straightening its line, improving its grades, water storage and in permanently improving its railway system and in purchasing new and additional equipment the sum of \$42,727.19 as per account filed herewith.

That on said January 31, 1905, your Honorable Board certified that there had been expended in the construction and improvement of the consolidated companies up to that date the sum of \$1,046,046.32 and bonds have been issued to 75% of that amount in accordance with the trust deed of said railway securing the same.

That said railway desires to issue bonds to 75% of the amount expended in construction and improvements since said January 31, 1905, as provided in said trust deed.

Wherefore, your petitioner prays that you will make such an investigation of the accounts and vouchers, relative to the construction and improvement of said railway and equipment thereof, as will satisfy you as to the actual cash disbursements and cost thereof since said January 31, 1905, and thereupon file a certificate as provided in section 23 of chapter 48 of the Revised Statutes of Maine.

Sanford, Maine, February 24, 1906.

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 four days before Monday, the 26th day of March, A. D. 1906, 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 twentieth day of March, A. D. 1906.

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. F. J. Allen appeared for the Atlantic Shore Line Railway.

This is a petition asking the Board of Railroad Commissioners to authorize the issue of thirty thousand dollars in bonds by the Atlantic Shore Line Railway, on account of forty thousand dollars which has been used in construction and improvement of its road.

We have authorized said issue of thirty thousand dollars in bonds, additional to those already issued, and have given to the Secretary of State the following certificate:

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Honorable Secretary of State:

The Railroad Commissioners of said State hereby certify that since the thirty-first day of January, 1905, the Atlantic Shore Line Railway has expended in the construction and improvement of its road the sum of forty thousand dollars, and said company desires to issue bonds to the amount of thirty thousand dollars in addition to those already issued.

And we therefore authorize the said company to issue thirty thousand dollars in bonds additional to those already issued.

Dated this 26th day of March, A. D. 1906.

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

Petition of the Fairfield & Shawmut Railway for the revival of its corporate existence and power. Approved March 26, 1906.

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

The undersigned William T. Haines, Amos F. Gerald and George F. Terry respectfully represent that they are the directors of the Fairfield & Shawmut Railway, a corporation duly organized under the laws of Maine, its articles of association having been approved by your Honorable Body on the second day of March, A. D. 1903, and the organization having been completed by the issuance of the certificate provided for by section 3, chapter 268 of the Public Laws of 1893, on the fourth day of March, A. D. 1903; that by reason of unforeseen difficulties ten per cent of the capital stock of said corporation has not yet been expended upon its road; that said corporation now

intends in good faith to comply with all the requirements of the law and to construct and operate said road.

Wherefore your petitioners respectfully pray that your Honorable Board will revive the corporate existence and power of said corporation in accordance with the statute in such case made and provided.

Dated this fifth day of March, A. D. 1906.

Amos F. Gerald,
William T. Haines,
Geo. Fred Terry.

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 four days before Monday, the 26th day of March, A. D. 1906, 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 twentieth day of March, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the Railroad Commissioner's office at Augusta on the twenty-sixth day of March, A. D. 1906, at ten o'clock in the forenoon and gave a hearing to all parties interested.

Mr. Amos F. Gerald appeared for the petitioners.

No one appeared in opposition.

We hereby revive the corporate existence and power of said Fairfield and Shawmut Railway, 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 for the term of three years, and that such company may take land in its prescribed location for the purpose of constructing said railway.

Dated this 26th day of March, A. D. 1906.

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

Petition of the Portland & Brunswick Street Railway for the location of an extension in Yarmouth. Dismissed April 27, 1906.

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

The Portland & Brunswick Street Railway, a corporation organized under the general laws of the State of Maine and having its location and place of business in Brunswick, in the county of Cumberland and State of Maine, respectfully represents that said company is now maintaining and operating a railway for public use in the transportation of persons and property from Brunswick to Yarmouth, in the county of Cumberland and State of Maine; that it is desirous of extending, constructing, maintaining and operating its road from the terminus of its present line in said Yarmouth, on Spring street, to another point or place in said town of Yarmouth, to wit, to Main street, and that its location upon streets, roads and ways, hereinafter described, has been approved by the municipal officers of the said town of Yarmouth; that said extension or addition which it proposes to make and build is as follows with the following courses, distances and boundaries:

Beginning at a spike driven in the center of the track of the Portland & Brunswick Street Railway on Spring street, said spike being ninety (90) feet northerly from the southerly line of Willow street extended easterly to intersect the center line of said railway and marked station o on the plan; thence south-westerly by a curve to the right of seventy-five (75) feet radius,

one hundred fifteen (115) feet to station 1+15; thence N. $41^{\circ} 15'$ W. nine hundred ten (910) feet to station 10+25; thence by a curve to the left of two hundred fifty (250) feet radius, one hundred forty-five (145) feet to station 11+70; thence N. $76^{\circ} 30'$ W. two thousand three hundred seventy-nine (2,379) feet to station 35+49; thence by a curve to the left of three hundred (300) feet radius, three hundred five (305) feet to station 38+54; thence S. $44^{\circ} 45'$ W. three hundred thirty-three (333) feet to station 41+87, said station being on the northerly line of Main street in Yarmouth village.

Said line as above described is the center line of said railway and the width of location thereof will be five (5) feet on each side of said center line, except on land of private individuals where the width is as follows:

From station 0+90 to station 2+0 ten (10) feet on each side of said center line. From station 12+15 to station 13+15 ten (10) feet on each side of said center line. From station 13+15 to station 37+34 sixteen and five-tenths (16.5) feet on each side of said center line. From station 37+34 to station 41+87 eight and twenty-five hundredths (8.25) feet on each side of said center line.

The names of the owners of said land are as follows:

From station 0+90 to station 2+10, J. B. Dennison.

From station 12+15 to station 13+15, Ole Olson.

From station 13+15 to station 25+85, L. L. Shaw.

From station 26+97 to station 33+11, G. W. Hammond.

From station 33+11 to station 37+34, S. D. Warren & Co.

From station 37+34 to station 41+87, G. W. Gerow.

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

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

That public convenience requires the construction of such road.

Your petitioner further alleges that it is impracticable for said extension or addition of said railway to cross East Main street in said town of Yarmouth and also a street or right of way, the name of which is unknown, located next east of land of said Ole Olson as delineated on said plan otherwise than at grade therewith.

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

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

Dated this nineteenth day of March, A. D. 1906.

Portland & Brunswick Street Railway,

By HEATH & ANDREWS, 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 Portland Evening Express, a newspaper published at Portland, in the county of Cumberland, the first publication in said paper to be at least five days before Friday the twentieth day of April, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Grand Trunk Railway in Yarmouth at one-thirty 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 municipal officers of the town of Yarmouth; the Portland Railroad Company. Also to Mr. J. B. Dennison, Ole Olson, L. L. Shaw, G. W. Hammond, S. D. Warren & Co., and G. W. Gerow, named in the petition as owners of land over which said extension is to be constructed. Said notice to the foregoing parties to be at least five days before said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of March, A. D. 1906.

This petition is dismissed by request of the petitioners and by order of the Board.

J. B. PEAKS, Chairman,

April 27, 1906.

Petition of the Portland & Brunswick Street Railway for the location of an extension in Yarmouth and decision of the Board. Approved May 1, 1906.

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

The Portland & Brunswick Street Railway, a corporation organized under the general laws of the State of Maine and having its location and place of business in Brunswick, in the county of Cumberland and State of Maine, respectfully represents that said company is now maintaining and operating a railway for public use in the transportation of persons and property from Brunswick to Yarmouth, in the county of Cumberland and State of Maine; that it is desirous of extending, adding to, constructing, maintaining and operating its road from a point on its present line in said Yarmouth on Spring street, to another point or place in said town of Yarmouth, to wit, to Main street, and that its location upon streets, roads and ways, hereinafter described, has been approved by the municipal officers of the said town of Yarmouth; that said extension, addition or variation which it proposes to make and build is as follows, with the following courses, distances and boundaries:

Beginning at a spike driven in the center of the track of the Portland and Brunswick Street Railway on Spring street, said

spike being fifty (50) feet northerly from the northerly line of Willow street extended easterly to intersect the center line of said railway and marked station 0 on the plan; thence southwesterly by a curve to the right of ninety (90) feet radius one hundred twenty-five (125) feet to station 1+25; thence by a curve to the right of one hundred sixty-five (165) feet radius one hundred one (101) feet to station 2+26; thence by a curve to the left of one hundred eighty-two (182) feet radius eighty-three (83) feet to station 3+9, said station being eight (8) feet southerly from the northerly line of Willow street; thence N. $41^{\circ} 45'$ W. and parallel to the northerly line of Willow street nine hundred forty (940) feet to station 12+49; thence by a curve to the left of one hundred fifteen (115) feet radius eighty-seven (87) feet to station 13+36; thence N. $79^{\circ} 30'$ W. six hundred thirty-five (635) feet to station 19+71; thence by a curve to the right of two thousand (2,000) feet radius two hundred seventy-five (275) feet to station 22+46; thence N. $76^{\circ} 30'$ W. one thousand three hundred thirty-two (1,332) feet to station 35+78; thence by a curve to the left of three hundred fifty (350) feet radius three hundred eighty (380) feet to station 39+58; said station being eight and twenty-five hundredths (8.25) feet easterly from the westerly line of land owned by C. W. Gerow; thence S. $44^{\circ} 45'$ W. and parallel to the westerly line of land of said C. W. Gerow, two hundred seventy-five (275) feet to the northerly line of Main street in Yarmouth village at station 42+33.

Said line as above described is the center line of said railway and the width of location thereof will be five (5) feet on each side of said center line except on land of private individuals when the width is as follows:

From station 1 to station 2+18 ten (10) feet on each side of said center line. From station 13 to station 37+80 sixteen and five-tenths (16.5) feet on each side of said center line. From station 37+80 to station 42+33 eight and twenty-five hundredths (8.25) feet on each side of said center line.

The names of the owners of said land are as follows:

From station 1 to station 2+18, J. B. Dennison.

From station 12 to station 13, supposed to be a street, otherwise owned by L. L. Shaw or owners unknown.

From station 13 to station 27+10, L. L. Shaw.

From station 27+10 to station 33+78, G. W. Hammond.

From station 33+78 to station 37+80, Samuel D. Warren, Mortimer B. Mason and Fiske Warren.

From station 37+80 to station 42+33, C. W. Gerow.

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

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

That public convenience requires the construction of such road.

Your petitioner further alleges that it is impracticable for said extension or addition of said railway to cross East Main street in said town of Yarmouth otherwise than at grade therewith.

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

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

Dated this twenty-third day of April, A. D. 1906.

Portland and Brunswick Street Railway,

By HEATH & ANDREWS, 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 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 Friday the 27th day of April, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Grand Trunk Railway in Yarmouth at one-thirty 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 municipal officers of the town of Yarmouth; the Portland Railroad and to each land owner whose land is covered by the location of the petitioner before the date of said hearing.

JOSEPH P. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23d day of April, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

Mr. Enoch Foster appeared for L. L. Shaw.

Messrs. Bird & Bradley appeared for George W. Hammond, S. D. Warren, M. B. Mason and Fiske Warren.

The selectmen of Yarmouth appeared personally.

Mr. W. H. Dennison appeared for J. B. Dennison.

This is a petition by the Portland and Brunswick Street Railway to the Board of Railroad Commissioners, asking permission to extend, add to, construct, maintain and operate its railway from the point in its present line in Yarmouth on Spring street to a place on Main street near the Grand Trunk Railway station.

An objection is interposed that the proposed line is neither an extension nor an addition within the meaning of the statute.

We think, however, that the petitioning company has ample

authority to construct, maintain and operate the proposed line by virtue of chapter 36, Public Laws of 1905.

The chief difficulty which we find confronting us is section 12, chapter 53, R. S., which provides that "no location outside of the limits of any street, road or way shall be approved by said Railroad Commissioners unless it appears to be impracticable to locate said railroad within the limits of said streets, roads or ways."

We find no difficulty or impracticability in locating a railroad within the limits of the streets, roads or ways from an engineer's standpoint of construction. We regard it as very practicable and feasible to locate within the streets between the termini of the proposed line; but section 21 of chapter 53 prohibits the construction of an electric railroad under the general law, within any streets where any other electric railway has a location. Consequently we cannot authorize the construction of a line by the Portland and Brunswick Street Railway Company in Main street in Yarmouth, where the Portland and Yarmouth Electric Railway Company already has a location.

It is therefore impracticable because impossible for the petitioning company to construct a line from any portion of its location in the streets in Yarmouth to the point named in its petition near the station of the Grand Trunk Railway.

If this fact will authorize us to decide under section 12 that it is impracticable to locate this railway within the limits of said Main street, and if we are authorized to put this construction upon section 12, then we must so find, because the Portland and Yarmouth Electric Railway Company has a road already constructed along Main street in Yarmouth village.

This brings us to the question of public convenience. We think the public convenience would be best subserved by an arrangement between the two companies, which could easily be made, to run through cars between Portland and Brunswick. But if there is an absolute impossibility for the two companies to otherwise meet amicably for this purpose, then perhaps the public convenience requires this extension to be built, because we do think that there ought to be through cars between Brunswick and Portland and if this is the only scheme by which it can be brought about, then we must find that public convenience requires the construction of this extension.

So that under all the circumstances we feel that we are justified in deciding as we do, that it is impracticable to construct this extension within the streets of Yarmouth, that we approve the proposed location of the same and that public convenience requires that it shall be constructed.

Dated at Augusta this first day of May, A. D. 1906.

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

Petition of the Phillips & Rangeley Railroad Company for the location of a side track and crossing highway in Rangeley and decision of the Board. Approved May 3, 1906.

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

Seth M. Carter of Auburn, having been duly appointed receiver of the Phillips & Rangeley Railroad Company by the supreme judicial court of the State of Maine in a suit in equity of the Maine Trust & Banking Company vs. said Phillips & Rangeley Railroad Company now pending in said court for the county of Franklin, and having duly qualified as such receiver and being now in the full exercise of all his powers as such receiver,

Respectfully represents, that said Phillips & Rangeley Railroad Company is a corporation duly established under the laws of the State of Maine and located at Phillips in the county of Franklin; that it owns a railroad running from said Phillips to the town of Rangeley in said county; that the said receiver, by virtue of his appointment is in full control and operation of said road and has succeeded to and now holds and enjoys in his said capacity the rights, privileges and franchises of the said Phillips & Rangeley Railroad Company; that it is necessary for the proper and convenient operation of the said railroad, that a side track should be constructed and maintained in the yard at Rangeley, starting from some point in the main line at or near

the present passenger station in said town of Rangeley and extending westerly across the county road leading through the village of Rangeley to a point near the Rangeley Lake House, being a distance of about seventeen hundred (1,700) feet; that said track is located in the present yard of said Phillips & Rangeley Railroad Company and upon land which the receiver has secured by contract the right to use for building and maintaining said track and for yard purposes; that said track crosses at grade the highway aforesaid; that the said receiver has been authorized by the supreme judicial court to construct and maintain said track by a decree issued by said court in the above entitled cause, dated April 20, 1906, and is desirous of constructing and maintaining the same.

Wherefore, the said receiver prays your approval of the location herein described, that said side track may be constructed and maintained under your direction, and that you will determine the manner and conditions of crossing said county road.

Dated at Phillips, Maine, April 21, 1906.

SETH M. CARTER,

Receiver of Phillips & Rangeley Railroad Company.

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 Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, and being the State paper, the first publication in said paper to be at least four days before Thursday the third day of May, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at their office at the State House in the city of Augusta, at ten o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send a copy of the foregoing petition and order to the county commissioners of Franklin county and to the municipal officers of the town of Rangeley at least three days before the date of said hearing.

JOSEPH P. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 25th day of April, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Seth M. Carter appeared for the Phillips & Rangeley Railroad.

No one appeared to oppose the petition.

We hereby approve the proposed location and order that the Phillips and Rangeley Railroad may construct and maintain said side track as located, and we hereby approve the crossing of the county road leading through the village of Rangeley by said side track as shown on the plan filed with the Board of Railroad Commissioners and by them approved.

The Phillips and Rangeley Railroad Company shall construct and maintain said crossing at the grade now established within the limits of its right of way, at its expense and in such manner that it shall be safe and convenient for the passing of horses, teams and carriages and shall make proper provision for drainage.

Dated at Augusta this third day of May, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Mattawamkeag and Northern Railroad Company for approval of Articles of Association. Approved May 3, 1906.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represent Frederic A. Greenwood and Isaac B. Wood, both of Mattawamkeag, and Artemus Weatherbee of Lincoln, all 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 "Mattawamkeag and Northern Railway Company," formed by themselves and others for the purpose of constructing, maintaining and operating a street railroad for public use for 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 two and three, of chapter fifty-three of the Revised Statutes of Maine relating to the organization of street railroads, and they respectfully ask your Honorable Board to approve said articles of association and to indorse your approval in writing upon said articles.

Bangor, Maine, April 24, A. D. 1906.

Frederic A. Greenwood,
Isaac B. Wood,
Artemus Weatherbee.

Articles of Association.

In accordance with the provisions of chapter fifty-three of the Revised Statutes of Maine, relating to the organization and construction of street 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 by electricity, compressed air or animal power, a street railroad for public use, for street traffic for the conveyance of persons and property, and of organizing a company for that purpose.

I. The name of the company shall be the "Mattawamkeag and Northern Railway Company."

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

III. 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 some point in the village of Mattawamkeag in the town of Mattawamkeag in the county of Penobscot; thence in a northwesterly direction in and through said town of Mattawamkeag and in and through the unorganized plantation of Moluncus in the county of Aroostook, and the town of Medway in said county of Penobscot and Township A., Range 7 in said county of Penobscot, and Millinocket in said county of Penobscot, to some point in the village of Millinocket in said town of Millinocket.

IV. The length of such road as nearly as may be, is twenty-two miles and is made wholly through or into the towns of Mattawamkeag, Medway, Township A. Range 7 and Millinocket in the county of Penobscot and the unorganized plantation of Moluncus in the county of Aroostook.

V. The amount of capital stock is to be one hundred thousand dollars divided into one thousand shares of one hundred dollars each.

VI. Frederic A. Greenwood and Isaac B. Wood both of said Mattawamkeag and Artemus Weatherbee of Lincoln in the county of Penobscot, all 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-third day of April, A. D. 1906.

Frederic A. Greenwood, Mattawamkeag, nine hundred eighty-five shares; Isaac B. Wood, Mattawamkeag, five shares; Joseph A. Labley, Mattawamkeag, five shares; Artemus Weatherbee, Lincoln, one share; Nason Ingalls, Woodville, four shares.

We, the undersigned, Frederic A. Greenwood and Isaac B. Wood both of Mattawamkeag in the county of Penobscot and State of Maine, and Artemus Weatherbee of Lincoln in the

county and State aforesaid, 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 Mattawamkeag and Northern Railway Company; that one thousand shares of the capital stock, fixed in said articles of association as the capital stock 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.

Frederic A. Greenwood,
Isaac B. Wood,
Artemus Weatherbee.

STATE OF MAINE.

Penobscot ss.

April 24, 1906.

Personally appeared Frederic A. Greenwood, Isaac B. Wood and Artemus Weatherbee and severally made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

FRED T. SEEKINS, 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 Mattawamkeag and Northern Railway Company.

Dated at Augusta this 3d day of May, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Cape Shore Railway for approval of Articles of Association. Approved May 3, 1906.

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 Cape Shore Railway for the purpose of constructing, maintaining and operating a street railway of standard gauge, beginning at a point at or near "Cape Theatre," so called, in the town of Cape Elizabeth in the county of Cumberland, through said town of Cape Elizabeth, near the coast line, to a point at or near the United States lighthouse reservation therein known as the "Two Lights;" also from a point at or near the junction of Sawyer and Ocean streets at South Portland Heights in the city of South Portland in said county of Cumberland, through said city of South Portland and town of Cape Elizabeth to a point near the "Pond Cove" schoolhouse, so called, in said town of Cape Elizabeth to connect with the above line.

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, 1906.

Llewellyn M. Leighton,
Jabez True,
Norman True,
Charles B. Dalton,
Edward C. Reynolds,

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 Cape Shore 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 the "Cape Theatre" so called, in the town of Cape Elizabeth in the county of Cumberland, through said town of Cape Elizabeth near the coast line to a point at or near the United States lighthouse reservation therein, known as the "Two Lights;" also from a point at or near the junction of Sawyer and Ocean streets at South Portland Heights in the city of South Portland in said county of Cumberland, through said city of South Portland and town of Cape Elizabeth to a point near the "Pond Cove" schoolhouse, so called, in said town of Cape Elizabeth, to connect with the above line.

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

Article 5. The amount of capital stock of said company shall be thirty-six thousand dollars.

Article 6. The number of shares of which said capital stock shall consist shall be three hundred and sixty 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:

Llewellyn M. Leighton, Portland, Maine,
Jabez True, Portland, Maine,
Norman True, Portland, Maine,
Chas. B. Dalton, Portland, Maine,
Edward C. Reynolds, South Portland, Maine.

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.

Llewellyn M. Leighton, Portland, Me., 72 shares; Jabez True, Portland, Me., 72 shares; Norman True, Portland, Me., 72 shares; Charles B. Dalton, Portland, Me., 72 shares; Edward C. Reynolds, South Portland, Me., 72 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, hereunto 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 in good faith to construct, maintain and operate the road mentioned in said articles of association.

Llewellyn M. Leighton,
 Jabez True,
 Norman True,
 Charles B. Dalton,
 Edward C. Reynolds.

STATE OF MAINE.

Cumberland ss.

April 13, A. D. 1906.

Then personally appeared the above named Llewellyn M. Leighton, Jabez True, Norman True, Charles B. Dalton, Edward C. Reynolds and made affirmation to the truth of the foregoing statement by them subscribed.

Before me,

JAMES L. RACKLEFF, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

It having been shown to the satisfaction of the Board of Railroad Commissioners that all the provisions of sections 2 and 3 of chapter 53 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 Cape Shore Railway.

Dated at Augusta this 3d day of May, A. D. 1906.

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

Petition of the Schoodic Stream Railroad Company for approval of Articles of Association. Approved May 4, 1906.

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

The undersigned, Edward Stetson, Charles A. Gibson, F. H. Appleton, Edward Wood and F. W. Cram, directors as hereinafter named, present herewith articles of association made and signed for the purpose of organizing a corporation to be known as Schoodic Stream Railroad Company for the purposes of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property from a point of connection with the Bangor and Aroostook Railroad in Millinocket in Indian Township No. 3 in Penobscot county to a point near the junction of the east branch of Penobscot river and the west branch of said river in Medway in said county, as in said articles specified, together with an affidavit of the directors named in said articles of association and with a map of the proposed route on an appropriate scale, all as required by chapter 51 of the Revised Statutes of Maine and acts additional thereto and amendatory thereof, and the undersigned represent that they are all the directors named in said articles of association and that all the provisions of law relating to the organization of such railroad company anterior to the approval by the Railroad Commissioners of said articles have been complied with, that public convenience requires the construction of such railroad; and they now petition you to find that public convenience requires the construction of such railroad and to endorse upon said articles of association your approval in writing of the same.

April 17, 1906.

Edward Stetson,
Charles A. Gibson,
F. H. Appleton,
Edward Wood,
F. W. Cram.

Know all men by these presents, that we, the subscribers hereto, a majority of whom are citizens of the State of Maine, hereby associate ourselves together to form a corporation under the name of Schoodic Stream Railroad Company 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 each of us hereby agrees to take the number of shares in said company set against his signature hereto.

The gauge of said railroad is to be four feet eight and one-half inches. Said railroad is to be constructed, maintained and operated from a point of connection with the Bangor and Aroostook Railroad in Millinocket in Indian Township No. 3 in Penobscot county to a point near the junction of the east branch of Penobscot river and the west branch of said river in Medway in said county.

The length of said railroad as near as may be is twelve miles. The names of the towns through which or into which said railroad is to be made are Millinocket in Indian Township No. 3, Township 1, Range 7, W. E. L. S., Township A, Range 7, W. E. L. S. and Medway, all in said Penobscot county.

The amount of capital stock is to be seventy-two thousand dollars (\$72,000) divided into seven hundred and twenty shares of one hundred dollars (\$100) each.

Edward Stetson, Charles A. Gibson, F. H. Appleton, Edward Wood and F. W. Cram are five persons, all citizens of the State of Maine, who will act as directors of said company and manage its affairs until others are chosen in their places.

Dated this sixteenth day of April, A. D. 1906.

Franklin W. Cram, seventy-two (72) shares; Edward Stetson, seventy-two (72) shares; Geo. T. Thatcher, seventy-two (72) shares; F. H. Appleton, seventy-two (72) shares; Edward Wood, seventy-two (72) shares; Linwood C. Tyler, seventy-two (72) shares; Charles A. Gibson, seventy-two (72) shares; Thomas Upham Coe, seventy-two (72) shares; Albert A. Burreigh, seventy-two (72) shares; Parker C. Newbegin, seventy-two (72) shares.

I, Edward G. Wyman, cashier of the First National Bank of Bangor, hereby certify that there has been and now is deposited in said bank to the credit of the directors of the Schoodic Stream Railroad Company named in the articles of association to which this certificate is attached the sum of thirty-six hundred dollars (\$3,600).

EDWARD G. WYMAN,

Cashier First National Bank of Bangor.

STATE OF MAINE.

Penobscot ss.

Bangor, April 18, A. D. 1906.

Personally appeared Edward G. Wyman, cashier of First National Bank of Bangor, and made oath to the truth of the foregoing statement by him subscribed.

Before me,

F. C. PLAISTED, Justice of the Peace.

Edward Stetson, Charles A. Gibson, F. H. Appleton, Edward Wood and F. W. Cram being all of the directors named in the foregoing articles of association to which this affidavit is annexed being duly sworn on oath say, that the whole amount of the capital stock named in said articles of association has been subscribed for in good faith by responsible parties and five per cent has been paid thereon in cash to the directors named in said articles of association, and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association.

April 17, 1906.

Edward Stetson,
Charles A. Gibson,
F. H. Appleton,
Edward Wood,
F. W. Cram.

STATE OF MAINE.

Penobscot ss.

April 18, 1906.

Personally appeared Edward Stetson, Charles A. Gibson, F. H. Appleton, Edward Wood and F. W. Cram and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

F. C. PLAISTED, 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 Commercial, a newspaper published at Bangor in the county of Penobscot, and in the Bangor

Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in each paper to be at least five days before the fourth day of May, A. D. 1906, on which day the board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at nine 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 Penobscot county also to the municipal officers of the town of Medway five days before said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 24th day of April, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Messrs. Appleton & Chaplin appeared for the petitioners.

Mr. Charles F. Woodard appeared for the Great Northern Paper Company.

Mr. Charles P. Webber and Mr. John Cassidy, land owners, appeared personally.

The only objection to the granting of this charter appears to be the objection to its location. The question of location will be considered later.

The only question here is whether public convenience requires the building of a railroad from Millinocket to Medway.

It is alleged, and we are satisfied that the Great Northern Paper Company designs the building of a new and large pulp and paper mill at Medway, whenever they can be assured of proper railway facilities. The railroad will not be built unless the pulp mill is built, nor the pulp mill unless the railroad is built. The two must go together. In this way and in this way only can Northern Maine be developed.

We regard it as our duty to assist in every reasonable way the development of the State of Maine and we cannot refuse a

proposition so apparently useful in this direction as the present one.

We therefore find that public convenience requires the construction of the proposed road, and that all provisions of section 1 and 2 of chapter 51 of the Revised Statutes have been complied with and we hereby endorse upon said articles a certificate of such facts and the approval of the Board in writing.

Dated at Augusta this 4th day of May, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Portland & Brunswick Street Railway for a variation in its location, and decision of the Board. Approved June 4, 1906.

To the Honorable Board of Railroad Commissioners of Maine:

The Portland and Brunswick Street Railway, a corporation organized under the general laws of this State relating to street railroads, and now in operation from Brunswick to Yarmouth, respectfully represents that it desires a variation from the location described in its petition dated April 23, 1906, as approved by your Honorable Body by decree dated May 1, 1906.

The variation is as follows, with the following courses, distances and boundaries.

Beginning at station 13 in the location approved May 1, 1906, said station being on the northerly line of land owned by L. L. Shaw.

Thence by a curve to the left of 115 feet radius, 36 feet to station 13+36; thence N. 84° 15' W. 831 feet to station 21+67; thence by a curve to the right of 2,000 feet radius 314 feet to station 24+81; thence N. 75° W. 1,095 feet to station 35+76; thence by a curve to the left of 350 feet radius 204 feet to station 37+80; said station being in the northerly line of land owned by C. W. Gerow.

The center line of the part to be abandoned is described in said petition and decree as follows:

Beginning at station 13, said station being on the northerly line of land owned by L. L. Shaw.

Thence by a curve to the left of 115 feet radius 36 feet to station 13+36; thence N. 79° 30' W. 635 feet to station 19+71; thence by a curve to the right of 2,000 feet radius 275 feet to station 22+46; thence N. 76° 30' W. 1,332 feet to station 35+78; thence by a curve to the left of 350 feet radius 202 feet to station 37+80; said station being on the northerly line of land owned by C. W. Gerow. The width of the location as above described is 16.5 feet on each side of the center line. The names of the owners are:

From station 13 to station 27+10, L. L. Shaw.

From station 27+10 to station 33+78, G. W. Hammond.

From station 33+78 to station 37+80, Samuel D. Warren, Mortimer B. Nason and Fisk Warren.

The variation therefrom has the following courses, distances and boundaries. Beginning at station 13 in the location approved May 1, 1906, said station being on the northerly line of land owned by L. L. Shaw. Thence by a curve to the left of 115 feet radius 36 feet to station 13+36; thence N. 84° 15' W. 831 feet to station 21+67; thence by a curve to the right of 2,000 feet radius 314 feet to station 24+81; thence N. 75° W. 1,095 feet to station 35+76; thence by a curve to the left of 350 feet radius 204 feet to station 37+80; said station being on the northerly line of land owned by C. W. Gerow.

The width of the location as above described is 16.5 feet on each side of the center line. The names of the owners are from station 13 to station 27+10, L. L. Shaw; from station 27+10 to station 33+78, G. W. Hammond; from station 33+78 to 37+80, Samuel D. Warren, Mortimer B. Mason and Fiske Warren.

All of said variations are on land of private individuals and the names of the owners thereof are as above given.

It is impracticable to locate said railroad within the limits of streets, roads or ways.

Your petitioner files herewith a map of the aforesaid proposed variation on an appropriate scale, defining its courses, distances and boundaries, together with a report and estimate prepared by John A. Jones, a skilful engineer.

That public convenience requires the construction of said road according to said desired variation.

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

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

Dated this 23d day of May, A. D. 1906.

Portland and Brunswick Street Railway,

By HEATH & ANDREWS, 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 hereon, 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 Monday, the 4th day of June, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Grand Trunk Railway in Yarmouth 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 municipal officers of the town of Yarmouth, the Portland Railroad Company, L. L. Shaw, G. W. Hammond, Samuel D. Warren, Mortimer B. Mason and Fisk Warren, before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 29th day of May, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

Messrs. Bird & Bradley appeared for G. W. Hammond, Samuel D. Warren, Mortimer B. Mason and Fiske Warren.

This is a petition for a variation from the location of the Portland & Brunswick Street Railway extension approved May 1, 1906.

The said variation is called for on account of an error in the former location.

We find that public convenience requires the change in the location as prayed for, and we hereby decree that said variation may be made according to the courses and distances named in this petition and that the land embraced in this petition for said variation may be taken for the purposes named.

Dated this 4th day of June, A. D. 1906.

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

Petition of the Bangor & Aroostook Railroad Company for the location of a branch railroad track and crossing of a highway to a mill of the Standard Veneer Company, Stockholm, and decision of the Board. Approved June 13, 1906.

To the Honorable Railroad Commissioners of the State of Maine:

The Bangor and Aroostook Railroad Company, a railroad corporation established and existing under the laws of said State, respectfully represents that it is desirous of constructing and maintaining a branch railroad track extending from its present main line in the plantation of Stockholm in Aroostook

county to the mill of the Standard Veneer Company in said Stockholm, and that it has made a location of said branch railroad track, which location is described as follows:

Beginning at a point in the plantation of Stockholm and county of Aroostook in the center of the track of the Bangor and Aroostook Railroad three hundred and fifty-two and two-tenths (352.2) feet in a northerly direction along said track from the ballast wall of the north abutment of Little Madawaska bridge at station $834+07.7=0+00$ B. C.; thence on a curve to the left with a radius of 604 feet five hundred and twenty-eight and one-tenth (528.1) feet to station $5+28.1$ E. C.; thence on a tangent bearing N. $62^{\circ} 10'$ W. three hundred and seventy-nine and one-tenth (379.1) feet more or less to the center of the highway at station $9+07.2$; thence continuing the same course two hundred and ninety-two and eight-tenths (292.8) feet more or less to station $12+00$ the end of the location.

That said location is wholly within said plantation of Stockholm and is to cover a width of four (4) rods being two (2) rods on each side of the above described line. Said location crosses the highway (running nearly north and south) north of Little Madawaska stream, all of which is shown on the plan and profile which accompany this petition; that it is impossible for said track to pass either over or under said way.

Your petitioner hereby desires your approval of said location that said branch railroad track may be constructed and maintained under your direction as provided in section 30, chapter 51 of the Revised Statutes and acts additional thereto and amendatory thereof, and your petitioner further prays that said branch railroad track may be permitted to cross the aforesaid highway at grade, and that your Honors will determine the manner and condition upon which said railroad track may cross said way.

May 31, 1906.

Bangor and Aroostook 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 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 five days before Wednesday, the 13th day of June, A. D. 1906, 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 the county commissioners of Aroostook county, also to the municipal officers of the plantation of Stockholm.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this second day of June, A. D. 1906.

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.

We hereby approve of the location described in the petition for said branch track and find that public convenience requires the same to be constructed and we hereby order that the same may be constructed and maintained. That said highway may be raised one foot above its present grade for the purpose of maintaining a grade crossing. Said crossing shall be constructed and hereafter maintained within the limits of said railroad at the expense of said petitioner. Suitable provision shall be made for surface drainage. Said crossing shall be planked between the tracks and made safe, suitable and convenient for horses, teams and carriages on said highway.

Dated this 13th day of June, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Somerset Railway Company to take land for a gravel pit in Saplingtown and decision of the Board.

Approved June 30, 1906.

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

Respectfully represents the Somerset Railway Company, a corporation duly established under the laws of the State of Maine, located and having its principal place of business at Oakland in the county of Kennebec and state aforesaid, that it is necessary for said railway company to take and hold, as for public uses, a lot of land for borrow and gravel pits, situated in Township Number One, Range Seven, W. K. R., known as Saplingtown, in the county of Somerset and said State, bounded and described as follows, to wit:

Beginning at a point on the line between lots 40 and 42 in said township, 2004 feet S., 3 deg. 30 min. W. from corner of said lots on the top line; thence S. 75 deg. W., 1168 feet; thence S. 55 deg. 40 min. W. 1232 feet; thence S. 34 deg. 20 min. E. 800 feet; thence N. 55 deg. 40 min. E. 500 feet; thence N. 48 deg. 50 min. E. 700 feet; thence N. 47 deg. 20 min. E. 500 feet; thence N. 27 deg. 30 min. E. 400 feet; thence N. 71 deg. E. 192 feet to a post; thence N. 3 deg. 30 min. E. 161 feet to place of beginning.

Containing 31 and 22-100 acres, more or less, as more fully shown on plan defining the courses, distances and boundaries, hereto annexed and made a part of this application.

The names of the persons interested in said described lot of land are Mrs. Joanna Gibson, residing in Fairfield, Somerset county, Maine, F. C. Gibson, residing in said Fairfield, Mrs. Annie Knights, residing in Albion, Kennebec county, Maine, Mrs. Helen E. Cushing residing in Seattle, state of Washington, and Stephen Wing, Samuel Wing, Eugene Wing, Mary L. Newhall, and Henry C. Newhall, all residing in said Fairfield.

And this petitioner says that it requires, desires, and claims to take said lot of land for purposes here before set forth; that the owners of said lot of land do not consent to the taking of the same by your petitioner for the purposes aforesaid; that your petitioner and the parties owning the same do not agree as to the necessity for taking said above described lot for said purposes, nor do they agree as to the area necessary to be taken for said purpose.

And your petitioner hereby makes written application to your Honorable Board of Railroad Commissioners, herein describing the estate it desires to take and naming the persons interested therein, and asks your Honorable Board to determine the same in accordance with the provisions of section twenty-six (26) of chapter fifty-one (51) of the Revised Statutes of the State of Maine, and it further asks that, in accordance with said section twenty-six, your Honorable Board will appoint a time for hearing, view the premises, hear the parties, and determine how much, if any, of said such real estate is necessary for the reasonable accommodation of the traffic and appropriate business of your petitioner.

Dated at Oakland, Maine, June 7, 1906.

The Somerset Railway Company,

By JOHN F. HILL, President,

WILLIAM T. HAINES, 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 last publication in said paper to be at least fourteen days before Friday the twenty-ninth day of June, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the junction of the Somerset Railway and the Canadian Pacific Railway, on the line of the extension of the Somerset Railway at twelve o'clock, noon, for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order by registered mail to Mrs. Joanna Gibson, Fairfield, Maine; F. C. Gibson, Fairfield, Maine; Mrs. Annie Knights, Albion, Maine; Mrs. Helen C. Cushing, Seattle, Washington; Stephen Wing, Samuel Wing, Eugene Wing, Mary L. Newhall, and Henry C. Newhall, all of said Fairfield, Maine, land owners mentioned in said petition. The copies to be directed to them at the residences of the several owners. Said letters to be deposited in the mail at least fourteen days before the time of the hearing.

JOSEPH P. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of June, A. D. 1906.

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. William T. Haines appeared for the petitioners.

Mr. Stephen Wing appeared personally.

Mr. F. C. Gibson appeared personally.

At the hearing it appeared that the land owners described in the petition and the said railroad company had not agreed as to the necessity for taking said lands nor the area necessary to be taken.

It further appeared that this is practically the only good gravel pit on or near the line of railroad and that the ballast therein is needed for the proper construction of said road and we find that so much of said land as is hereafter definitely described is necessary for the use of the said Somerset Railway Company for the purposes set forth in said petition, to wit:

Beginning at a point on the line between lots 40 and 42 in said township, 2,004 feet S. 3 deg. 30 min. W. from corner of said lots on the top line; thence S. 75 deg. W. 1,168 feet; thence S. 55 deg. 40 min. W. 1,232 feet; thence S. 34 deg. 20 min. E. 800 feet; thence N. 55 deg. 40 min. E. 500 feet; thence N. 48 deg. 50 min. E. 700 feet; thence N. 47 deg. 20 min. E. 500 feet; thence N. 27 deg. 30 min. E. 400 feet; thence N. 71 deg. E. 192 feet to a post; thence N. 3 deg. 30 min. E. 161 feet to place of beginning. Containing 31 and 22-100 acres more or less. Reference is had to plan hereto attached for further description.

We therefore adjudge and determine that the premises above described are necessary for the use of said railroad company for a gravel pit and that said premises may be taken and held as prayed for and we further make this our determination and adjudication and certificate as required by statute.

Dated at Augusta this 30th day of June, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Somerset Railway Company for the location of a spur track to a gravel pit, Saplingtown, and decision of the Board. Approved June 30, 1906.

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

The Somerset Railway Company, a corporation established under the laws of the said State of Maine, located and having its principal place of business at Oakland in the county of Kennebec and State aforesaid, respectfully represents:

That it is desirous of constructing and maintaining a necessary spur track in Township Number One, Range Seven, W. K. R., known as Saplingtown, in the county of Somerset and said State of Maine, extending from station 349+68 of the located line of the Somerset Railway extension on lot No. 44 of said town southwesterly to a gravel pit situated on lot No. 40 of said Saplingtown, said gravel pit being necessary for the reasonable accommodation of the traffic and appropriate business of the said corporation.

The location of said necessary track is described as follows:

A strip of land two rods wide, one rod each side of center line, said center line described as follows:

Beginning at station 349+68 of the located line of the Somerset Railway extension, thence curving to the right with a radius of 716 feet a distance of 240 feet, which is place of beginning of extra right of way required; thence curving to the right with a radius of 716 feet, a distance of 653 feet to station 8+93; thence curving N. 56° 15' W. 1,095 feet to station 19+88; thence curving to the left with a radius of 716 feet, a distance of 966 feet to station 29+54; thence running south 46° 28' W. 1,736 feet to station 46+90, said station 46+90 being on the line between lots 40 and 42, Saplingtown, all on lots 44 and 42 in said Saplingtown, containing 3.37 acres more or less.

The owners of said lots 42 and 44 over which said location is made are F. E. Snow, W. O. Taylor, W. M. Conant and W. A. Brooks, Jr., all of Boston in the county of Suffolk and Commonwealth of Massachusetts.

Wherefore, the said Somerset Railway 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.

Dated at Oakland, Maine, June 4th, 1906.

Somerset Railway Company,

By JOHN F. HILL, President.

WILLIAM T. HAINES, Attorney 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 Friday the twenty-ninth day of June, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the junction of the extension of the Somerset Railway with the Canadian Pacific Railway on line of said extension at twelve o'clock, noon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the following persons named in said petition as owners of land over which said spur track is proposed to be constructed: Mr. F. E. Snow, W. O. Taylor, W. M. Conant, W. A. Brooks, Jr., all of Boston, Massachusetts.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of June, A. D. 1906.

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. William T. Haines appeared for the petitioner.

Mr. Virgil Connor appeared for the land owners.

We find that the location of the spur track in Township Number 1, Range 7, W. K. R. named in the foregoing petition is necessary and that public convenience requires that the same should be constructed. And we hereby decree that a strip of land two rods wide, one rod each side of the center line described

in said petition, may be taken as and for public uses and that said spur track may be located and constructed as prayed for in said petition; and we hereby approve of said location and provide that the petitioner may locate, construct and maintain such necessary tracks under the direction of said Board and according to this decree.

Dated at Augusta this 30th day of June, A. D. 1906.

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

ROCKLAND, SOUTH THOMASTON & OWL'S HEAD
RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Rockland, South Thomaston & Owl's Head Railway from South Thomaston town line to Crescent Beach, a distance of four miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 3d day of July, A. D. 1906.

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

Petition of the Boston & Maine Railroad Company asking for the authority of the Board of Railroad Commissioners to issue 42,037 shares of common stock. Approved July 6, 1906.

BOSTON & MAINE RAILROAD.

PRESIDENT'S OFFICE.

BOSTON, June 13, 1906.

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

Respectfully represents your petitioner, Boston & Maine Railroad, that it is a corporation under the laws of said State and has a franchise to operate a railroad therein; that at a meeting of the stockholders of said corporation duly called, notified and held for the purpose in the City Hall at Lawrence, Mass., at ten-thirty o'clock A. M. October 11, 1905, pursuant to the call of the directors, a copy whereof is herewith submitted, a quorum being present the holders of a majority of the capital stock of said corporation acting under article IV of said call relative to the proposed increase of the capital stock by the issue of 42,037 new shares of common stock in addition to its present authorized and outstanding capital, voted by a vote of 169,846 in favor and four opposed, to increase the capital stock of said corporation by the issue of 42,037 new shares of its common stock "for the purpose of providing means for making additions to the equipment of the company and for making permanent improvements to the road and for abolishing grade crossings and for other necessary and lawful purposes," and authorized the directors "to cause said forty-two thousand and thirty-seven shares of common stock to be issued and disposed of conformably to law at such time or times as in their judgment the best interests of the company may require, and to do all other acts and things in the name and behalf of this company necessary or proper to carry this vote into effect," a copy of which vote is herewith submitted.

And your petitioner further represents that the Board of directors of said corporation, by a vote passed April 12, 1906, under authority of said vote of the stockholders as passed under said article IV of the call voted to empower and direct the president of this company to petition your Honorable Board for the

requisite authority and approval, conformably to law, for the issue of forty-two thousand and thirty-seven additional new shares of its common stock as authorized by said vote of the stockholders " for the purpose of making additions to the equipment of the company and for making permanent improvements to the road and for abolishing grade crossings and for other necessary and lawful purposes; and that your Honorable Board shall determine the price at which the amount of the increased capital stock which has been authorized shall be offered proportionately to the stockholders for their subscription as provided by law" ;

And your petitioner further represents that the amount of said capital stock which it desires to apply, pursuant to and for the purposes set forth in the said vote of the stockholders is the amount, as near as may be, which the corporation desires shall be approved and determined upon by your Honorable Board as reasonably requisite for the said purposes; that the purposes for which it is proposed to make said issue of stock are lawful and consistent with the public interest; and that said issue of forty-two thousand and thirty-seven new shares addition to its present authorized and outstanding capital is reasonably requisite to provide means for the said purposes above named for which said issue of stock is authorized.

Wherefore, your petitioner, Boston & Maine Railroad, respectfully petitions your Honorable Board that it will approve and authorize said issue of the common stock of this company for the said purposes in addition to the amount of its capital stock authorized or outstanding, as being an issue to an amount reasonably requisite for said purposes, and that the Board will determine the value at which the said new stock shall be offered to the stockholders according to law, and will do all other acts and things necessary or proper to carry the purposes of said votes of the stockholders and of said Board into effect, conformably to law, the proceeds of said stock to be applied only for the said purposes.

Boston & Maine Railroad,

By LUCIUS TUTTLE, President.

HENRY B. CLEAVES, Attorney,

Boston & Maine Railroad.

STATE OF MAINE.

In Board of Railroad Commissioners.

AUGUSTA, June 28, 1906.

On the petition of the Boston & Maine Railroad for the approval of an issue of forty-two thousand and thirty-seven (42,037) shares of capital stock in addition to that at present authorized and outstanding, for the purpose of providing means for making additions to the equipment of the company, and for making permanent improvements to the road, and for abolishing grade crossings, and for other necessary and lawful purposes; the Board of Railroad Commissioners will give a hearing to the parties in interest at its office in the State House, Augusta, on Friday the sixth day of July, A. D. 1906, at ten o'clock in the forenoon.

And the petitioner is required to give notice of said hearing by publication hereof three days successively prior to said date in the Portland Daily Press, the first publication to be at least five days before said day of hearing.

JOSEPH P. PEAKS, Chairman,
For the Board of Railroad Commissioners.

STATE OF MAINE.

In Board of Railroad Commissioners.

July 6, 1906.

Petition of the Boston & Maine Railroad for approval of an issue of additional capital stock.

It appearing, after due notice and hearing and such further investigation as was deemed requisite, that the proposed issue of additional capital stock by the Boston & Maine Railroad is for lawful purposes, and consistent with the public interests, and has been duly authorized by said Boston & Maine Railroad, it is

Ordered, That the approval of the Board of Railroad Commissioners of the State of Maine be hereby given to the issue by the Boston & Maine Railroad of additional shares of common stock not exceeding forty-two thousand and thirty-seven (42,037) in number, amounting at par value to four million two hundred three thousand and seven hundred dollars (\$4,203,700),

as an issue of capital stock reasonably necessary and of the amount required for the purpose of providing means for additions to rolling stock by the purchase of freight cars; for making permanent improvements in the property by the construction of additional tracks and the erection and equipment of shops connected with the power department, and for abolishing grade crossings.

And it is determined, that the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law, is one hundred sixty-five dollars (\$165) per share.

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

Petition of the Schoodic Stream Railroad Company for the approval of location, and decision of the Board. Approved July 10, 1906.

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

The Schoodic Stream Railroad Company herewith presents a location of its line of railroad from a point of connection with the Bangor and Aroostook Railroad in Township 1, Range 7, in Penobscot county, to a point near the junction of the east branch of the Penobscot river and the west branch of said river in Medway in said Penobscot 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.

Bangor, Maine, June 25, 1906.

Schoodic Stream Railroad Company,

By APPLETON & CHAPLIN, Its Attorneys.

(Courses, distances and boundaries are here omitted).

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 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 Tuesday the tenth day of July, A. D. 1906, 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 the county commissioners of Penobscot county, also to the municipal officers of the town of Medway, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 28th day of June, A. D. 1906.

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 appearing.

Messrs. Appleton & Chaplin appeared for the petitioner.

No one appeared to oppose the location.

Mr. Moses Burpee, chief engineer of the Bangor & Aroostook Railroad, under whose supervision this location was made, testified before the Board that this was the only feasible and practical location which could be made.

Relying upon his judgment we hereby approve said location and decree that the road may be constructed according to said location.

Dated at Augusta this 10th day of July, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Northern Maine Seaport Railroad Company for the location of a branch railroad track, and crossing highway at Northern Maine Junction, and decision of the Board. Approved July 24, 1906.

To the Honorable Railroad Commissioners of the State of Maine:

The Northern Maine Seaport Railroad Company, a railroad corporation established and existing under the laws of said State, respectfully represents that it is desirous of constructing and maintaining a branch railroad track extending from its present main line track in the town of Hermon in Penobscot county, to the railroad station of the Maine Central Railroad Company at Northern Maine Junction in said Hermon, and to there connect with the Maine Central Railroad; and that it has made a location of said branch railroad track, which location is described as follows:

Beginning at a point on the center of the Northern Maine Seaport Railroad (as per location approved by the Railroad Commissioners) in said Hermon, said point being north of the Maine Central Railroad and at station 1595 revised chainage on said road track, thence on a tangent bearing S. 50° 07' W. 299.2 road track, thence on a tangent bearing S. 50° 07' W. 299.2 feet to station 2+99.2; thence on a 4° curve to the left 591.2 feet to station 8+90.4 E. C.; thence on a tangent to said curve bearing S. 26° 28' W. 1,269 feet to station 21+59.4 B. C.; thence on a 6° curve to the left 1,348.3 feet to station 35+07.7, and to there connect with the Maine Central Railroad.

This location is to cover a width of four rods being two rods on either side of above described line. Said location crosses a highway known as "Hammond street," all of which is shown on plan herewith presented. A profile is also presented.

Your petitioner hereby desires your approval of said location, in order that said branch railroad track may be constructed and maintained under your direction, as provided in section 30 of chapter 50 of the Revised Statutes as amended by chapter 127 of the Public Laws of 1905, and your petitioner represents that said branch railroad track will cross said highway known as "Hammond street" and that it will be impossible for said

branch railroad track to cross either over or under said highway. It therefore asks permission to cross said highway at grade, and that you will determine the manner and conditions upon which said branch railroad track may so cross the afore-said highway.

Northern Maine Seaport Railroad Company,
By APPLETON & CHAPLIN, Its Attorneys.
Bangor, Maine, July 12, 1906.

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 Daily Commercial, newspapers published at Bangor, in the county of Penobscot, the first publication in each paper to be at least five days before Tuesday the twenty-fourth day of July, A. D. 1906, 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 the county commissioners of Penobscot county, also to the municipal officers of the town of Hermon five days at least before the date of said hearing.

J. B. PEAKS, Chairman,
For the Board of Railroad Commissioners of Maine.
Dated this 14th day of July, A. D. 1906.

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. The municipal officers of Hermon appeared personally.

This is a proceeding under chapter fifty-one (51), section thirty (30), of the Revised Statutes, as amended by chapter one hundred and twenty-seven (127), Public Laws of 1905.

The subject matter of the petition shows that the misnaming of the chapter in the petition was a clerical error.

The proposed line is a branch track to connect the main line of the Northern Maine Seaport Railroad with the Maine Central Railroad at Hermon Junction, so called.

Of course the connection with the Maine Central Railroad can only be by consent, because of section fifty-nine (59) of chapter fifty-one (51) of the Revised Statutes, as this board decided in the matter of the Franklin, Somerset and Kennebec Railway Company, in the report of 1901, on page 129.

This proceeding is for the purpose of obtaining a legal location across the highway in the town of Hermon. We approve the location of the branch track so far as it extends to the limits of the right of way of the Maine Central Railroad Company, and find that public convenience requires its construction.

We therefore decree that the said branch track may be constructed across the highway named in said petition at grade, after raising the grade of said highway not exceeding three feet at the point of crossing.

The said railroad company shall construct said crossing at its own expense, so that the highway shall not be steeper than one foot elevation to every twenty feet out from said track, and the highway shall be constructed so as to be as wide as it is at the present time. Suitable provision shall be made for surface drainage, and the crossing shall be properly planked so as to make it safe and convenient for travelers on said highway. All of the work to be done at the expense of the said railroad company.

Dated this 24th day of July, 1906.

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

Railroad Commissioners of Maine.

PORTLAND & BRUNSWICK STREET RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Portland and Brunswick Street Railway from a connection with the said Portland and Brunswick Street Railway, on Spring street in Yarmouth, at station o (as per plan on file with the Board of Railroad Commissioners and approved May 1, 1906) to Main street in Yarmouth, a distance of .801 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this ninth day of August, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

*Petition of the Boston & Maine Railroad Company for determination of the manner and conditions of crossing the Portland Railroad at Deering Oaks and Woodford's Corner.
Petition withdrawn.*

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

Respectfully represents the Boston & Maine Railroad, a corporation existing under the laws of the State of Maine, and possessing and operating a railroad already built between the city of Portland in the county of Cumberland in said State of Maine, and the city of Rochester in the state of New Hampshire, which said railroad is crossed by the electric street railroad of the Portland Railroad Company at two points, namely, one crossing at or near the northerly entrance to Deering's Oaks and the other at or near the junction of Lincoln street with said

Forest avenue near Woodford's Corner, said crossings being shown by a plan herewith filed.

Your petitioner hereby represents that no decision has ever been made by your Honorable Board determining the manner and conditions of construction and maintenance of such crossings, and therefore prays that your Honorable Board will, in accordance with the provisions of section 73 of chapter 51 of the Revised Statutes of Maine, after due notice and hearing, determine what changes, if any, are necessary and how such crossings shall be constructed and maintained and how the expense thereof shall be borne.

Dated at Portland the seventh day of February, 1905.

Boston & Maine Railroad,

By FRANK BARR, 3rd V. P. 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 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 Wednesday the first day of March, A. D. 1905, on which day the Board of Railroad Commissioners will be in session at Lafayette Hotel in the city of Portland 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 Portland Railroad Company, E. A. Newman, General Manager, and to the municipal officers of the city of Portland, five days at least before the date of said hearing.

PARKER SPOFFORD,

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.

The foregoing petition is withdrawn by request of the Boston & Maine Railroad Company, and by consent of the Portland Railroad Company.

Per order of the Board.

J. B. PEAKS, Chairman,

Dated this 9th day of August, A. D. 1906.

Petition of the Lewiston & Turner Railroad Company for the approval of articles of association. Approved August 14, 1906.

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

We, the undersigned, who have been chosen 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, and in and through the city of Lewiston, in said county of Androscoggin, to be known as "Lewiston and Turner Railroad Company," 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, August 7, 1906.

Frank W. Dana,
Edgar S. Hill,
Orland S. Ham,
Albert L. Kavanagh,
Harry Manser.

Articles of Association.

We, the undersigned, Frank W. Dana of Brookline, in the county of Norfolk and Commonwealth of Massachusetts, Edgar S. Hill of Boston, in the county of Suffolk and Commonwealth aforesaid, Orland S. Ham and Albert L. Kavanagh, both of Lewiston, in the county of Androscoggin and State of Maine, and Harry Manser of Auburn, in said county of Androscoggin, a majority of whom, namely, Orland S. Ham, Albert L. Kavanagh and Harry Manser, 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 Turner Railroad Company."

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 the terminus of the street railroad operated by the Auburn and Turner Railroad Company at Lake Grove, so called, in the city of Auburn, in the county of Androscoggin, thence in and through said city of Auburn to the city of Lewiston, in said county of Androscoggin, thence in and through said city of Lewiston to some point at, in or near Haymarket Square, so called, on Main street, in said city of Lewiston, and to some point on or near the Maine Central Railroad in said city of Lewiston.

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

The amount of capital stock is fifty thousand dollars.

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

Frank W. Dana of Brookline, in the county of Norfolk and Commonwealth of Massachusetts; Edgar S. Hill of Boston, in the county of Suffolk and Commonwealth aforesaid; Orland S. Ham and Albert L. Kavanagh both of Lewiston, in the county of Androscoggin and State of Maine, and Harry Manser of Auburn, in said county of Androscoggin, 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 third day of August in the year of our Lord, one thousand nine hundred and six.

Frank W. Dana, Brookline, Mass., two hundred forty-three (243) shares.

Edgar S. Hill, Boston, two hundred and forty-two (242) shares.

Orland S. Ham, Lewiston, Maine, five (5) shares.

Albert L. Kavanagh, Lewiston, Maine, five (5) shares.

Harry Manser, Auburn, Maine, five (5) shares.

STATE OF MAINE.

We, the undersigned, Frank W. Dana of Brookline, in the county of Norfolk and Commonwealth of Massachusetts; Orland S. Ham and Albert Kavanagh both of Lewiston, in the

county of Androscoggin and State of Maine, and Harry Manser of Auburn, in said county of Androscoggin, being a majority of the directors named in the annexed articles of association of the proposed Lewiston and Turner Railroad Company, on oath depose and say, that the five 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, August 6, 1906.

Frank W. Dana,
Orland S. Ham,
Albert L. Kavanagh,
Harry Manser.

STATE OF MAINE.

Androscoggin ss.

August 6, 1906.

Then personally appeared Frank W. Dana, Orland S. Ham, and Albert L. Kavanagh and made oath that the foregoing affidavit by them signed is true.

Before me,

JOHN A. MORRILL, Notary Public.

Seal.

STATE OF MAINE.

Androscoggin ss.

August 7, 1906.

Personally appeared Harry Manser and made oath that the foregoing affidavit by him signed is true.

Before me,

JOHN A. MORRILL, Notary Public.

Seal.

STATE OF MAINE.

In Board of Railroad Commissioners.

The undersigned, Board of Railroad Commissioners of the State of Maine, hereby certify that the foregoing Articles of Association are in accordance with provisions of sections 2 and 3 of chapter 53 of the Revised Statutes, and we hereby approve of said articles of association, and find that sections 2 and 3 of chapter 53 of the Revised Statutes have been complied with.

Dated this 14th day of August, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Eastern Traction Company for approval of location, and decision of the Board. Approved August 16, 1906.

To the Honorable Railroad Commissioners of the State of Maine:

The Eastern Traction Company, a corporation organized under the general laws of the State of Maine, and existing by virtue of said laws, and having its location and place of business in Bangor, in the county of Penobscot and State of Maine, hereby applies to the Railroad Commissioners and petitions for approval of the location, courses, distances and boundaries of the proposed street railway tracks as laid down in the accompanying map of the proposed route on an appropriate scale, together with a report and estimate thereon prepared by a skillful engineer.

The said corporation also submits herewith the written approval of the proposed route and location as to streets, roads or ways, by the municipal officers of the city of Bangor, the municipal officers of the towns of Hermon, Levant, Stetson, Exeter, Garland and Dexter, in said county of Penobscot and State of Maine, said city of Bangor and said towns aforementioned being all the cities and towns in which said railroad is to be constructed.

The said corporation annexes hereto as a part of this petition a description of the proposed route and location, defining its courses, distances and boundaries, marked exhibit "A," (the same being a part of the engineer's report).

Accompanying this petition is the report prepared by a skillful engineer, together with a description of the proposed route and location of the electric road of the Eastern Traction Company defining the courses, distances and boundaries, marked exhibit "A."

The map of the proposed route, marked exhibit "B."

The estimate prepared by a skillful engineer, marked exhibit "C." The petitions of this corporation to the municipal officers of the city of Bangor, together with the written approval of the proposed route and location and change in location by the municipal officers of said city, the same being marked exhibit "D" and exhibit "D 1."

The petition of this corporation to the municipal officers of the town of Hermon, together with the written approval of the proposed route and location by the municipal officers of said town, the same being marked exhibit "E."

The petition of this corporation to the municipal officers of the town of Levant, together with the written approval of the proposed route and location by the municipal officers of said town, the same being marked exhibit "F."

The petition of this corporation to the municipal officers of the town of Stetson, together with the written approval of the proposed route and location by the municipal officers of said town, the same being marked exhibit "G."

The petition of this corporation to the municipal officers of the town of Exeter, together with the written approval of the proposed route and location by the municipal officers of said town, the same being marked exhibit "H."

The petition of this corporation to the municipal officers of the town of Garland, together with the written approval of the proposed route and location by the municipal officers of said town, the same being marked exhibit "I."

A general map showing location with relation to other railroads, marked exhibit "J."

The petition of this corporation to the municipal officers of the town of Dexter, together with the written approval of the

proposed route and location by the municipal officers of said town, the same being marked exhibit "K."

A profile of the proposed route marked exhibit "L;" all the said exhibits having been hereinbefore referred to in this petition.

Your petitioner further says that public convenience requires the construction of the electric railway as herein prayed for.

Said corporation further asks that the Railroad Commissioners give a hearing hereon at a time and place to be designated by said Railroad Commissioners after said Commissioners have ordered such notice to be given as they shall deem meet.

Dated at Bangor, Maine, this first day of May, 1906.

Eastern Traction Company,

By FOREST J. MARTIN, Clerk.

(Courses, distances and boundaries here omitted).

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, together with the description of the proposed route and location, three times successively in the Bangor Sunday Republican, a newspaper published at Bangor in the county of Penobscot, the last publication in said paper to be at least three days before the thirteenth day of June, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order by registered mail, to the municipal officers of the towns of Hermon, Levant, Stetson, Exeter, Garland and Dexter, and the city of Bangor, and the clerk of the Bangor and Aroostook Railroad Company, seven days before said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this nineteenth day of May, A. D. 1906.

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. Forest J. Martin appeared for the petitioners.

No one appeared to oppose the location.

The Eastern Traction Company having complied with all the provisions of the statutes in relation to the organization of electric street railways, presents this petition to the Board of Railroad Commissioners for the purpose of obtaining the approval of said Board of its proposed location, and a finding by said Board that public convenience requires the construction of said electric street railway.

After full hearing in relation to the matter we hereby find that public convenience does require the construction of said street railway, and we hereby approve the proposed location, and we hereby make our decree of the facts above stated, and we find that so much of said location as is outside of the limits of streets, roads and ways is made because it is impracticable to locate said railroad within the limits of said streets, roads and ways.

Dated this 16th day of August, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Canadian Pacific Railway Company for approval of the location of a branch railroad track, Greenville village, to the mill of the Veneer Box and Panel Company, and decision of the Board. Approved August 20, 1906.

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

The Canadian Pacific Railway Company, a corporation established under the laws of the Dominion of Canada, and located and having its principal place of business at Montreal, in the Province of Quebec and Dominion of Canada, lessee of and operating the railway constructed by the International Railway Company of Maine across the State of Maine from Lowelltown to Mattawamkeag, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the town of Greenville, in the county of Piscataquis in said State of Maine, extending from a point in its main track in said town of Greenville easterly of the passenger station in said Greenville to the mill of the Veneer Box and Panel Company in said Greenville.

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

The center line of said location commences at a stake in the center of the main line track of the International Railway of Maine and its lessee the Canadian Pacific Railway, at a distance of one hundred sixty-nine thousand one hundred and fifteen (169,115) feet westwardly, measured along said center line from the center of Brownville Junction passenger station, on the main line of said railway company; running thence south seventy-one degrees and forty-two minutes east (S. $71^{\circ} 42'$ E.) astronomical at an angle of one degree and fifty minutes ($1^{\circ} 50'$) with said center line of main track, a distance of fifteen (15) feet to a stake; thence on a curve to the left, or southeasterly, of six hundred forty-six and five-tenths (646.5) feet radius, a distance of fifty-one and one-tenth (51.1) feet to a stake; thence south seventy-six degrees and fourteen minutes east (S. $76^{\circ} 14'$ E.) on a tangent to said curve, a distance of twenty-one and three-tenths (21.3) feet to a stake; thence on a curve to the left of seven hundred sixty-four and

five-tenths (764.5) feet radius, a distance of eight hundred twenty-seven and seven-tenths (827.7) feet to a stake; thence north forty-one degrees and forty-one minutes east (N. $41^{\circ} 41'$ E.) on a tangent to said curve a distance of eight hundred sixty-two and five-tenths (862.5) feet to a stake; thence on a curve to the left of eleven hundred forty-six and three-tenths (1,146.3) feet radius, a distance of six hundred thirty-five and four-tenths (635.4) feet to a stake; thence north nine degrees and fifty-five minutes east (N. $9^{\circ} 55'$ E.), on a tangent to said curve, a distance of one hundred twenty-nine and four-tenths (129.4) feet to a stake; thence on a curve to the right, of nineteen hundred ten and one-tenth (1,910.1) feet radius, a distance of one hundred seventy-seven and eight-tenths (177.8) feet to a stake; thence north fifteen degrees and fifteen minutes east (N. $15^{\circ} 15'$ E.), on a tangent to said curve, a distance of two hundred thirty-six and nine-tenths (236.9) feet to a stake; thence on a curve to the right of eleven hundred forty-six and three-tenths (1,146.3) feet radius, a distance of one hundred and sixty-nine (169) feet to a stake; thence north twenty-three degrees and forty-two minutes east (N. $23^{\circ} 42'$ E.) on a tangent to said curve, a distance of eighty-one (81) feet to a stake; thence on a curve to the left of nine hundred fifty-five and four-tenths (955.4) feet radius, a distance of six hundred thirty-three and three-tenths (633.3) feet to a stake; thence north fourteen degrees and eighteen minutes west (N. $14^{\circ} 18'$ W.) on a tangent to said curve, a distance of five hundred and twenty-four (524) feet to a stake; thence on a curve to the right of twenty-eight hundred sixty-four and nine-tenths (2,864.9) feet radius, a distance of one hundred sixty-five and nine-tenths (165.9) feet to a stake; thence north ten degrees and fifty-nine minutes west (N. $10^{\circ} 59'$ W.), on a tangent to said curve, a distance of eighteen hundred two and four-tenths (1,802.4) feet to a stake; thence on a curve to the left of eleven hundred forty-six and three-tenths (1,146.3) feet radius, a distance of one hundred eighty-nine and seven-tenths (189.7) feet to a stake; thence north twenty degrees and twenty-eight minutes west (N. $20^{\circ} 28'$ W.), on a tangent to said curve, said tangent being parallel to and seven (7) feet distant, westerly, from Veneer Box and Panel Company's mill, a distance of two hundred twenty-seven and six-tenths (227.6) feet to a stake, the end of herein described line.

This location is to cover a width of thirty-three feet (33) on each side of the above described center line from the northern limit of the right of way, taken by the International Railway of Maine to station twelve hundred (1,200); a width of twenty (20) feet on each side of said center line from station twelve hundred (1,200) to the northern limit of West street; a width of ten (10) feet on each side of said center line from the northern limit of West street to chainage thirty-three hundred (3,300); a width of twenty-five (25) feet on each side of said center line from chainage thirty-three hundred (3,300) to chainage thirty-six hundred (3,600); a width of twenty (20) feet on each side of said center line from chainage thirty-six hundred (3,600) to the northern limit of land owned by Joseph P. Knight, together with the remainder of Joseph P. Knight's land lying to the east of said center line; a width of twenty-five (25) feet on each side of said center line from the northerly limit of said Joseph P. Knight's land aforesaid to the northern limit of Mill street; and a width of twenty (20) feet on each side of said center line from the northern limit of Mill street to the southern limit of land owned by the Veneer Box and Panel Company, but is made subject to all prior rights of said Canadian Pacific Railway Company over and in any portion of the land covered by said location.

The above described location crosses Lake View road, West street, Lincoln street and Mill street, all in said town of Greenville, which said location and said streets and ways are shown on the plan attached hereto dated July 6, 1906, and signed by C. B. Brown, division engineer.

Wherefore, the said Canadian Pacific 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 ways and streets.

Dated at Montreal, July 28, 1906.

Canadian Pacific Railway,

By D. McNICOLL, Vice-President.

C. F. WOODARD, 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 Monday the twentieth day of August, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the office of the M. G. Shaw Lumber Company at Greenville, at eleven 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 Greenville, and to the M. G. Shaw Lumber 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 ninth day of August, A. D. 1906.

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.

Mr. Charles F. Woodard appeared for the Canadian Pacific Railway Company.

Mr. Henry Hudson appeared for the town of Greenville.

This petition is for a branch railroad track connecting the village of Greenville with the main line of the Canadian Pacific Railway, and to run to a mill of the Veneer Box and Panel Company.

There seems to be no opposition to granting a right to build said branch railroad track, and we find that public convenience requires the construction of it; we also approve the location of the proposed branch railroad track.

We hereby decree that said branch railroad track may cross Lake View road at grade; that it may cross West street at grade after it has been raised not exceeding one foot; that it may cross Lincoln street by lowering said street not exceeding

four and one-half feet; that it may cross Mill street at grade. At all these crossings the approaches shall be not steeper than one foot elevation to every twenty feet out from said track.

Suitable provisions shall be made for surface drainage, and the crossings shall be planked and maintained in safe condition for travelers. All work at these crossings shall be done by the said railway company, and the crossings shall be hereafter maintained by said railway company.

Dated this 20th day of August, A. D. 1906.

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

Petition of the Kingfield & Dead River Railway Company for the approval of the location of a branch railroad track, Kingfield, to a cutting-up mill, and decision of the Board. Approved September 12, 1906.

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

The Kingfield & 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 town of Kingfield, county of Franklin and State of Maine, extending from a point on its main line situated ninety-one (91) feet north of the center of Simmons road, so called, in the northern part of Kingfield village, to a cutting-up mill located in said Kingfield, crossing at grade the highway leading from Kingfield village to the residence of A. W. Lander, 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 Kingfield & Dead River Railway Company in the town of Kingfield, at a stake marked O on said line ninety-one (91) feet north of the Simmons road, so-called, which is north of the birch mill and lumber yard owned by the Jenkins & Bogert Manufacturing Company,

thence on a tangent N. $9^{\circ} 47'$ W. ten (10) feet to stake 0 plus ten (10) feet; thence on a tangent 12° curve to left six hundred and ninety (690) feet to stake 7; thence on a tangent S. $87^{\circ} 25'$ W. twelve hundred (1,200) feet to stake 19; thence on a 5° curve to right three hundred and seventy-five (375) feet to stake 22 plus seventy-five (75) feet; thence on a tangent N. $73^{\circ} 50'$ W. two thousand twenty-five (2,025) feet to stake 43; thence on a 6° curve to left nine hundred (900) feet to stake 52; thence on a tangent S. $52^{\circ} 10'$ W. one thousand (1,000) feet to stake 62; thence on a 6° curve to left two hundred and fifty (250) feet to stake 64 plus fifty (50) feet thence on a tangent S. $37^{\circ} 10'$ W. five hundred (500) feet to stake 69 plus fifty (50) feet; thence on a 12° curve to right nine hundred and fifty (950) feet to stake 79; thence on a tangent N. $28^{\circ} 50'$ W. nine hundred (900) feet to stake 88; thence on a tangent 6° curve to left four hundred (400) feet to stake 92; thence on a tangent N. $52^{\circ} 50'$ W. seven hundred and fifty (750) feet to stake 99 plus fifty (50) feet; thence on a 10° curve to right seven hundred (700) feet to stake 106 plus fifty (50) feet; thence on a tangent N. $17^{\circ} 10'$ E. two hundred and fifty (250) feet to stake 109; thence on a 10° curve to left five hundred and fifty (550) feet to stake 114 plus fifty (50) feet; thence on a $3^{\circ} 30'$ curve to left one hundred and fifty (150) feet to stake 116; thence on a tangent N. $43^{\circ} 5'$ W. four hundred and sixty-four (464) feet to stake 120 plus sixty-four (64) feet.

This location is to cover a width of three rods (3) from stake marked 0 to stake number 114, one and one-half ($1\frac{1}{2}$) rods on each side of the above described line; and from stake 114 to 120 plus sixty-four (64) feet, six rods wide, three (3) rods on each side of the above described line.

Now, therefore, believing that public convenience requires the construction of such extension, and presenting herewith a map of the proposed route prepared by a skillful engineer from actual survey, and having complied with all the provisions of law relating to the extension, the said Kingfield & 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 deter-

mine the manner and condition by which said branch railroad track may cross the aforesaid town way.

Dated at Gardiner, Maine, August 28, 1906.

Kingfield & 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 Wednesday the 12th day of September, A. D. 1906, 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 Kingfield, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 4th day of September, A. D. 1906.

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. Weston Lewis appeared for the petitioners.

This is a petition for a branch railroad track of the Kingfield & Dead River Railway Company extending from a point on its main line to a cutting-up or log mill, in Kingfield.

We find that public convenience requires the building of said branch railroad track, and we hereby approve of the location of the same, and decree that the same may be constructed.

The crossing of the highway known as Lander road shall be at grade. Said railway company shall construct said crossing at its own expense within the location of said railway. The crossing shall be suitably planked and provision shall be made

for surface drainage. Said crossing shall be constructed and hereafter maintained by said railway company at its own expense.

Dated at Augusta this 12th day of September, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Rumford Falls & Bethel Street Railway for approval of articles of association. Approved September 12, 1906.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, Elliott W. Howe, Oville J. Gonya, Everett K. Day, William H. Raye, Dennis J. McCoy who have been chosen directors of the company to be formed for the purpose of constructing and operating a street railroad in and through Mexico, Rumford, Hanover, Newry and Bethel, to be known by the name of Rumford Falls and Bethel Street Railway, hereby respectfully request that your Honorable Board will approve the articles of association of said railroad company hereto annexed, and that you will endorse said approval in writing upon said articles.

Dated this 1st day of September, A. D. 1906.

Elliott W. Howe,
Oville J. Gonya,
Everett K. Day,
William H. Raye,
Dennis J. McCoy.

We, the undersigned, Elliott W. Howe of Rumford, Maine, Oville J. Gonya of said Rumford, Everett K. Day of said Rumford, William H. Raye of Rumford, Maine, and Dennis J. McCoy of Rumford, Maine, a majority of whom are citizens of this State, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity or compressed air a street railroad

for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be Rumford Falls and Bethel Street Railway.

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

The places, cities and towns through which, in which and to which the road is to be constructed, maintained and operated are the towns of Mexico, Rumford, Hanover, Newry and Bethel in the county of Oxford.

The length of the road, as nearly as may be, will be thirty miles.

The amount of capital stock is one hundred and twenty thousand dollars.

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

The undersigned, Elliott W. Howe of said Rumford, Oville J. Gonya of said Rumford, Everett K. Day of said Rumford, William H. Raye of said Rumford and Dennis J. McCoy of said Rumford a majority of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names of the foregoing capital stock, and in token of our assent to the foregoing provisions have hereunto subscribed our names on this first day of September, A. D. 1906.

Elliott W. Howe, 400 shares; Oville J. Gonya, 399 shares; Everett K. Day, 399 shares; William H. Raye, 1 share; Dennis McCoy, 1 share. Total, 1,200 shares.

We, the undersigned, Elliott W. Howe, Oville J. Gonya, Everett K. Day, William H. Raye and Dennis J. McCoy named as directors in the said articles of association of the said Rumford Falls and Bethel Street Railway, on oath depose and say that twelve hundred shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties and that five per cent thereon in cash has been paid to them as directors named in the articles of association, and further, that it is intended in good faith to construct, maintain and operate the road mentioned in said

articles of association and this affidavit they make by endorsing same on said articles of association, as required by the general laws of the State of Maine.

Dated this first day of September, A. D. 1906.

Elliott W. Howe,
Oville J. Gonya,
Everett K. Day,
William H. Raye,
Dennis J. McCoy.

STATE OF MAINE.

Oxford ss.

September 1, 1906.

Personally appeared Elliott W. Howe, Oville J. Gonya, Everett K. Day, William H. Raye and Dennis McCoy and made oath to the foregoing statements by them subscribed as true.

Before me,

JAMES B. STEVENSON, 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 Rumford Falls and Bethel Street Railway.

Dated at Augusta this 12th day of September, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Auburn & Turner Railroad Company asking the Board of Railroad Commissioners to authorize the issue of bonds. Approved September 12, 1906.

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

Respectfully petitions and represents Auburn and Turner Railroad Company.

1. That it is a corporation incorporated and chartered under and by virtue of chapter 20 of the Special and Private Laws of Maine, for the year 1903.

2. Said corporation owns, controls and is operating a street railroad comprising about nine miles in and between the city of Auburn and the town of Turner in the county of Androscoggin and State of Maine.

3. The authorized capital stock of said corporation is one hundred thousand dollars, and the same has been already issued and is outstanding.

4. The amount of capital stock actually paid in, in cash, and expended in the construction and equipment of said road, in addition to the amount of bonded debt, is forty-seven thousand five hundred fifty-four (47,554) dollars.

5. The amount of authorized first mortgaged indebtedness is one hundred twenty-five thousand (125,000) dollars, and is represented by the issue of first mortgage bonds now outstanding to the amount of one hundred twenty-five thousand (125,000) dollars, secured by a mortgage dated the second day of July, 1905, and the amount received from the sale of said bonds has been actually expended in the construction and equipment of said railroad.

6. That an amount of capital stock equal to thirty-eight per cent of the mortgage debt has been paid in, in cash, and expended upon said road in addition to the amount of the bonded debt.

7. That in the construction and equipment of said railroad, up to this date, the actual cost of its roadbed and track, overhead construction, rolling stock and equipment of same, real estate and car barns, electrical equipment and machinery, amounts to one hundred and seventy-two thousand, five hundred fifty-four (172,554) dollars.

8. Wherefore your petitioner prays that your Honorable Board will make such an investigation of the accounts and vouchers, relative to the construction and equipment of said railroad, 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.

Auburn & Turner Railroad Company,
By E. S. HILL, Treasurer.

Boston, Mass., August 10, 1906.

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 28th day of August, A. D. 1906, 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 fourteenth day of August, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

The foregoing petition by the Auburn and Turner Railroad Company was filed with the Board of Railroad Commissioners for the purpose of obtaining the certificate of said Commissioners, as provided by section 23 of chapter 48 of the Revised Statutes.

Public notice was given for a hearing upon said petition to be held at the office of the Board, August 28th, A. D. 1906.

Notice was given as ordered.

The company presented evidence to the Board in relation to the subject matter.

We find the whole amount of bonds issued by the Auburn and Turner Railroad Company and secured by the mortgage of said company is one hundred twenty-five thousand dollars.

The evidence presented satisfies us that there has been expended by said company upon said road the sum of one hundred seventy-two thousand, five hundred fifty-four dollars, as appears by the statement on file with the Board of Railroad Commissioners, and that an amount of the capital stock of said company equal to thirty-three and one-third per cent of said mortgage indebtedness has been paid in, in cash, and expended upon the road in addition to the amount of the bonded debt.

And we have made a certificate to the secretary of State of Maine, as follows:

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Secretary of State of the State of Maine:

The undersigned, Railroad Commissioners of the State of Maine hereby make the following certificate of facts with reference to the Auburn and Turner Railroad Company:

1. Said company was incorporated under the special laws of the State of Maine.
2. The date of incorporation was 1903.
3. Said corporation owns, controls and is operating a street railroad comprising about 9 miles, in the city of Auburn and town of Turner, county of Androscoggin and State of Maine.
4. The authorized capital stock of said corporation is (\$100,000) one hundred thousand dollars.
5. The amount of capital stock already issued is (\$100,000) one hundred thousand dollars.
6. The amount of capital stock actually paid in in cash and expended upon said road, in addition to the amount of bonded debt is (\$47,554) forty-seven thousand five hundred fifty-four dollars.
7. The amount of authorized first mortgage indebtedness is (\$125,000) one hundred twenty-five thousand dollars.
8. The amount of first mortgage bonds actually issued is (\$125,000) one hundred twenty-five thousand dollars.
9. That the amount received from the sale of said bonds has been actually expended upon said road.
10. That an amount of capital stock equal to thirty-three and one-third per cent of the mortgage debt has been paid in in

cash and expended upon said road in addition to the amount of the bonded debt.

In witness whereof, we have hereunto set our hands this 12th day of September, A. D. 1906.

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

Petition of the Atlantic Shore Line Railway for approval of variations, extensions and additions to railway, and decision of the Board. October 25, 1906.

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

The Atlantic Shore Line Railway, a corporation organized under the General Laws of the State of Maine, and having its location and place of business in Sanford, in the county of York, and State of Maine, hereby petitions your Honorable Board for the approval of the extension of, addition to and variation from the location, courses, distances and boundaries of its railway, approved by your Honorable Board on the second day of April, A. D. 1900, which extension, addition and variation said railway proposes to make and build within the towns of Kennebunk, Wells and York, all in said county of York, as follows:

(Courses, distances and boundaries are here omitted.)

The width of the location thereof on all streets, roads and ways will be five feet on each side of the center line.

Wherever said line crosses the land of private individuals outside the limits of streets, roads and ways, the width of said location both of the main line and of the spur tracks, is two rods on each side of the center line.

Said line as above described crosses land of private individuals outside the limits of streets, roads or ways, in the following instances: Geo. W. Littlefield, M. F. Littlefield, G. H. Littlefield, heirs of Olive J. Weare, George Thompson, Geo. A. Weare, James Brooks, Moses L. Staples, Eben Ramsdell, Moses L. Staples, Frank Kyes, Joel Perkins, Jackson Perkins. Isaiah

Perkins, Jackson Perkins, Isaiah Perkins, Sarah and Mary Pickering, Jackson Perkins, Mrs. Geo. Conarroe, C. D. Kinney, Joseph Hover, J. D. Vermeule, Mrs. Chas. Phillips, Miss Phillips, Chas. Phillips, Allie Phillips, J. D. Vermeule, Daniel Weare, E. H. Norton, Chas. Bowden, Geo. and Francis Talpey.

And your petitioner avers that the location between the above mentioned stations, across private lands has a uniform width of twenty feet on each side of the center line, and that between said stations it is located outside the limits of streets, roads and ways, because it is impracticable to locate it within the limits of any streets, roads or ways.

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

Now therefore, having complied with the provisions of the law in relation to the formation, extension, addition to and variation from, the location and construction of railways, and believing that public convenience requires the construction of the extension of, addition to and variation from the location of the aforesaid railway, as aforesaid, having presented herewith a map of the proposed route on an appropriate scale with the written approval of the proposed route, and location, as to streets, roads and ways, of the municipal officers of the towns in which said railway is to make its extension, addition and variation as aforesaid, and also a report and estimate thereof prepared by a skilful engineer, to wit, E. A. Taylor, from actual survey; said railway prays that your Honorable Board will, after notice and hearing, approve the extension of, addition to and variation of said railway herein described and authorize its construction and operation.

Dated at Sanford, Maine, the 7th day of August, A. D. 1906.

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 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 Friday the seventeenth day of August, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the Mousam House in Kennebunk at ten o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies, by mail, of the foregoing petition and order to the municipal officers of the towns of Kennebunk, Wells and York, and to each owner of private land over which said location is desired, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of August, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Fred J. Allen appeared for the petitioner.

Mr. W. L. Dane appeared for property owners.

A. E. Haley appeared for the town of Kennebunk.

After hearing the evidence presented, all the provisions of the Revised Statutes having been complied with, we find that public convenience requires the construction, extension of, addition to and variation of said railway as described, and we hereby approve the same. We further approve the location of the turnout at Kennebunk depot, and we find that at points and places named in said petition where the line as described crosses the land of private individuals, outside the limits of

streets, roads or ways, that it is impracticable to locate it within the limits of such streets, roads or ways.

Dated this 25th day of October, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Somerset Railway for approval of crossing of highway in the town of Bingham, and decision of the Board. October 25, 1906.

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

The Somerset Railway Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the town of Bingham, county of Somerset, and State of Maine, extending northwesterly from its present main line and station at said Bingham to a shank factory of the American Shoe Finding Company at said Bingham, and that it has made a location of said branch railroad track, which location is described as follows:

Beginning at the end of the present track at Bingham station with a 5 deg. curve (radius 1146.28 min.) running to the left with a 5 deg. curve (radius 1146.28 feet) running to the left 250 feet, thence on a 7 deg. 12 min. curve (radius 796.299 feet) running to the right 530.1 feet, thence on a tangent (N. 16 deg. 45 min. W.) 387.5 feet, thence on a 7 deg. curve (radius 819.02 feet) to the left 553.8 feet, thence tangent 200 feet to the river.

Said location is to cover a width of two rods, being one rod on either side of above described line. The above described location crosses the county road leading from Bingham village to Solon village, which said road and location are shown on the plan attached hereto, signed by A. R. Towse, C. E.

The Somerset Railway Company is the owner of the land on each side of said county road over which said location is made:

and said location is made subject to all prior rights of the Somerset Railway Company over and in any portion of the land covered by said location.

Wherefore the said Somerset Railway Company prays that your Honorable Board will approve said location, and that it may locate, construct and maintain said necessary branch 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 branch track may cross the aforesaid county road.

Dated at Oakland, Maine, October 2, 1906.

The Somerset Railway Company,

By JOHN F. HILL, President.

WM. T. HAINES, 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 Thursday the 18th day of October, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Somerset Railway Company in Bingham, 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 county commissioners of Somerset county, also to the municipal officers of the town of Bingham, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 12th day of October, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Augustine Simmons appeared for the petitioners.

No one appeared to oppose said petition.

We hereby approve the location of the branch railroad track described in said petition, and find that public convenience requires it. The highway known as the county road leading from Bingham village to Solon village shall be crossed by said branch railroad track at grade as it now exists.

The crossing shall be constructed and maintained by the said Somerset Railway Company within the limits of its right of way.

Suitable provisions shall be made for surface drainage.

Dated at Augusta this 25th day of October, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Washington County Railway for approval of location of branch track and crossing highway in Machias, and decision of the Board. October 25, 1906.

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 Machias in the county of Washington in said State of Maine extending from point near its freight house in said town to mill of the Machias Manufacturing Company.

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

The center line of said location commences at a stake marked O in the center line of the side track on the northerly side of the freight house of said railway company at said Machias, which said stake is sixteen (16) feet distant westwardly, measured along said center line, from the easterly line of said freight house produced northwardly, running thence eastwardly, on line parallel to northerly side of said freight house, a distance of

sixty-five (65) feet to station 0+65; thence on a curve to the right, or southeasterly, of four hundred seventh-eighth and three-tenths (478.3) feet radius, a distance of two hundred and sixty-five (265) feet to station 3+30; thence on a tangent to said curve a distance of two hundred and twenty (220) feet to station 5+50.

This location is to cover a width of twelve (12) feet being six (6) feet on each side of the above described center line, all prior rights of said Washington County Railway Company in and to any of the land covered by said location being excepted.

The above described location crosses the highway in said town leading between Machias and East Machias known as the "County road" which said location and said highway are shown on the plan attached hereto, dated August 24, 1906, 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 afore-said highway.

Dated at Portland, Maine, September 13, 1906.

Washington County Railway Company,

By GEO. F. EVANS, Vice-President.

GEO. A. CURREN, 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 five days before Friday, the 28th day of September, A. D. 1906, 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 Washington county, also

to the municipal officers of the town of Machias, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 19th day of September, A. D. 1906.

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.

Mr. J. B. Nutt and Mr. J. W. Edgerly, county commissioners of Washington county, appeared for said county.

We hereby approve the location of the branch railroad track described in said petition, and find that public convenience requires it. The highway known as the county road leading from Machias to East Machias shall be crossed by said branch railroad track at grade as it now exists.

The crossing shall be constructed and maintained by the said Washington County Railway Company within the limits of its right of way.

Suitable provisions shall be made for surface drainage.

Dated at Augusta this 25th day of October, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Maine Central Railroad for a change in the conditions of crossing the "Josselyn road" in Newport, and decision of the Board. October 25, 1906.

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 in Portland, in the county of Cumberland and State aforesaid, respectfully represents that on account of the building of a second track and its intention to reduce the west-bound adverse grades to gradient of 26.4 feet per mile between East Newport and Etna in Penobscot county in said State, it is necessary that the manner and conditions of crossing of the railroad of said company with the highway known as "Josselyn road," said crossing being about two miles east of East Newport, be changed.

Wherefore the said Maine Central Railroad Company prays that your Honorable Board will change the manner and conditions of said crossing and determine how the work may be done by said company.

Dated at Portland, September 17, 1906.

Maine Central Railroad Company,

By GEO. F. EVANS, Vice-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 Commercial and Daily News, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least five days before Friday the twenty-eighth day of September, A. D. 1906, 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 Newport five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 19th day of September, A. D. 1906.

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.

Mr. W. H. Mitchell, chairman of the selectmen of the town of Newport, appeared for the town.

This is a petition for the purpose of lowering the grade of the highway known as Josselyn road, so as to cross the said Maine Central Railroad at grade when the said railroad grade is changed.

We hereby find that public convenience requires the crossing of said railroad and said highway at grade. The grade of the highway may be lowered, not exceeding 4.8 feet, and the highway shall be then reconstructed so as to be as wide as the travelled part now is, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track, within said railroad location, and 8% grade outside of said railroad location.

All the work shall be done at the expense of the Maine Central Railroad Company. The said Maine Central Railroad Company shall hereafter maintain said highway within its location.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 25th day of October, A. D. 1906.

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

Railroad Commissioners of Maine.

*Petition of the Augusta, Oakland and Waterville Street Railway for approval of location, and decision of the Board.
October 25, 1906.*

To the Honorable Board of Railroad Commissioners:

The Augusta, Oakland and Waterville Street Railway, a corporation organized under the general laws of the State, respectfully represents that it desires to begin the construction of its road in the town of Oakland and Sidney and in the city of Augusta.

That the courses, distances and boundaries of the location of its road in said city and towns are as follows:

(Courses, distances and boundaries are omitted).

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

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

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

Your petitioner further represents that public convenience requires the construction of said road.

Wherefore your petitioner prays that this Honorable Board will appoint a day for hearing hereon, and that after such notice thereof shall be given by your petitioner as your Honorable

Board deems reasonable and proper, and after hearing hereon, you will approve such location, subject to the provisions of section twelve of chapter fifty-three of the Revised Statutes, and then determine whether public convenience requires the construction of such road, and make a certificate of such determination in writing in the manner by law required.

Dated this seventeenth day of August, 1906.

Augusta, Oakland & Waterville Street Railway,

By HEATH & ANDREWS, 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 Waterville Morning Sentinel, a newspaper published at Waterville, in the county of Kennebec, and in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in each paper to be at least five days before Wednesday the twelfth day of September, A. D. 1906, 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 Augusta, and the towns of Sidney and Oakland, also to Geo. E. Macomber, general manager of the Augusta, Winthrop & Gardiner Railway, A. F. Gerald, general manager of the Waterville & Oakland Street Railway, and to Geo. F. Evans, general manager of the Maine Central Railroad, 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-seventh day of August, A. D. 1906.

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. Thomas J. Lynch appeared for the Augusta, Winthrop & Gardiner Railway.

Mr. A. F. Gerald appeared for the Waterville and Oakland Street Railway.

Messrs. Heath & Andrews appeared for the petitioner.

After hearing the evidence presented in the matter, all the provisions of Revised Statutes having been complied with, we hereby approve the proposed location, and find that public convenience requires the construction of said railway.

Dated at Augusta this 25th day of October, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the selectmen of the town of Embden asking approval of a highway crossing the Somerset Railway at grade and action of the Board. Dismissed October 25, 1906.

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

The undersigned, municipal officers of the town of Embden in the county of Somerset, respectfully represent that the municipal officers of said town on the twenty-fifth day of May, A. D. 1904, on petition of Ansel Stevens and others, laid out and located a town way in said town of Embden, which said way as laid out and located by said municipal officers crosses the railroad track of the Somerset Railway Company. Said town way having been located and established by metes and bounds as appears from the following copy of the records of said town, viz.: Beginning at a point near the center of the River road westerly 38 feet south of the schoolhouse in district No. 1—cross the Somerset Railway track to the old county road.

The said way was duly accepted by a vote of the inhabitants of said town at a legal town meeting held in said town on the sixth day of August, A. D. 1904.

Wherefore your petitioners make application and request your Honorable Board upon notice and hearing to determine whether said town way shall be permitted to cross said railroad track of the Somerset Railway Company at a grade therewith,

or not, and the manner and condition of crossing the same, and whether the expenses of building and maintaining such part thereof as is within the limits of said railway company's said land shall be borne by said railway company or by said town of Embden in which said way is located or shall be apportioned between said railway company and said town.

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

Cephas Walker,

S. P. Dunbar,

Bert A. Barran,

Selectmen of Embden.

This petition is dismissed. Per order of the Board,
JOSEPH B. PEAKS, Chairman,

October 25, 1906.

Petition of the selectmen of the town of Embden, asking approval of a highway crossing the Somerset Railway at grade and action of the Board. Dismissed October 25, 1906.

EMBDEN, ME., April 9, 1906.

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

The undersigned municipal officers of the town of Embden in the county of Somerset respectfully represent that the municipal officers of said town on the eighth day of November, A. D. 1905, on petition of C. E. Eames and others laid out and located a town way in said town of Embden which said way as laid out and located by said municipal officers crosses the tracks of the Somerset Railroad Company; said town way having been located and established by metes and bounds as appears from the following copy of the records of said town, viz.:

Beginning at the center of river road running westerly parallel with the line fence between Polly Stevens' land and J. W. Morin's land across the track of the Somerset Railroad Company the said way was duly accepted by a vote of the inhabitants of said town at a legal town meeting held in said town on the 5th day of March, A. D. 1906. Wherefore your petitioners make application and request your Honorable Board upon notice and

hearing to determine whether said town way shall be permitted to cross said railroad track of the Somerset Railroad Company at a grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining such part thereof as is within the limits of said railroad company's said land shall be borne by said railroad company or by said town of Embden in which said way is located.

Dated at Embden this ninth day of April, A. D. 1906.

Bert A. Barron,

S. P. Dunbar,

H. B. Ellis,

Selectmen of Embden.

This petition is dismissed. Per order of the Board.

JOSEPH B. PEAKS, Chairman,

October 25, 1906.

Petition of the Portland & Brunswick Street Railway asking for the approval of a change of its location near Casco Castle Station Freeport, and decision of the Board. Approved October 20, 1906.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Portland and Brunswick Street Railway, a corporation organized under the general laws of the State, that, acting under the authority of section sixteen of chapter fifty-three of the Revised Statutes, it desires, under the direction of your Honorable Board, to make the change hereinafter described in the location of its road, such change to be recorded where the original location was required by law to be recorded.

Your petitioner alleges that it deems the following change in the location of its road necessary and expedient.

Beginning at a stake driven in the center of the main track of the Portland and Brunswick Street Railway, near Casco Castle in Freeport, said stake being 10 feet westerly from the line of the westerly end of the platform of said Casco Castle station, and on a line with the easterly hand rail of the suspension bridge across the gully leading from the station to the Castle; said stake being marked station O on the map.

Thence S. $87^{\circ} 30'$ W. 485 feet to station 4+85; thence by a curve to the right of 1,500 feet radius 130 feet to station 6+15; thence N. $87^{\circ} 30'$ W. 269 feet to station 8+84; thence by a curve to the right of 1,000 feet radius 131 feet to station 10+15; said station being in the center of the track of said Portland and Brunswick Street Railway.

Said line as above described is the center line of said railway, and the width of the location thereof will be 5 feet on each side of said center line, except on land of private individuals where the width will be as follows: from station 0 to station 5+50, 10 feet on each side of said center line and from station 5+50 to the line of the highway 25 feet on each side of said center line.

Your petitioner files herewith a plan marked "Change of location to the Portland and Brunswick Street Railway in Freeport, Maine, near Casco Castle." The present location to be abandoned is delineated upon said plan as running from station 0 to station 10+15 and bears upon it the words "old location." The change desired runs from station 0 to station 10+15 on said plan and is marked with the words "new location," representing the center line thereof, with the courses, distances and boundaries hereinbefore described. Your petitioner further represents that it is impracticable to locate such change of location within the limits of the streets, roads and ways and respectfully prays that your Honorable Board will so determine and find in its decree to be made hereunder.

Wherefore, your petitioner prays that your Honorable Board will order such notice as you deem reasonable and proper in order that all persons interested may have an opportunity to appear and object thereto, and that after hearing decree may be made that, under the direction of your Honorable Board, your petitioner may make the aforesaid change in the location of its road, such change to be recorded where the original location was required by law to be recorded.

Dated September 19, 1906.

Portland and Brunswick Street Railway,

By HEATH & ANDREWS, 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 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 Friday the twenty-eighth day of September, A. D. 1906, 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 municipal officers of the town of Freeport and to each owner of private land where it is proposed to construct its road under the new or changed location, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 19th day of September, A. D. 1906.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Messrs Heath & Andrews appeared for the petitioner.

Messrs. Symonds, Snow, Cook and Hutchinson appeared for the land owners.

The matter was then continued until Wednesday, October 3, 1906, at the office of the Board of Railroad Commissioners in Augusta.

No one then appearing in opposition the Board finds that public convenience requires the change in the location as prayed for in said petition, and that it is impracticable to locate such change and to construct the same within the limits of streets, roads and ways.

We therefore decree that said change may be made, and such road constructed as prayed for in said petition.

Dated at Augusta this 29th day of October, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Boston and Maine Railroad for change in crossing on Wilmot, Parris and Brattle streets, Portland, and decision of the Board. November 5, 1906.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represents the Boston and Maine Railroad that consent has been granted to it by the city of Portland, county of Cumberland and State of Maine, to lay and maintain tracks across Wilmot, Parris and Brattle streets in said city, certified copies of which consent are hereto annexed and made part hereof as though fully set out herein; that consent having been obtained as aforesaid and in accordance therewith it desires:

First. To remove its track, now crossing said Wilmot street about three hundred twenty-one feet (321) southeasterly of Marginal Way, and to relocate and maintain the same across said Wilmot street about eleven feet (11) northwesterly of its present location measured on the northeasterly line of said Wilmot street and about one foot (1) northwesterly of said location measured on the southwesterly line of said street.

Second. To locate and maintain another track across said Wilmot street, the center line of which shall be parallel with and twelve feet (12) northwesterly of the center line of the last described track as relocated.

Third. To locate and maintain a track across said Brattle street, the center line of which shall be about forty-nine feet (49) southerly of the southerly side of Kennebec street, measured on the easterly line of said Brattle street and about fifty feet (50) southerly of said southerly side of Kennebec street measured on the westerly line of said Brattle street.

Fourth. To locate and maintain a track across said Parris street, the center line of which shall be about seventy feet (70) southerly of the southerly side of Kennebec street.

Fifth. To locate and maintain a track across said Parris street, the center line of which shall be about eighty feet (80) southerly of the southerly side of Kennebec street, measured on the easterly line of said Parris street and about eighty-four feet (84) southerly of said southerly side of Kennebec street measured on the westerly line of said Parris street.

All of said proposed tracks are shown upon plans thereof annexed hereto and made part hereof.

And your petitioner further respectfully represents that it desires to build such proposed tracks forthwith.

Wherefore your petitioner makes this petition in writing to your Honorable Board and prays your Honorable Board to approve the locations of said tracks as above set out and as shown upon said plans, and to determine, direct, decree and order in what manner said crossings shall be made, constructed and maintained and how the expense thereof shall be borne after notice and hearing thereon, as by statute made and provided in such cases.

Dated at Portland, county of Cumberland and State of Maine, this twenty-third day of October, A. D. one thousand nine hundred and six.

Boston and Maine Railroad,

By LUCIUS TUTTLE, 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 five days before Tuesday the thirteenth day of November, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the West End Hotel in Portland 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 Portland, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 5th day of November, A. D. 1906.

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

No one appeared to oppose the petition.

After hearing the witnesses in relation to the matter embraced in the petition, we hereby decree:

First. That the said Boston and Maine Railroad Company be granted the right to remove its tracks, as prayed for in the first paragraph of its petition.

Second. That it may be allowed to locate and maintain another track across Wilmot street, as prayed for in the second paragraph of its petition.

Third. That it be allowed to locate and maintain a track across Brattle street, as prayed for in the third paragraph of its petition.

Fourth. That it be allowed to locate and maintain a track across Paris street, as named in the fourth paragraph of its petition.

Fifth. That it be allowed to locate and maintain a track across Paris street, as prayed for in the fifth paragraph of its petition.

And it is hereby decreed that the whole expense of said changes across said streets shall be made at the expense of the said Boston and Maine Railroad Company, and that all of said crossings shall be constructed and hereafter maintained so as to be safe and convenient for travelers with horses, teams and carriages, whenever the said city of Portland shall require the same to be done by said railroad company.

Dated at Augusta this thirteenth day of November, A. D. 1906.

J. B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Phillips and Rangeley Railroad Company for approval of branch track and crossing highway in the town of Madrid. Decision November 7, 1906.

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

Seth M. Carter of Auburn, having been duly appointed receiver of the Phillips & Rangeley Railroad Company by the supreme judicial court of the State of Maine, in a suit in equity of the Maine Trust & Banking Company vs. said Phillips & Rangeley Railroad Company, now pending in said court for the county of Franklin, and having duly qualified as such receiver and being now in full exercise of all his powers as such receiver,

Respectfully represents, that said Phillips & Rangeley Railroad Company is a corporation duly established under the laws of the State of Maine and located at Phillips, in the county of Franklin; that it owns a railroad running from said Phillips through the town of Madrid to the village of Rangeley in said county; that the said receiver, by virtue of his appointment is in full control and operation of said railroad and has succeeded to and now holds and enjoys in his said capacity the rights, privileges and franchises of said Phillips & Rangeley Railroad Company; that it is necessary for the proper and convenient operation of said railroad that a branch track should be constructed and maintained in the town of Madrid, starting from a point in the main line of the railroad of said corporation in said town near the station called Reed's Mills and running thence in a northerly direction, crossing the county road which leads from Phillips to Reed's Mills, to the mill of the Reed's Mills Lumber Company, being a distance of about seven hundred and sixty-eight (768) feet; that said track is located upon land of said Phillips & Rangeley Railroad Company and land upon which the receiver has secured by contract the right of building and maintaining said track; that the right of way secured for said track is three (3) rods in width; that said track crosses at grade the county road aforesaid; and that the said receiver has been authorized by the supreme judicial court to construct and maintain said track by a decree issued by said court in the above entitled cause, dated October 3, 1906, and is desirous of constructing and maintaining the same.

Wherefore, the said receiver prays your approval of the location herein above described; that said branch track may be constructed and maintained under your direction; and that you will determine the manner and conditions of crossing said county road.

Dated at Phillips, Maine, October 5, 1906.

SETH M. CARTER, Receiver, P. & R. R. Co.

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 Maine Woodsman, a newspaper published at Phillips, in the county of Franklin, the publication in said paper to be at least five days before Wednesday the seventh day of November, A. D. 1906, 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, also to the municipal officers of the town of Madrid, 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 October, A. D. 1906.

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.

No one appeared to oppose said petition.

We hereby approve the location of the branch railroad track described in said petition, and find that public convenience requires it.

The highway known as the county road leading from Phillips to Reed's Mills shall be crossed by said branch railroad track at grade as it now exists.

The crossing shall be constructed and maintained by the said Phillips & Rangeley Railroad Company within the limits of its right of way.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 7th day of November, A. D. 1906.

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

Petition of the Penobscot Bay Railroad Company for approval of articles of association. Approved November 23, 1906.

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

The undersigned, Maynard S. Bird, Arthur S. Littlefield, H. Irvin Hix, Herbert L. Shepherd, and Albert Peirce, directors as hereinafter named, present herewith articles of association made and signed for the purpose of organizing a corporation to be known as Penobscot Bay Railroad Company, for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property from a point of connection with the Maine Central Railroad in Rockland, in Knox county, to a point of connection with the Maine Central Railroad and the Northern Maine Seaport Railroad, both in Belfast in Waldo county, as in said articles specified, together with an affidavit of the directors named in said articles of association, and with a map of the proposed route on an appropriate scale, all as required by chapter 51 of the Revised Statutes of Maine, and acts additional thereto and amendatory thereof, and the undersigned represent that they are all the directors named in said articles of association and that all the provisions of law relating to the organization of such railroad company anterior to the approval by the Railroad Commissioners of said articles have been complied with, that public convenience requires the construction of such railroad; and they now petition you to find that public convenience requires the construc-

tion of such railroad and to endorse upon said articles of association your approval in writing of the same.

October 8, 1906.

Maynard S. Bird,
A. S. Littlefield,
H. I. Hix,
H. L. Shepherd,
Albert Peirce.

Know all men by these presents, that we, the subscribers hereto, a majority of whom are citizens of the State of Maine, hereby associate ourselves together to form a corporation under the name of Penobscot Bay Railroad Company, 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 each of us hereby severally agree to take the number of shares in said company set against his signature hereto.

The gauge of said railroad is to be four feet, eight and one-half inches. Said railroad is to be constructed, maintained and operated from a point of connection with the Maine Central Railroad in Rockland in the county of Knox, to a point of connection with the Maine Central Railroad and the Northern Maine Seaport Railroad in Belfast, in the county of Waldo.

The length as near as may be is thirty miles. The names of the towns through which and into which said railroad is to be made are Rockland, Rockport and Camden, all in Knox county, and Lincolnville, Northport and Belfast, all in Waldo county.

The amount of the capital stock is to be one hundred and eighty thousand dollars (\$180,000) divided into eighteen hundred (1,800) shares of one hundred dollars (\$100) each.

The names and residences of the five persons, all citizens of the State of Maine, who will act as directors of said company and manage its affairs until others are chosen in their places, are Maynard S. Bird, Arthur S. Littlefield, H. Irvin Hix, all of Rockland Herbert L. Shepherd, Rockport and Albert Peirce, Frankfort, Maine.

Dated this eighth day of October, 1906.

E. S. Bird, Rockland, 200 shares; Maynard S. Bird, Rockland, 300 shares; H. I. Hix, Rockland, 200 shares; A. S. Littlefield, Rockland, 150 shares; Herbert L. Shepherd, Rockport,

200 shares; Albert Peirce, Frankfort, 150 shares; D. M. Murphy, Rockland, 150 shares; H. N. McDougall, Rockland, 150 shares; George W. Leadbetter, Rockland, 150 shares; Chas. C. Wood, Camden, 150 shares.

Maynard S. Bird, Arthur S. Littlefield, H. Irvin Hix, Herbert L. Shepherd, and Albert Peirce, being all the directors named in the foregoing articles of association to which this affidavit is annexed, being duly sworn on oath say that the whole amount of the capital stock named in said articles of association has been subscribed for in good faith by responsible parties and five per cent has been paid thereon in cash to the directors named in said articles of association and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association.

Maynard S. Bird,
A. S. Littlefield,
H. I. Hix,
H. L. Shepherd,
Albert Peirce.

Dated October 8, 1906.

STATE OF MAINE.

Knox ss.

Personally appeared Maynard S. Bird, Arthur S. Littlefield, H. Irvin Hix, Herbert L. Shepherd and Albert Peirce and severally made oath to the truth of the foregoing statements by them subscribed.

Before me,
ALAN L. BIRD, Justice of the Peace.

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 ten days before Thursday the eighth day of November, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the Thorndike House in the city of Rockland at nine 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 Rockland, Rock-

port and Camden, all in Knox county, and Lincolnville, Northport and Belfast, all in Waldo county, and to Mr. George F. Evans, general manager of the Maine Central Railroad, Portland, Maine, and to Mr. F. W. Cram, president of the Northern Maine Seaport Railroad, Bangor, Maine, ten days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-second day of October, A. D. 1906.

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. Arthur S. Littlefield and Mr. A. L. Bird appeared for the petitioner.

No one appeared to oppose the petition.

The Board find, and we hereby certify, that all the provisions of sections one and two of chapter fifty-one of the Revised Statutes, have been complied with in said articles of association; and we also hereby find and so determine that public convenience requires the construction of the road named in said petition.

Dated this 23rd day of November, A. D. 1906.

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 25th day of August, 1906, at Pittsfield, on the Maine Central Railroad.

A serious accident occurred on the Maine Central Railroad on August 25th, A. D. 1906, at about eleven o'clock in the forenoon. The train involved was No. 153, and is known as the Knickerbocker Limited, or New York Express. It was running east from Waterville and was somewhat behind time. The train was running at least sixty miles an hour.

The accident occurred near Farnham brook, so called, about one and one-half miles west of Pittsfield passenger station, on a sharp curve, and at the bottom of the grades running east and west.

When the train reached a point a few rods west of Farnham brook it encountered two loaded freight cars standing on the main track. One of the freight cars was practically destroyed. The other car was pushed with such force that its momentum carried it east past Pittsfield station some distance. The locomotive of the train was overturned, and thrown upon its side on the road-bed. The baggage car was thrown from the track and plunged over the embankment on the west side. The truck frame of the dining car following it was torn from under the car, and the end of the car ploughed into the road-bed and ties, stopping the rest of the train.

The passengers in the rear cars were badly shaken up, but no one was seriously injured.

Mr. Lewis A. Gilbert, a travelling engineer for the Maine Central Railroad Company was riding on the locomotive. He was found after the accident under the forward end of the baggage car, and when taken out he was unconscious, and lived but a few minutes.

The engineer and fireman of the train were both seriously injured.

By what manner and means these freight cars came to be upon the track on the main line at this time is a matter which we have taken pains to investigate; and to make the matter plain and clear we will state, that the freight house siding in the yard at Pittsfield on the southerly side of the track is 1,400 feet long. From the westerly switch of this freight house track

to the switch of the south passing track is 150 feet, and from the switch of the south passing track to the main line switch is 800 feet.

These cars had been standing upon the freight house siding. Car D. L. & W. No. 33,287, which was one of the cars involved, was put upon the freight house track on August 24th, and on the night of August 24th, at eleven o'clock P. M. Erie car No. 7,007 was pushed in on the west end of the freight house track by train No. 28. No one seems to know whether the Erie car had its brakes set or not when it was left upon the track.

Joshua Condon, the assistant freight agent at the station, had occasion to move D. L. & W. No. 33,287 on August 24th, with some others, four feet, to unload some freight. He says the car had its brakes set at that time. He does not know whether he re-set the brakes after the car was moved, but it is our opinion that car D. L. & W. No. 33,287 and Erie car No. 7,007 were both upon the siding without any brakes being set.

There were six other cars standing upon this siding; but whether they were braked or not, nobody seems to know, but it seems certain to us that they were not, from what follows.

Upon the morning of August 25th, freight train No. 31 arrived from Waterville at about 8.45 A. M. Considerable shifting was done at Pittsfield station by train No. 31, and the last movement was to push six other freight cars from the east on to the freight house siding, and push them west far enough so that the second car from the engine was opposite the freight house doors. That would leave twelve cars west of that, and between that and the west switch of the freight house siding.

From the evidence in the case we are satisfied that when train No. 31 backed in on to the siding and pushed these fourteen cars westward, so as to load cars at the freight house, it kicked these two cars, D. L. & W. No. 33,287 and Erie No. 7,007 standing on the siding, off onto the south passing track, with such force as to carry them on to the main line track, and as there is a down grade from there to Farnham brook these two cars ran down the grade to the place where they were struck by passenger train No. 153. Both switches are split switches, and it was easy for these cars to run down over the switches, and to open them on to the main line.

It was the duty of the rear brakeman, Mr. Raymond Spear, on train No. 31, to watch the west end of this siding, when the

trains were being made up and shifted. He says he never had been instructed in relation to this matter. He says he understood that he was to always guard the rear end of the train when it stopped on the main line, but he says he never had been informed that it was his duty to guard the rear at stations when trains were being made up.

On the contrary, the conductor, Mr. Henry C. Farnham, testified that it was the duty of the rear brakeman to guard the rear at the stations, as well as anywhere else; and that he had informed Mr. Spear so to do, and that he supposed Mr. Spear was attending to his duty on this occasion.

It was in evidence, however, undisputed, that Mr. Spear stood on the platform of the freight house, instead of at the rear of the train, and in full view of Mr. Farnham, the conductor.

It was in evidence, and not disputed, that the rear brakeman was up near the freight house while the shifting was being done, with the other members of the train crew, and it seems to us that if Mr. Farnham, the conductor, did not know that Mr. Spear was not attending to his duty, he should have known it.

There was considerable testimony in relation to which was the last car on the siding when the train moved out. Nobody, however, seems to have inquired of Mr. Spear, the rear brakeman, whose duty it was to know. It is significant that neither the conductor nor anybody else made any inquiry of Mr. Spear as to whether all the cars were taken from the siding when the train moved east.

The head brakeman, Walter A. Gerry, says that when train No. 31 pulled out of the freight house siding, to go east, the rear car was an I. C. car. He admits that Joshua Condon, the assistant freight agent, told him that the I. C. car was not the rear car. But the brakeman, Gerry, refers to Mr. Condon as "the young fellow there", and says "I did not pay attention to him, because he is a new man, and don't know half the time what car it is." But it seems that Mr. Condon did know on this occasion, and if Gerry had paid attention to this "young fellow" Mr. Condon, although a "new man", this accident would have been avoided.

We have observed other instances in our investigations of such accidents, where some employee has disregarded a warning

given by another employee, because of some feeling of superior wisdom.

Mr. Gerry gives no sufficient or reasonable excuse for not heeding the information given to him by Mr. Condon.

It seems that these two cars which were pushed down upon the track were missed after train No. 31 moved east to Newport, but no one seemed to know where they were until the accident occurred.

We are satisfied that these two cars were pushed down upon the main line before train No. 31 left Pittsfield station.

Pittsfield freight station has within two years been moved further west, and now there is quite a sharp down grade a short distance west of the freight house, and there should have been more care exercised in relation to the setting of brakes, while cars were on the siding.

We believe that Henry C. Farnham, conductor of train No. 31, and Raymond Spear, rear brakeman of train No. 31 were both negligent. Spear was negligent because he was not at his post of duty. Farnham was negligent because we believe he knew or ought to have known, that Spear was not at his post of duty.

Brakeman Walter A. Gerry was negligent because he did not heed the information given him by Mr. Condon.

There was some evidence as to the knowledge of the engineer and fireman of train No. 153, which was wrecked, as to the presence of the freight cars upon the track.

Mr. J. H. Avery, who lives some two thousand feet west of where the accident occurred, testified that he saw the cars on the track. That he heard the whistle of train No. 153, and rushed to the track, which is about 20 rods from his house, to stop the train. He says he did not reach the track, so that the engineer could see him, but he thought the firemen saw him.

Mr. Avery was on the north or west side of the track, on the opposite side from the engineer, and unless he went on to the track the engineer of course did not see him.

It is about 2,000 feet from the crossing where Mr. Avery says the fireman saw him, to where the freight cars were upon the main line, and around a sharp curve. If the train was running sixty miles an hour, as we think it was, it was running eighty-seven feet in a second, and it required only twenty-three

seconds for the train to run from the crossing where Mr. Avery thinks he signalled it, until it struck the obstruction on the track.

Therefore if the fireman saw him, as Mr. Avery thinks he did, knew what the signal, which Mr. Avery undertook to give by his manner, meant, and communicated the information to the engineer, there was not time to materially slacken the speed of the train, before striking the cars.

The engineer had a right to suppose that he had a clear track. He had received no warning by signals or torpedoes that the track was otherwise than clear. He was running at a high rate of speed, as he must run such a train and make his time. We can see no reason to even suggest any fault or negligence on the part of the engineer of No. 153, Mr. Lewis Bailey, or of the fireman of No. 153, Mr. George Armstrong.

This Board does not feel justified in assuming matters which are not proved. The position of an engineman of a fast train like No. 153 is a most responsible one. It is inconceivable that if Mr. Bailey had seen or understood that anything was wrong ahead of him, he would have omitted to regard it. We believe he knew nothing of the obstruction until he saw it, and as he was running around a sharp curve he must have been within 1,000 feet of it when he saw it. That distance was probably run within fifteen seconds.

So far as this Board is concerned, we leave the responsibility where we have placed it, and believe it is a correct finding.

Dated at Augusta this thirteenth day of October, A. D. 1906.

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, 1906.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1906.

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 Legislature, 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.....	
Edward Wood.....	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, 30.

Date of last meeting of stockholders for election of directors, October 17, 1905.

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	Houlton, Maine.
Secretary	F. H. Appleton	Bangor, Maine.
Treasurer.....	Edward Stetson	Bangor, Maine.
Attorney or General Counsel...	Appleton & Chaplin....	Bangor, Maine.
Auditor General.....	F. C. Plaisted	Bangor, Maine.
Chief Engineer.....	Moses Burpee	Houlton, Maine.
General Superintendent	W. M. Brown.....	Bangor, Maine.
Division Superintendent.....	W. K. Hallett	Bangor, Maine.
Division Superintendent.....	J. B. McMann	Houlton, Maine.
General Freight Agent	G. F. Snow	Bangor, Maine.
Asst. General Freight Agent...	R. K. Nickerson.....	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.....	Aroostook Jct ..	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 Jct.....	K. I. Works	18.95	
Branch	Patten Jct	Patten.....	5.67	
Branch	Caribou	Limestone	15.72	
Branch	Ashland.....	Fort Kent.....	51.00	
Spurs			15.86	
Leased Line.				
Northern Maine Seaport Railroad	Searsport	South LaGrange..	54.13	54.13
Total				482.58

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	4%	\$62,000 00
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash:						
Common					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	117,000 00	117,000 00	117,000 00	117,000 00	5	Jan. and July..	6,475 00	6,475 00
Piscataquis Division.....	April, 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
Northern Maine Seaport R. R. and terminals.....	Apr., 1905	Apr., 1935	5,600,000 00	3,286,000 00	3,286,000 00	3,286,000 00	5	Apr. and Oct..	90,107 53	90,107 53
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
Aroostook County	July, 1895	July, 1915	228,000 00	228,000 00	228,000 00	228,000 00	4½	Jan. and July..	10,260 00	10,260 00
Consolidated refunding 4%...	July, 1901	July, 1951	20,000,000 00	5,751,000 00	5,751,000 00	5,751,000 00	4	Jan. and July..	225,522 77	225,522 77
Aroostook County 4½%.....	Sept., 1892	Sept., 1912	500,000 00	500,000 00	500,000 00	500,000 00	4½	Sept. and Mar..	22,500 00	22,500 00
Total.....			\$31,430,000 00	\$15,467,000 00	\$15,467,000 00	\$15,467,000 00			\$634,115 30	\$634,115 30

* Amount of second mortgage bonds originally issued was \$1,050,000, now all retired by consolidated refunding bonds, excepting amount here entered (117,000).

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..	16 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, 6%, 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 accrued during year.	Amount paid during year.		
Car Trust A.	\$95,000	\$400,00 00	\$20,000 00	\$126,000 00	\$600	\$2,400 00	\$2,400 00	6
Car Trust B.		800,000 00	360,000 00	210,000 00	45,000	20,000 00	20,000 00	5
Total....	\$95,000	\$1,200,000 00	\$380,000 00	\$336,000 00	\$45,600	\$22,400 00	\$22,400 00	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$15,467,000 00	\$15,467,000 00	\$634,115 30	\$634,115 30
Equipment trust obligations. ...	1,200,000 00	380,000 00	22,400 00	22,400 00
Total	\$16,667,000 00	\$15,847,000 00	\$656,515 30	\$656,515 30

RAILROAD COMMISSIONERS' REPORT.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash.....	\$350,938 71	Audited vouchers and accounts, wages and salaries.	\$119,088 73
Due from agents	26,165 67	Matured interest coupons unpaid (including coupons due July 1).....	296,910 00
Due from solvent companies and individuals	116,775 28	Total—current liabilities.	\$415,998 73
Net traffic balances due from other companies.....	90,230 61	Balance—cash assets	168,111 54
Total—Cash and current assets	\$584,110 27	Total	\$584,110 27

Materials and supplies on hand, \$296,153.69.

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	.....	428.45	\$3,617 69
Bonds	15,467,000 00	.....	482.58	32,050 64
Equipment trust obligations.....	380,000 00	.....	428.45	886 91
Total	\$17,397,000 00	.....		\$36,555 24

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total equipment: Charged to equipment, \$78,955.31; total cost to June 30, 1905, \$2,538,283.49; total cost to June 30, 1906, \$2,617,238.80.

Total construction: Charged to income account as permanent improvements, \$117,842.07; charged to construction, \$425,046.55; total cost to June 30, 1905, \$10,832,308.46; total cost to June 30, 1906, \$11,257,355.01.

Grand total construction, equipment, etc.: Charged to income account as permanent improvement, \$117,842.07; charged to construction or equipment, \$504,001.86; total cost to June 30, 1905, \$13,370,591.35; total cost to June 30, 1906, \$13,874,593.81.

Cost of construction per mile of line: Total cost to June 30, 1905, \$22,446.66; total cost to June 30, 1906, \$23,327.43.

Cost of equipment per mile of line: Total cost to June 30, 1905, \$5,259.81; total cost to June 30, 1906, \$5,423.43.

Total cost per mile of line: total cost to June 30, 1905, \$27,706.47; total cost to June 30, 1906, \$28,750.86.

INCOME ACCOUNT.

Gross earnings from operation.....	\$2,496,546 98	
Less operating expenses.....	1,544,669 62	
Income from operation		\$951,877 36
Miscellaneous income.....		13,179 70
Total income		\$965,057 06
Deductions from income:		
Interest on funded debt accrued	\$656,515 30	
Taxes	8,768 75	
Permanent improvements.....	117,842 07	
Other deductions.....	47,000 00	
Total deductions from income		830,126 12
Net income		\$134,930 94
Dividends, 4 per cent, common stock		62,000 00
Surplus from operations of year ending June 30, 1906		\$72,930 94
Surplus on June 30, 1905.....		327,935 68
Surplus on June 30, 1906.....		\$400,866 62

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$549,053 87		
Less repayments—			
Tickets redeemed.....		\$824 22	
Excess fares refunded.....		1,302 00	
Other repayments.....		2,056 90	
Total deductions.....		\$4,184 02	
Total passenger revenue.....			\$544,869 85
Mall.....			45,455 75
Express.....			24,691 66
Extra baggage and storage.....			7,701 44
Total passenger earnings.....			\$622,718 70
Freight:			
Freight revenue.....	\$1,757,341 31		
Less repayments—			
Overcharge to shippers.....		11,922 68	
Other repayments.....		2,151 99	
Total deductions.....		\$14,074 67	
Total freight revenue.....			\$1,743,266 64
Total passenger and freight earnings.....			\$2,365,985 34
Other earnings from operation:			
Cars per diem and mileage—balance.....			55,792 89
Hire of equipment—balance.....			66,181 77
Rents not otherwise provided for.....			5,809 09
Other sources, wharfage.....			2,827 89
Total other earnings.....			\$130,561 64
Total gross earnings from operation.....			\$2,496,546 98

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.	\$13,179 70	.....	\$13,179 70

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$290,766 09
Renewals of rails.....	21,190 49
Renewals of ties.....	27,680 08
Repairs and renewals of bridges and culverts.....	13,039 61
Repairs and renewals of fences, road crossings, signs and cattle guards.....	8,736 38
Repairs and renewals of buildings and fixtures.....	28,833 98
Repairs and renewals of docks and wharves.....	561 62
Stationery and printing.....	537 94
Other expenses.....	218 61
Total.....	\$391,564 80
Maintenance of equipment:	
Superintendence.....	\$9,525 23
Repairs and renewals of locomotives.....	46,273 94
Repairs and renewals of passenger cars.....	20,593 81
Repairs and renewals of freight cars.....	105,752 62
Repairs and renewals of work cars.....	6,966 33
Repairs and renewals of shop machinery and tools.....	7,274 12
Stationery and printing.....	1,136 81
Other expenses.....	13,280 42
Total.....	\$210,803 28
Conducting transportation:	
Superintendence.....	\$25,669 61
Engine and roundhouse men.....	149,093 82
Fuel for locomotives.....	302,145 89
Water supply for locomotives.....	14,527 43
Oil, tallow and waste for locomotives.....	10,780 77
Other supplies for locomotives.....	1,318 91
Train service.....	115,275 48
Train supplies and expenses.....	17,115 05
Switchmen, flagmen and watchmen.....	18,175 71
Telegraph expenses.....	18,908 57
Station service.....	89,349 29
Station supplies.....	26,163 08
Loss and damage.....	16,178 86
Injuries to persons.....	1,083 88
Clearing wrecks.....	2,500 48
Advertising.....	8,752 67
Rents of buildings and other property.....	4,232 09
Stationery and printing.....	8,169 36
Other expenses.....	292 01
Total.....	\$829,732 76
General expenses:	
Salaries of general officers.....	\$34,384 98
Salaries of clerks and attendants.....	27,235 66
General office expenses and supplies.....	11,873 54
Insurance.....	20,738 17
Law expenses.....	7,467 56
Stationery and printing (general offices).....	6,401 96
Other expenses.....	4,966 81
Total.....	\$112,568 78
Recapitulation of expenses:	
Maintenance of way and structures.....	\$391,564 80
Maintenance of equipment.....	210,803 28
Conducting transportation.....	829,732 76
General expenses.....	112,568 78
Grand total.....	\$1,544,669 62

Percentage of expenses to earnings—entire line, 61.87.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$10,832,308 46	Cost of road		\$11,257,355 01	\$425,046 55	
	2,538,283 49	Cost of equipment ..		2,617,238 80	78,955 31	
	17,896 48	Stocks owned		17,896 48		
		Other permanent investments:				
		Northern Maine Seaport R. R. and terminals		2,286,000 00	3,286,000 00	
	55,506 66	Lands owned		60,049 56	4,542 90	
	845,829 72	Cash and current assets		584,110 27		\$261,719 45
	245,453 34	Other assets:				
		Materials and supplies		296,153 59	50,700 25	
	42,537 57	Sundries		95,061 64	52,524 07	
	\$14,577,815 72	Grand total		\$18,213,865 35	\$3,636,049 63	
		LIABILITIES.				
	\$1,550,000 00	Capital stock		\$1,550,000 00		
	12,292,000 00	Funded debt		15,847,000 00	3,555,000 00	
	407,880 04	Current liabilities ..		415,998 73	8,118 69	
	327,935 68	Profit and loss		400,896 62	72,930 94	
	\$14,577,815 72	Grand total		\$18,213,865 35	\$3,636,049 63	

IMPORTANT CHANGES DURING THE YEAR.

Northern Maine Seaport Railroad put in operation November 1905, 54.13 miles 2,580 tons of 85 pound steel rails laid.

Two modern trestles, total length 121 5 were filled, concrete steel culverts built for water way.

6.97 miles of new sidings were built.

New repair shops built at Milo Junction.

\$414,000 consolidated refunding mortgage bonds was issued to retire sundry Bangor and Aroostook securities for betterments.

Northern Maine Seaport Railroad and terminal bonds to the amount of \$3,286,000 guaranteed by the Bangor and Aroostook Railroad Company were issued during the fiscal year.

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 mortgage 4% gold*	Entire	Line	428.45	*13,002 68
First mortgage 5% gold (Piscataquis division)	Old Town	Greenville	76.00	19,736 84
First mortgage 5% gold	Caribou	Van Buren	33.11	15,101 17
First mortgage 5% gold (Aroostook Northern)	Caribou	Limestone	15.72	14,312 97
First mortgage Northern Maine Seaport railroad and terminals 5% gold	South Lagrange..	Searsport	54.13	60,705 72

* Covers car trust equipment equity,—\$820,000.

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	12	3,386	\$41,685 14	\$2 31
Other officers	21	6,718	25,601 89	3 81
General office clerks	71	21,757	42,131 64	1 93
Station agents	53	25,646	51,548 38	2 01
Other station men	124	31,323	51,141 65	1 63
Enginemen	68	20,933	71,047 94	3 39
Firemen	76	21,020	46,499 99	2 21
Conductors	48	14,407	46,431 28	3 22
Other trainmen	125	36,868	73,854 20	2 00
Machinists	20	5,867	14,465 80	2 46
Carpenters	90	24,039	48,677 65	2 02
Other shopmen	219	44,808	100,109 19	2 23
Section foremen	95	27,210	54,420 84	2 00
Other trackmen	437	98,062	158,090 33	1 61
Switch tenders, crossing tenders and watchmen	34	10,275	18,915 49	1 84
Telegraph operators and dispatchers	31	8,977	17,756 70	1 98
All other employes and laborers	144	19,559	33,320 75	1 70
Total (including "general officers")	1,698	420,855	\$895,588 86	\$2 13
Less "general officers"	12	3,386	41,685 14	12 31
Total (excluding "general officers")	1,686	417,469	\$853,903 72	\$2 04
Distribution of above:				
General administration	104	31,861	\$109,418 67	\$3 43
Maintenance of way and structures	676	144,831	245,831 92	1 70
Maintenance of equipment	329	74,714	163,192 64	2 18
Conducting transportation	589	169,449	377,145 63	2 23

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	581,595			
Number of passengers carried one mile.....	21,945,551			
Number of passengers carried one mile per mile of road	45,178			
Average distance carried, miles.....	37.73			
Total passenger revenue.....		544,869	85	
Average amount received from each passenger.....			93	685
Average receipts per passenger per mile.....			62	483
Total passenger earnings.....		622,718	70	
Passenger earnings per mile of road.....		1,867	08	
Passenger earnings per train mile.....			82	343
Freight traffic:				
Number of tons carried of freight earning revenue	1,377,155			
Number of tons carried one mile.....	146,345,568			
Number of tons carried one mile per mile of road	321,285			
Average distance haul of one ton, miles	106.26			
Total freight revenue.....		1,743,266	64	
Average amount received for each ton of freight.....			1	26
Average receipts per ton per mile.....			01	191
Total freight earnings.....		1,743,266	64	
Freight earnings per mile of road.....		3,827	06	
Freight earnings per train mile.....			2	28
				499
Total traffic:				
Gross earnings from operation.....		2,496,546	98	
Gross earnings from operation per mile of road.....		5,480	77	
Gross earnings from operation per train mile.....			172	486
Operating expenses.....		1,544,669	62	
Operating expenses per mile of road.....		3,391	07	
Operating expenses per train mile.....			1	06
Income from operation.....		951,877	36	
Income from operation per mile of road.....		2,089	69	
Car mileage, etc.:				
Mileage of passenger cars.....	2,480,745			
Average number of passenger cars per train mile.....	3.28			
Average number of passengers per train mile.....	29			
Mileage of loaded freight cars—north or east.....	3,156,688			
Mileage of loaded freight cars—south or west.....	6,206,284			
Mileage of empty freight cars—north or east.....	3,991,282			
Mileage of empty freight cars—south or west.....	872,164			
Average number of freight cars per train mile.....	18.64			
Average number of loaded cars per train mile.....	12.27			
Average number of empty cars per train mile.....	6.37			
Average number of tons of freight per train mile.....	191.82			
Average number of tons of freight per loaded car mile.....	15.63			
Average mileage operated during year.....	455.51			
Train mileage:				
Mileage of revenue passenger trains.....	684,467			
Mileage of revenue mixed trains.....	71,781			
Mileage of revenue freight trains.....	691,138			
Total revenue train mileage.....	1,447,386			
Mileage of nonrevenue trains.....	618,662			

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.....	5,579	18,421	24,000	1.74
Flour.....	1,278	10,265	11,540	.83
Other mill products.....	397	1,823	2,220	.16
Hay.....	23,268	147	23,415	1.69
Tobacco.....	32	379	411	.08
Fruit and vegetables.....	1,025	2,637	3,662	.27
Potatoes.....	238,035	101	238,136	17.29
Products of Animals:				
Live stock.....	4,880	1,558	6,738	.49
Dressed meats.....	493	1,167	1,660	.12
Other packing-house products.....	486	1,878	2,364	.17
Poultry, game and fish.....	89	969	998	.07
Wool.....	594	18	612	.04
Hides and leather.....	4,222	6,274	10,496	.76
Products of Mines:				
Anthracite coal.....	1,216	4,872	6,088	.44
Bituminous coal.....	36,500	66,580	103,080	7.49
Stone, sand and other like articles.....	12,558	881	13,439	.98
Products of Forests:				
Lumber.....	317,659	20,688	338,347	24.56
Bark.....	7,214	.....	7,214	.52
Paper.....	90,277	1,513	91,790	6.67
Manufactures:				
Petroleum and other oils.....	371	3,527	3,898	.28
Sugar.....	250	2,861	3,111	.23
Iron and steel rails.....	289	50	339	.03
Other castings and machinery.....	1,905	3,083	4,988	.36
Bar and sheet metal.....	244	1,448	1,692	.12
Cement, brick and lime.....	6,361	13,074	19,435	1.41
Agricultural implements.....	649	1,653	2,302	.18
Wagons, carriages, tools, etc.....	1,054	1,419	2,473	.18
Wines, liquors and beers.....	7	232	239	.02
Household goods and furniture.....	2,184	2,307	4,491	.33
Merchandise.....	5,947	12,604	18,551	1.35
Shingles.....	22,632	.....	22,632	1.64
Miscellaneous:				
Other commodities not mentioned above.....	318,801	88,093	406,894	29.55
Total tonnage.....	1,106,493	270,662	1,377,155	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		25	25	Westinghouse .	25
Freight	7	43	43	Westinghouse .	43
Switching	1	6	6	Westinghouse .	6
Total locomotives in service	8	74	74	Westinghouse .	74
Total locomotives owned	8	74	74	.....	74
Cars—owned and leased:					
In passenger service—					
First-class cars		33	33	Westinghouse .	33
Combination cars		10	10	Westinghouse .	10
Dining cars	2	2	2	Westinghouse .	2
Baggage, express and postal cars		17	17	Westinghouse .	17
Total	2	62	62	.....	62
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	2	5	5	Westinghouse .	5
Caboose cars	6	31	16	Westinghouse .	31
Other road cars	10	85	4	Westinghouse .	8
Total	18	123	27	.....	46
Total cars in service	20	3,366	3,270	.....	3,289
Total cars owned	20	3,366	3,270	.....	3,289

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	154.95	273.50	54.13	482.58	54.13	.....	482.58
Miles of yard track and sidings.	44.11	53.62	21.42	119.13	28.39	.....	119.15
Total mileage operated (all tracks)	199.06	327.12	75.55	601.73	82.52	.....	601.73

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	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.
Maine	154.95	273.50	54.13	482.58	54.13	.....	482.58

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.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point—cts.	
Steel.....	2,580	85	\$31 50	Cedar	73,304	34

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		24,126.64			24,126.64	684,467	70.50
Freight		24,796.55			24,796.55	691,138	71.76
Switching		14,047.80			14,047.80	391,521	71.76
Construction		6,116.20			6,116.20	175,304	69.76
Mixed.....		2,588.65			2,588.65	71,281	72.11
Wrecking.....		146.95			146.95	3,926	74.86
Snow.....		558.88			558.88	14,001	79.83
Light		1,204.69			1,204.69	33,910	71.05
Total.....		73,586.36			73,586.36	2,066,648	71.23
Average cost at distributing point		\$5 25					

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

TABLE A.

Kind of Accident.	RAILWAY EMPLOYEES.								
	Trainmen.		Trackmen.		Other employes.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling or uncoupling		1		6				1	6
Derailments				3					3
Falling from trains, locomotives or cars.....				1					1
Jumping on or off trains, locomotives or cars				4			1		5
Other causes.....				3			5		17
Total		1		25			6		32

TABLE A—CONCLUDED.

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				1						1
Parting of trains				1						1
Jumping on or off trains, locomotives or cars		3								3
Struck by trains, locomotives or cars:										
At highway crossings								1		1
Other causes		1			1			1	1	2
Total		4		2	1			2	1	8

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

TABLE B.

Kind of Accident.	RAILWAY EMPLOYES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employes.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling tools, machinery, etc				8						8
Handling supplies, etc				1		2				3
Total				9		2				11

Summary Tables A and B.

		Total.	
		Killed.	Injured.
Table A.			
Railway employes			
Passengers	1	32	
Postal clerks, etc.		4	
Other persons	2		
	1	2	
Table B.			
Railway employes			11
Grand total	2	51	

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	187	1	10	00	142	00	Bridges	1	21	0
Total ..	95	9578	11								
Trestles ..	25	2462	3								

Gauge of track, 4 feet, 8½ inches—482.58 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles line.	Miles of wire.	Name of Owner.	Name of Operating Company.
502	1,536.00	Northern Telegraph Company ...	Northern Telegraph Company.

Report of the Boston and Maine Railroad Company for the Year Ending June 30, 1906.

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 10, 1906.
Samuel C. Lawrence.....	Medford, Mass.....	October 10, 1906.
Richard Olney.....	Boston, Mass.....	October 10, 1906.
Alvah W. Sullaway.....	Franklin, N. H.....	October 10, 1906.
Joseph H. White.....	Brookline, Mass.....	October 10, 1906.
Walter Hunnewell.....	Wellesley, Mass.....	October 10, 1906.
Lewis Cass Ledyard.....	New York, N. Y.....	October 10, 1906.
Henry M. Whitney.....	Boston, Mass.....	October 10, 1906.
Henry F. Dimock.....	New York, N. Y.....	October 10, 1906.
William Whiting.....	Holyoke, Mass.....	October 10, 1906.
Alexander Cochrane.....	Boston, Mass.....	October 10, 1906.
Chas. M. Pratt.....	New York, N. Y.....	October 10, 1906.

Total number of stockholders at date of last election, 7,677.
 Date of last meeting of stockholders for election of directors, October 11, 1905.
 Address of general office and operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and 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. Blissell.....	Boston, Mass.
Assistant Chief Engineer.....	Frank A. Merrill.....	Concord, N. H.
General Superintendent.....	Daniel 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.....	Winslow T. Perkins (East Division)	Boston, Mass.
Ass't Division Superintendent.....	Henry Scannell (East Div.)	Boston, Mass.
Ass't Division Superintendent.....	Wm. M. Sanborn (East Div.)	Sanbornville, N. H.
Division Superintendent.....	Henry C. Robinson (South Division)	Boston, Mass.
Ass't Division Superintendent.....	John Rourke (South Div.)	Boston, Mass.
Division Superintendent.....	Albert S. Cheever (Fitch. Div.)	Boston, Mass.
Ass't Division Superintendent.....	Edgar A. Smith (Fitch. Div.)	Boston, Mass.
Ass't Division Superintendent.....	M. P. Snyder (Fitch. Div.)	Mechanicville, N. Y.
Division Superintendent.....	William R. Mooney (W. N. & P. Division)	Nashua, N. H.
Ass't Division Superintendent.....	Herbert W. Davis (W. N. & P. Division)	Nashua, N. H.
Division Superintendent.....	Wm. F. Ray (Concord Division)	Concord, N. H.
Division Superintendent.....	Geo. E. Cummings (White Mountain Division)	Woodsville, N. H.
Ass't Division Superintendent.....	Carroll C. Rinehart (W. M. Div.)	Woodsville, N. H.
Division Superintendent.....	Harley E. Folsom (C. & P. Division)	Lyndonville, Vt.
Ass't Division Superintendent.....	Willis H. Ford (C. & P. Division)	Lyndonville, Vt.
Ass't Division Superintendent.....	G. L. R. French (C. & P. Div.)	Springfield, Mass.
Superintendent Telegraph.....	Stephen A. D. Forristall.....	Boston, Mass.
Freight Traffic Manager.....	M. T. Donovan.....	Boston, Mass.
Export Freight Traffic Manager.....	Amos S. Crane.....	Boston, Mass.
General Passenger and Ticket Agent.....	Dana J. Flanders.....	Boston, Mass.
Assistant General Passenger and Ticket Agent.....	Geo. E. Sturtevant.....	Boston, Mass.
Assistant General Passenger and Ticket Agent.....	Frank E. Brown.....	Concord, N. H.
Assistant General Passenger and Ticket Agent.....	Geo. W. Storer.....	Boston, Mass.
General Baggage Agent.....	Charles 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
South Reading Branch	Peabody, Mass	Wakefield, Mass	8.12
Methuen Branch	Lawrence, Mass	N. H. State Line	3.75
West Amesbury Branch	Merrimac, Mass	Newton, N. H.	4.45
Dover & Winnipisseogee Branch	Dover, N. H.	Alton Bay, N. H.	29.00
Somersworth Branch	Rollingsford, N.H.	Somersw'th, N. H.	2.75
Orchard Beach Branch	O. Orch. Beach, Me.	Camp Ellis, Me	3.27
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
Gloucester Branch	Beverly, Mass	Rockport, Mass	16.94
Essex Branch	Wenham, Mass	Essex, Mass	6.00
Newburyport City Branch	East'n R.R. tracks	Newb'rypt wh'vs	1.97
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
* Lowell & Andover and L. & L.	Connection in	Lowell, Mass .....	.25
Union Branch	Green St., M.C.R.R.	Portland, Me	1.12
Portsmouth Electric Street Ry.	.....	.....	18.10
Total owned			612.29
Leased.			
Worcester, Nashua & Rochester..	Worcester, Mass	Rochester, N. H. ..	84.48
Boston & Lowell Railroad	Boston, Mass	Lowell, Mass	26.27
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.	34.06
	Jefferson Meadow	Jefferson	
Profile & Franconia Notch Br.	Bethle'm Jc., N.H.	Profile House	12.84
Manchester & Milford Branch	Bethle'm Jc., N.H.	Bethlehem, N. H.	18.54
Franklin & Tilton Branch	Grasnoere Jct.	East Milford, N.H.	
New Boston Branch	Franklin, N. H.	Tilton, N. H.	4.95
Concord & Portsmouth Branch	Parkers, N. H.	New Boston, N. H.	5.19
	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, N. H....		Campton Village
Concord & Manchester El. Br....	Concord, N. H. }	Manchester, N. H. }	27 88
		Penacook, N. H. }		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....	Contocook, N. H....	Hillsboro Bridge.	70 90
		Claremont		Claremont
Connecticut & Pass. Rivers R. R.	White River Jc., Vt	Canada Line.....	110 30
Massawippi Valley Railway.....	Canada Line.....	Lenoxville, 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.....	East Hamp'n, Mass	3 50
East Deerfield Br. Connection	with Fitch. Div.	at E. Deerf'd, Mass	1 04
Danvers Railroad.....	Wakefield Jc.....	Danvers, Mass....	9 26
Newburyport Railroad.....	Bradford, Mass....	Newburyp't, Mass	26 98
		Georgetown, Mass		Danvers, 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.	Bellows Falls, Vt.	53 85
Boston, Mass., ice track in...	Boston, Mass....		.66
Watertown Branch.....	W. Camb'ge, Mass.	Waltham, Mass....	6 63
Marlboro Branch.....	S. Acton, Mass....	Marlboro, Mass..	12 35
Greenville Branch.....	Ayer, Mass....	Greenville, N. H.	23 64
Milford Branch.....	Squannacook Jc.	Milford, N. H....	21 73
Ashburnham Branch.....	S. Ashburnham...	Ashburnh'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 92
		Schuylerville, N. Y. }		Schuylerville, N. Y. }
Vermont & Massachusetts R. R.	Fitchburg, Mass..	Greenfield, Mass.	55 78
Turner 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.....	Lenoxville, P. Q.	Sherbrooke, P. Q.	2 95
Trackage Rights Branch.....	City of Troy, N. Y.		2 13
Total leased.....			1,675 23
Total owned.....			612 29
Grand total.....			2,287 52

*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.
Wells River Bridge.....	Toll bridge	Leased	Vermont.
Pemigewasset 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	\$288,568 ²⁵³ / ₁₀₀₀	\$100	\$28,856,825 30	\$24,637,600 00	*7%	\$1,645,658 00
Common, scrip.....				470 70		
Preferred	31,498	100	3,149,800 00	3,149,800 00	†6	188,988
Total	320,066 ²⁵³ / ₁₀₀₀	\$100	\$32,006,625 30	\$27,787,870 70		\$1,834,646 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					143,761	\$16,623,059 27
Issued in exchange for stock of sundry roads and Boston and Maine Railroad scrip.....						
					134,113	
Total 1.....					277,874	\$16,623,059 27
*October 1, 1905, 1 $\frac{1}{4}$ % on 235,094 shares..... \$411,414 50						
January 1, 1906, 1 $\frac{1}{4}$ % on 235,094 shares..... 411,414 50						
April 2, 1906, 1 $\frac{1}{4}$ % on 235,094 shares..... 411,414 50						
July 2, 1906, 1 $\frac{1}{4}$ % on 235,094 shares..... 411,414 50						
						\$1,945,658 00
†September 1, 1905, 3% on 31,498 shares..... \$94,494 00						
March 1, 1906, 3% on 31,498 shares..... 94,494 00						
						\$188,988 00

‡ Includes 42,037 shares to be issued September 1, 1906, or such part as may be subscribed and paid for.

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	4½	Jan. and July	\$270,000 00	\$270,112 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.	100,000 00	100,040 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	163,620 00	163,605 00
Bonds	Nov. 1, 1901	Nov. 1, 1921	1,000,000 00	1,000,000 00	1,000,000 00	1,029,200 00	3½	May and Nov.	35,000 00	35,000 00
Bonds	Jan. 1, 1905	Jan. 1, 1925	2,000,000 00	2,000,000 00	2,000,000 00	1,945,000 00	3½	Jan. and July	70,000 00	70,455 00
Bonds	Feb. 2, 1905	Feb. 2, 1925	500,000 00	500,000 00	500,000 00	493,375 00	3½	Feb. and Aug.	17,500 00	17,430 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.	20,000 00	20,000 00
Improvement bands	Feb. 1, 1887	Feb. 1, 1907	2,000,000 00	1,919,600 00	1,919,000 00	1,947,000 00	4	Feb. and Aug.	76,760 00	76,780 00
Eastern Railroad certificates of indebtedness, U. S. gold	Sept. 1, 1876	Sept. 1, 1906	10,392,645 77	10,392,645 77	6,275,000 21	10,392,645 77	6	Mar. and Sept.	377,480 00	378,480 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.	86,954 62	88,963 52
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	4½	June and Dec.	45,000 00	45,767 50
Port. and 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.	4,540 00	4,640 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.	100,000 00	100,000 00
Total			\$36,531,120 62	\$36,449,420 62	\$30,710,743 91	\$36,186,100 47			\$1,366,854 62	\$1,369,283 52
Mortgage bonds			\$16,462,920 62	\$16,460,920 62	\$10,724,243 91	\$16,462,920 62			\$609,434 62	\$611,221 02
Miscellaneous obligations			20,068,200 00	19,988,500 00	19,986,500 00	19,723,179 85			757,420 00	758,062 50
Grand total			\$36,531,120 62	\$36,449,420 62	\$30,710,743 91	\$36,186,100 47			\$1,366,854 62	\$1,369,283 52

BOSTON AND MAINE RAILROAD.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount outstanding.	INTEREST.	
			Amount received during year.	Amount paid during year.
Mortgage bonds	\$16,462,920 62	\$10,724,243 91	\$609,434 62	\$611,221 02
Miscellaneous obligations.	19,986,500 00	19,986,500 00	757,420 00	758,062 50
Total	\$36,449,420 62	\$30,710,743 91	\$1,366,854 62	\$1,369,283 52

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash.....	\$2,964,216 31	Loans and bills payable.....	\$3,450,000 00
Bills receivable.....	968,491 10	Audited vouchers and ac- counts.....	1,714,635 33
Due from agents	1,852,812 62	Wages and salaries.....	662,476 84
Due from solvent companies and individuals	3,709,930 96	Net traffic Balances due to other companies.....	817,755 53
		Dividends not called for.....	5,969 25
		Matured interest coupons un- paid (including coupons due July 1).....	289,500 40
		Rents due July 1,.....	1,206,675 36
		Dividend on common stock due July 2, 1906.....	411,414 50
		Total—current liabilities.	8,558,430 21
Total—Cash and current assets.....	9,495,450 99	Balance—cash assets	937,020 78
		Total	9,495,450 99

Materials and supplies on hand, \$4,292,756.83.

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	\$27,787,870 70	\$27,787,870 70	612.29	\$45,384 00
Bonds	30,710,743 91	30,710,743 91	612.29	50,157 00
Total	\$58,498,614 61	\$58,498,614 61	612.29	\$95,541 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.
Boston and Maine Railroad.....	\$27,787,870 70	\$30,710,743 91	\$58,498,614 61	612.29	\$95,541
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.....	260,900 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	8,528,000 00	15,127,400 00	96.47	156,889
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	10.40	36,667
Connecticut and Passumpsic River Railroad.....	2,500,000 00	1,900,000 00	4,400,000 00	110.30	39,881
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.....	3,110,000 00	2,259,000 00	5,369,000 00	80.89	66,374
Nashua and Lowell Railroad.....	800,000 00	.....	800,000 00	14.50	55,172
Concord and Montreal Railroad.....	7,447,600 00	7,023,000 00	14,470,600 00	352.56	41,044
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 09	.....	341,700 09	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	67,685
Troy and Bennington Railroad.....	150,800 00	.....	150,800 00	5.04	29,921
Grand total.....	\$88,315,670 70	\$76,999,743 91	\$165,315,414 61	2,278.23	\$72,563

*Owned jointly by Boston and Lowell and Concord and Montreal Railroads.

BOSTON AND MAINE RAILROAD.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year— not included in operating expenses—charged to construction or equipment.	Total cost to June 30, 1905.	Total cost to June 30, 1906.
Construction:			
Engineering		\$1,555,730 63	\$1,555,730 63
Right of way and station grounds		7,983,617 38	7,987,720 57
Real estate.....	\$4,103 19	7,943,995 77	7,943,995 77
Grading		3,677,858 49	3,677,858 49
Bridges, trestles and culverts.....			
Ties.....			
Rails.....			
Track fastenings	35,562 72	7,416,046 57	7,451,609 29
Frogs and switches			
Ballast			
Station buildings and fixtures		3,727,147 05	3,727,147 05
Shops, roundhouses and turntables			
Shop machinery and tools.....		1,040,329 62	1,040,329 62
Eliminating grade crossings.....	432,661 26	1,941,350 90	2,374,012 16
Boston passenger terminal.....		2,234,134 97	2,234,134 97
Portsmouth Electric Railway.....		414,538 27	414,538 27
Interest and discount.....		82,028 44	82,028 44
Central Massachusetts R. R. purchased.....	*143 45	5,348,313 49	5,348,170 04
Total construction	\$472,183 72	\$43,365,091 58	\$43,837,275 30
Equipment:			
Locomotives.....		\$2,405,990 06	\$2,405,990 06
Passenger cars			
Sleeping, parlor and dining cars			
Baggage, express and postal cars.....		1,713,928 51	1,713,928 51
Combination cars			
Freight cars	\$1,379,110 55	3,019,712 40	4,398,822 95
Other cars of all classes.....		23,566 31	23,566 31
Electric Street Railway equipment.....		60,122 98	60,122 98
Total equipment	\$1,379,110 55	\$7,223,320 26	\$8,602,430 81
Total construction	472,183 72	43,365,091 58	43,837,275 30
Grand total construction, equipment, etc.	\$1,851,294 27	\$50,588,411 84	\$52,439,706 11
Cost of construction per mile of line.....		\$70,824 43	\$71,585 60
Cost of equipment per mile of line.....		11,797 22	14,049 20
Total cost per mile of line.....		\$82,621 65	\$85,634 20

*Credit.

INCOME ACCOUNT.

Gross earnings from operation.....	\$ 39,214,202 86	
Less operating expenses.....	29,353,368 57	
Income from operation		\$9,860,834 29
Dividends on stocks owned	\$246,249 60	
Interest on bonds owned	9,523 00	
Miscellaneous income.....	366,312 65	
Income from other sources		622,085 25
Total income		10,482,919 54
Deductions from income:		
Interest on funded debt accrued	\$1,366,854 62	
Interest on interest-bearing current liabilities, etc.....	84,023 81	
Interest on real estate mortgages	23,792 00	
Rents paid for lease of road	5,074,694 26	
Taxes	1,745,490 16	
Other deductions:		
Sinking fund payments, account B. & M. R. R. bonds....	36,285 00	
Sinking fund payments, account Eastern R. R. bonds....	100,000 00	
Total deductions from income		8,430,999 85
Net income		\$2,051,919 69
Dividends, 7 per cent, common stock	\$1,645,658 00	
Dividends, 6 per cent, preferred stock.....	188,988 00	
Total		1,834,646 00
Surplus from operations of year ending June 30, 1906		\$217,273 69
Surplus on June 30, 1905.....		2,494,140 56
		\$2,711,414 25
*Deductions for year		119,823 69
Surplus on June 30, 1906.....		\$2,591,590 56

* Surplus earnings for the year transferred to contingent fund...	\$217,273 69
Less sinking funds for certificates of indebtedness, Eastern Railroad purchased and cancelled by trustees.....	97,450 00
	\$119,823 69

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$13,436,305 43		
Less repayments—			
Tickets redeemed.....		\$28,523 17	
Excess fares refunded.....		110,197 90	
Total deductions.....		138,721 07	
Total passenger revenue.....			*13,291,584 36
Mall.....	525,343 82		
Express.....	1,271,922 21		
Extra baggage, \$107,461.15; storage, \$39,088.46	146,569 61		1,943,835 64
Total passenger earnings.....			†15,235,420 00
Freight:			
Freight revenue.....	23,467,187 86		
Less repayments—			
Overcharge to shippers.....		112,639 05	
Total freight revenue.....			23,354,548 81
Stock yards.....	4,080 52		
Elevators.....	116,452 91		
Storage and miscellaneous.....	242,831 01		363,364 44
Total freight earnings.....			\$23,717,913 25
Total passenger and freight earnings.....			38,953,333 25
Other earnings from operation:			
Switching charges—balance.....	\$129,636 96		
Hire of equipment—balance.....	36,227 41		
Telegraph and telephone companies.....	20,432 14		
Rents from tracks, yards and terminals..	48,814 87		
Other sources, Steamer Mt. Washington..	20,201 95		
Steamer Lady or the Lake.....	5,556 28		
Total other earnings.....			260,869 61
Total gross earnings from operation..			39,214,202 86

*Total passenger revenue on steam railroads, \$13,088,197.94.

Total passenger revenue on electric street railroads, \$203,386.42.

†Total passenger earnings on steam railroads, \$15,031,528.66.

Total passenger earnings on electric street railroads, \$203,891.34.

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate-%.	Income or dividend received.	Valuation. (Ledger).	Shares.
Fitchburg Railroad Company	\$5,454,760 00	..	.....	\$5,454,549 75	54,547
Maine Central Railroad	2,516,000 00	7	\$176,120 00	2,516,000 00	25,160
Boston and Maine Railroad	1,128,200 00	7	.....	1,293,559 95	11,282
York Harbor and Beach Railroad.....	1255,200 00	2	5,104 00	250,875 00	5,104
St. Johnsbury & Lake Champlain R.R..	140,450 00	..	.....	4,303 56	809
Newburyport Railroad||.....	180,260 00	..	.....	5,406 00	1,802
Danvers Railroad.....	54,000 00	..	.....	2,552 00	540
Montreal & Atlantic Railway	37,300 00	..	.....	3,000 00	373
Concord & Claremont, N.H., Railroad§	10,200 00	..	.....	4,140 00	102
St. John Bridge & R'y Extension Co.**	.....	-1	102 00	.....	.....
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.....	.....	.....	5,460 00	.....	.....
Vermont Valley Railroad.....	.....	.....	48,670 00	.....	.....
Total	\$9,676,250 00	.....	\$246,249 60	\$9,534,386 26	.....
Other Stock.	.....	.....	.....	.....	.....
Portland Union Railway Station Co..	\$25,000 00	.....	.....	\$25,000 00	250
Portsmouth Bridge Company	40,000 00	.....	.....	4,000 00	400
Wells River Bridge Company	1,100 00	.....	.....	1,090 00	11
Total	\$66,100 00	.....	.....	\$30,090 00	.....
Grand total.....	\$9,742,350 00	.....	\$246,249 60	\$9,564,476 26	.....

BONDS OWNED.

Railway Bonds.	Total par value.	Rate-%.	Income or dividend received.	Valuation. (Ledger).	Shares.
Newburyport Railroad	\$300,000	.....	.....	\$300,000 00	.....
Danvers Railroad	125,000	.....	.....	125,000 60	.....
St. Johnsbury & Lake Champlain R.R.	432,000	.....	.....	432,000 00	.....
Montreal & Atlantic Railway.....	108,000	5	\$\$\$8,100 60	108,000 00	.....
Fitchburg Railroad.....	.....	.....	|||805 00	.....	.....
Total	\$965,000	.....	\$8,905 00	\$965,000 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	\$970,450	.....	\$9,523 00	\$970,618 50	.....

Shares.	Owned by	Rate.	Amount
*Suncook Valley Railroad.. 630§	Concord & Montreal Railroad.. 6	.....	\$3,783 60
Pemigewasset Valley Ry... 381	Concord & Montreal Railroad.. 6	.....	2,286 00
Peterborough Railroad..... 331	Boston & Lowell Railroad..... 4	.....	1,324 00
New Boston Railroad..... 100	Concord & Montreal Railroad.. 4	.....	400 00
Mt. Washington Railway... 2,115	Concord & Montreal Railroad.. 4	.....	8,460 00
Vermont Valley Railroad .. †9,734	Connecticut River Railroad.... 10	.....	48,670 00

† Bonds Woodsville Aqueduct Company, \$10,000, owned by Concord & Montreal Railroad. Interest received, 4%=\$400.00.

‡ Par value, \$50.00.

|| 18 shares purchased during the year.

§ 70 shares purchased during the year.

** Stock sold during the year.

§§ 18 months interest.

||| Interest on bonds held by B. & M. R. R. and sold during the year.

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.....			\$22,903 31
Yards and Terminals:	Sterling Jct., Mass....	N. Y., N. H. & H. R. R.	\$ 371 76	
	Lowell, Mass.....	N. Y., N. H. & H. R. R.	3,600 00	
	Shelburne Falls, Mass	N. Y., N. H. & H. R. R.	2,500 00	
	Fitchburg, Mass.....	N. Y., N. H. & H. R. R.	3,130 08	
	Northampton, Mass...	N. Y., N. H. & H. R. R.	800 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.	737 49	
	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	
	Rotterdam, N. Y.....	N. Y. C. & H. R. R. R.	8,934 35	
	Johnsonville, N. Y....	Green. & Jon'ville Ry.	300 00	
	Fabyans, N. H.....	Maine Central R. R..	250 00	
	White River Jct., Vt...	Central Vermont Ry.	66 68	
Total.....				25,911 56
Grand total rents received.....				\$48,814 87

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel. income.
Rents of tenements, lands, etc.....	\$347,803 39	\$72,564 44	\$275,238 95
Bridge tolls.....	10,876 35	2,581 63	8,294 72
Interest received.....	41,894 47		41,894 47
Sundry items.....	40,884 51		40,884 51
Total.....	\$441,458 72	\$75,146 07	\$366,312 65

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,712,191 68
Renewals of rails.....	477,040 90
Renewals of ties.....	712,644 15
Repairs and renewals of bridges and culverts.....	252,571 93
Repairs and renewals of fences, road crossings, signs and cattle guards.....	195,464 18
Repairs and renewals of buildings and fixtures.....	923,758 56
Repairs and renewals of docks and wharves.....	62,992 44
Repairs and renewals of telegraph.....	15,597 07
Stationery and printing.....	4,575 41
Other expenses.....	23,215 89
Repairs of electric line.....	3,249 74
Total.....	\$5,383,301 95
Maintenance of equipment:	
Superintendence.....	\$123,635 24
Repairs and renewals of locomotives.....	2,005,959 34
Repairs and renewals of passenger cars.....	928,261 80
Repairs and renewals of freight cars.....	1,051,119 29
Repairs and renewals of work cars.....	46,276 78
Repairs and renewals of marine equipment.....	2,793 16
Repairs and renewals of shop machinery and tools.....	77,582 95
Stationery and printing.....	8,347 91
Other expenses.....	170,864 11
Total.....	\$4,415,440 58
Conducting transportation:	
Superintendence.....	\$339,941 60
Engine and roundhouse men.....	2,707,980 63
Fuel for locomotives.....	4,528,276 72
Water supply for locomotives.....	176,969 54
Oil, tallow and waste for locomotives.....	83,355 49
Other supplies for locomotives.....	28,292 85
Train service.....	2,171,475 60
Train supplies and expenses.....	457,351 19
Switchmen, flagmen and watchmen.....	2,187,142 82
Telegraph expenses.....	336,101 61
Station service.....	2,508,324 65
Station supplies.....	340,904 16
Car per diem and mileage—balance.....	871,383 73
Loss and damage.....	268,327 24
Injuries to persons.....	710,222 61
Clearing wrecks.....	48,222 46
Operating marine equipment.....	17,168 56
Advertising.....	106,278 84
Outside agencies.....	94,975 77
Stock yards and elevators.....	59,166 39
Rents for tracks, yards and terminals.....	30,584 49
Rents of buildings and other property.....	29,269 32
Stationery and printing.....	179,833 33
Electric motive power.....	56,084 43
Other expenses.....	26,696 02
Total.....	\$18,665,029 95
General expenses:	
Salaries of general officers.....	\$123,775 00
Salaries of clerks and attendants.....	241,982 97
General office expenses and supplies.....	27,057 80
Insurance.....	262,690 00
Law expenses.....	171,313 75
Stationery and printing (general offices).....	20,560 73
Other expenses.....	42,415 84
Total.....	\$889,596 09
Recapitulation of expenses:	
Maintenance of way and structures.....	\$5,383,301 95
Maintenance of equipment.....	4,415,440 58
Conducting transportation.....	18,665,029 95
General expenses.....	889,596 09
Grand total.....	*\$29,353,368 67

Percentage of expenses to earnings—entire line, 74.55.

* Operating expenses steam roads, \$29,139,470.69; operating expenses electric roads, \$213,897.88.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed	Cash.	Total.
Fitchburg Railroad.....		\$868,000 00	\$923,357 55	\$1,791,357 55
Concord and Montreal Railroad.....		521,241 00	290,968 05	812,209 05
Boston and Lowell Railroad.....			768,043 66	768,043 66
Connecticut River Railroad.....		287,000 00	86,065 00	373,065 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.....	\$10,960 00	\$1,676,241 00	\$3,387,353 26	\$5,074,554 26

*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.....	Lenoxville and Sherbrooke, P. Q....	Grand Trunk Railway	\$2,391 63	
	Winchendon, Mass....	Ware River Railroad..	700 00	
	Worcester, Mass.....	N. Y., N. H. & H. Road.	2,000 00	
	North Acton to Concord Junction.....	N. Y., N. H. & H. Road.	3,082 20	
	Troy & Albany, N. Y.	Delaware & Hudson Co.	4,716 75	\$12,890 58
Terminals.....	Troy, N. Y.....	Troy Union Railroad..	2,874 97	
	Albany, N. Y.....	Delaware & Hud-on Co.	120 00	
	Albany, N. Y.....	N. Y. Cen. & Hud. R'd.	2,850 00	
	Worcester, Mass.....	Boston & Albany Road	2,845 44	
	Springfield, Mass.....	Boston & Albany Road	7,200 00	
	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	17,693 91
Grand total rents.....				\$30,584 49

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$ 43,365,091 58	Cost of road	\$ 43,837,275 30		\$472,183 72	
	7,223,320 26	Cost of equip- ment	8,602,430 81		1,379,110 55	
	9,719,161 06	Stocks owned	9,564,476 26			\$154,684 80
	1,027,618 50	Bonds owned	970,618 50			57,000 00
	121,521 67	Other perma- nent invest- ments	121,521 67			
\$69,260 24		Steamer Mt. Washing- ton	\$69,260 24			
52,261 43		Richford, Vt., eleva- tor	52,261 43			
	1,309,721 81	Lands owned	1,361,708 10		51,986 29	
	8,468,701 27	Cash and cur- rent assets	9,495,450 99		1,026,749 72	
3,584,769 42		Other assets: Materials and supplies	4,292,756 83			
	1,395 89	Sinking fund: Eastern R. R.	1,580 61			
	924,067 89	B. & M. R. R.	995,108 82			
	465,425 42	Sundries	360,704 30			
	4,975,658 62		5,650,150 56		674,491 94	
\$ 76,210,794 77		Grand total	\$ 79,603,632 19		\$3,392,837 42	
		LIABILITIES.				
	27,787,870 70	Capital stock	27,787,870 70			
	2,837,218 90	Premium on B. & M. R. R. com- mon stock sold	2,837,218 90			
	30,508,743 91	Funded debt	30,710,743 91			\$98,000 00
	6,488,549 15	Current liabil- ities	8,558,430 21		\$2,069,881 06	
	594,800 00	Real estate mortgages	594,800 00			
	281,438 20	Accrued inter- est on funded debt not yet payable	288,069 86		6,631 66	
	430,505 73	Accrued rentals not yet due	430,571 52		65 79	
	584,834 30	Accrued taxes not yet due	615,803 96		30,969 66	
	1,823,079 10	Lease accounts, sundry rail- roads	1,823,079 10			
	682,213 79	Suspense ac- count	801,228 06			60,985 73
	925,463 78	Sinking funds.. For redemption of B. & M. R. R. bonds	995,689 43		71,225 65	
924,067 89		For redemption of Eastern R. R. bonds	995,108 82			
1,395 89		For redemption of Eastern R. R. bonds	1,580 61			
	150,000 00	Injury fund	150,000 00			
	141,986 65	Contingent fund	410,591 54		268,654 89	
		Amount re- ceived on ac- count of bonds to be issued Sept. 1, 1906	1,006,344 44		1,006,344 44	
	2,494,140 56	Profit and loss	2,591,590 56		97,450 00	
\$ 76,210,794 77		Grand total	\$ 79,603,632 19		\$3,392,837 42	

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	\$72,670
Portsmouth, Great Falls and Conway R. R. bonds	Conway Jct., 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 passengers 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.

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	32	10,016	\$225,899 97	\$22 55
Other officers	112	34,840	194,221 70	5 57
General office clerks	1,008	325,964	675,633 14	2 07
Station agents	785	268,078	533,892 44	1 99
Other station men	4,053	1,279,888	2,476,508 40	1 93
Enginemen	1,289	414,102	1,476,216 37	3 56
Firemen	1,222	398,865	816,890 30	2 05
Conductors	1,042	342,084	1,110,828 28	3 25
Other trainmen	2,783	902,850	2,038,888 36	2 26
Machinists	644	208,245	534,186 61	2 56
Carpenters	924	279,014	612,600 88	2 19
Other shopmen	1,425	442,239	894,339 87	2 02
Section foremen	624	204,220	455,810 28	2 23
Other trackmen	3,562	1,112,715	1,733,934 32	1 56
Switch tenders, crossing tenders and watchmen	1,772	612,397	1,014,247 43	1 66
Telegraph operators and dispatchers	428	143,902	299,404 28	2 08
Employees—account floating equipment	36	3,594	4,420 51	1 23
All other employees and laborers.....	3,194	992,197	1,747,358 27	1 76
Total (including "general officers").....	24,955	7,975,210	16,845,281 41	\$2 11
Less "general officers".....	32	10,016	225,899 97	22 55
Total (excluding "general officers").....	24,923	7,965,194	16,619,381 44	\$2 09
Distribution of above:				
General administration.....	818	267,917	\$831,105 40	\$3 10
Maintenance of way and structures	5,515	1,712,895	3,048,124 62	1 78
Maintenance of equipment.....	3,560	1,118,297	2,324,286 92	2 08
Conducting transportation	15,062	4,876,101	10,641,764 47	2 18

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	44,597,405		
Number of passengers carried one mile.....	739,950,909		
Number of passengers carried one mile per mile of road	330,200		
Average distance carried, miles.....	17.90		
Total passenger revenue		13,291,584	36
Average amount received from each passenger.....			31 654
Average receipts per passenger per mile			01 769
Total passenger earnings		15,235,420	00
Passenger earnings per mile of road		6,662	04
Passenger earnings per train mile.....			1 28 648
Freight traffic:			
Number of tons carried of freight earning revenue	22,549,467		
Number of tons carried one mile.....	2,010,500,035		
Number of tons carried one mile per mile of road	897,176		
Average distance haul of one ton, miles	89.16		
Total freight revenue		23,354,548	81
Average amount received for each ton of freight			1 03 570
Average receipts per ton per mile			01 162
Total freight earnings		23,717,913	25
Freight earnings per mile of road.....		10,584	00
Freight earnings per train mile			2 48 932
Total traffic:			
Gross earnings from operation.....		39,214,202	86
Gross earnings from operation per mile of road.....		17,406	92
Gross earnings from operation per train mile.....		1 85	205
Operating expenses		29,353,368	57
Operating expenses per mile of road.....		13,003	35
Operating expenses per train mile		1 38	352
Income from operation		9,860,834	29
Income from operation per mile of road.....		4,403	57
Car mileage, etc.:			
Mileage of passenger cars	51,778,199		
Average number of passenger cars per train mile	4.43		
Average number of passengers per train mile.....	63		
Average number of freight cars per train mile.....	21.30		
Average number of loaded cars per train mile	16.09		
Average number of empty cars per train mile	5.21		
Average number of tons of freight per train mile.....	211.01		
Average number of tons of freight per loaded car mile	13.11		
Average mileage operated during year.....	*2,286.90		
Train mileage:			
Mileage of revenue passenger trains	11,534,018		
Mileage of revenue mixed trains.....	150,177		
Mileage of revenue freight trains.....	9,377,689		
Total revenue train mileage.....	21,061,884		
Mileage of nonrevenue trains	9,834,267		

*Average mileage operated during the year: Steam roads, 2,240.92; electric roads, 45.98. Total, 2,286.90.

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.....	152,105	970,650	1,122,755	4.98
Flour.....	59,163	425,406	484,569	2.15
Other mill products.....	74,218	362,844	377,062	1.67
Hay.....	70,936	333,340	410,276	1.82
Tobacco.....	7,109	19,895	27,004	.13
Cotton.....		265,168	265,168	1.18
Fruit and vegetables.....	164,890	145,609	313,499	1.39
Potatoes.....	80,702	235,638	316,340	1.40
Products of Animals:				
Live stock.....	49,718	134,982	184,700	.81
Dressed meats.....	40,694	202,432	243,126	1.07
Other packing-house products.....	71,366	358,482	429,848	1.91
Poultry, game and fish.....	63,534	40,464	103,998	.46
Wool.....	94,452	129,736	224,188	.99
Hides and leather.....	97,098	199,129	296,227	1.31
Products of Mines:				
Anthracite coal.....		1,587,531	1,587,531	7.04
Bituminous coal.....		3,221,238	3,221,238	14.29
Coke.....	136,813	145,785	282,598	1.25
Ores.....	53,371	63,650	117,021	.52
Stone, sand and other like articles.....	556,463	396,565	953,028	4.23
Products of Forests:				
Lumber.....	1,170,502	1,094,167	2,264,669	10.04
Bark.....	18,075	43,052	61,127	.27
Other forest products.....	328,866	162,541	491,407	2.18
Manufactures:				
Petroleum and other oils.....		198,474	198,474	.88
Sugar.....		157,847	157,847	.70
Naval stores.....	4,181	5,659	9,840	.04
Iron, pig and bloom.....	67,257	235,816	303,073	1.34
Iron and steel rails.....	44,496	196,474	240,970	1.07
Other castings and machinery.....	169,685	208,864	378,549	1.68
Bar and sheet metal.....	35,366	137,236	172,602	.77
Cement, brick and lime.....	449,766	350,995	800,761	3.55
Agricultural implements.....	67,123	7,894	75,017	.33
Wagons, carriages, tools, etc.....	19,845	7,988	27,833	.12
Wines, liquors and beers.....	156,500	115,589	272,089	1.21
Household goods and furniture.....	61,648	72,109	133,757	.59
Domestics.....	383,871	123,032	506,903	2.25
Paper.....	379,534	183,507	563,041	2.50
Wood pulp.....	180,134	240,551	420,685	1.87
Merchandise.....	787,910	654,261	1,442,171	6.40
Ice.....	570,057	7,220	577,277	2.56
Miscellaneous:				
Other commodities not mentioned above.....	1,302,096	1,189,103	2,491,199	11.05
Total tonnage—entire line.....	7,969,544	14,579,923	22,549,467	100

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	3	402	402	Westinghouse .	402
Freight.....	3	388	388	Westinghouse .	388
Switching.....	11	251	251	Westinghouse .	251
Total locomotives in service	17	1,041	1,041	.....	1,041
Total locomotives owned		1,041	1,041	.....	1,041
Cars—owned and leased:					
In passenger service—					
First-class cars.....	23	944	944	Westinghouse .	944
Second-class cars	12	12	12	Westinghouse .	12
Combination cars.....	*2	242	242	Westinghouse .	242
Parlor cars	9	9	9	Westinghouse .	9
Baggage, express and postal cars.....	*1	309	309	Westinghouse .	309
Other cars in passenger service.....	4	73	73	Westinghouse .	73
Electric street railroad cars		61	16	Christensen.	
Total	24	1,650	1,627	.....	1,589
In freight service—					
Box cars	1047	9,295	9,013	Westinghouse .	9,295
Flat cars.....	*126	2,843	2,715	Westinghouse .	2,843
Stock cars	*6	144	144	Westinghouse .	144
Coal cars.....	2	5,463	4,126	Westinghouse .	4,427
Refrigerator cars	*2	136	136	Westinghouse .	136
Other cars in freight service.....	*6	55			
Total	909	17,936	16,134	.....	16,845
In company's service—					
Officers' and pay cars.....		7	7	Westinghouse .	7
Air brake instruction cars		2	2	Westinghouse .	2
Derrick cars	*1	57	44	Westinghouse .	55
Caboose cars	11	385	371	Westinghouse .	385
Other road cars (includes 4 electric cars)	28	346	268	Westinghouse .	340
Snow plows (includes 4 electric).....		101	74	Westinghouse .	45
Total	38	898	766	.....	834
Total cars in service.....	971	20,484	18,527	.....	19,268
Total cars owned		20,484	18,527	.....	19,268

* 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	1,665.94	9.29	2,287.52	.93	.....	2,278.23
Miles of second track....	138.59	27.65	335.61	9.07	519.92	.48	.....	561.55
Miles of third track.....	2.26	.....	6.05	.....	8.31	.....	.....	8.31
Miles of fourth track.....	.....	.....	.....	.....	2.02	.....	.....	2.02
Miles of yard track and sidings.....	273.39	61.44	914.05	.....	1,248.88	28.86	150.79	1,098.09
Total mileage operated (all tracks).....	860.76	254.86	2,923.67	18.36	4,057.65	39.31	150.79	3,888.50

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Massachusetts.....	173.70	86.30	522.38	4.21	786.59	.56	.....	782.38
New Hampshire.....	124.28	75.08	859.95	.....	1,059.31	.37	.....	1,059.31
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	1,665.94	9.29	2,287.52	.93	.....	2,278.23

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	.....	.....	260.00
New Hampshire.....	124.28	75.08	199.36	.....	.....	199.36
Maine.....	148.54	4.39	152.93	.....	.....	152.93
Total mileage owned (single track).....	446.52	165.77	612.29	.....	.....	612.29

†East Deerfield Branch—Connection with Fitch, Div., East Deerfield, Mass., single track.....	1.04
Extension of Whitefield and Jefferson branch, Berlin, N. H., single track..	.37
Less account abandonment main line track, Lowell, Middlesex Street to Lowell, Merrimack Street.....	1.41
	.48
	.93

§Account of abandonment main line track, Lowell, Middlesex Street, to Lowell, Merrimack Street.....	.48
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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	70.11	.36	.92	71.39	*.41	14.77	56.62
Total mileage operated (all tracks)	238.47	4.75	5.42	248.64	*.41	14.77	233.87

*Decrease.

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—pounds.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel:				Cedar	54,251	45
New	1,586 ³³⁸	75 to 85	30.24	Chestnut	21,227	47
New	552 ¹²⁶⁵	65 to 75	20.83	Oak	11,200	43
				Hemlock	1,563	27
				Switch ties (60 feet) ..	2,133	97
Total steel	2,138 ¹⁰²⁴		27.84	Total	90,374	46

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Coke—tons.	Fuel oil—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger		389,757	82,528		482,285	12,004,295	80.35
Freight		637,695		9,505	647,200	10,167,335	127.81
Switching		223,145	45,725		267,870	8,024,030	66.77
Construction		27,740			27,740	692,048	80.17
Total		1,287,337	128,253	9,505	1,425,095	30,887,708	92.28
Average cost at distributing point		\$3.16	\$3.13	\$3.00	\$3.16		

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.
Coupling or uncoupling.....	.....	1	.....	.....	.....	.....	.....	1
Collisions.....	3	.....	.....	.....	.....	.....	3	.....
Locomotives or cars breaking down.....	1	.....	.....	.....	.....	.....	1	.....
Falling from trains, locomotives or cars.....	1	.....	.....	.....	.....	.....	1	.....
Total	5	1	.....	.....	.....	.....	5	1
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	.....	.....	.....	.....	.....	.....	.....
Struck by trains, locomotives or cars—	.....	.....	.....	.....	.....	.....	.....	.....
At highway crossings.....	.....	.....	2	.....	.....	.....	2	.....
At other points along track.....	.....	.....	1	.....	.....	.....	1	.....
Other causes .....	.....	.....	.....	.....	.....	.....	.....	.....
Total	1	.....	5	.....	.....	.....	5	.....
Summary.							Total.	
							Killed.	Injured.
Railway employees.....							5	1
Passengers.....							1	.....
Other persons							5	.....
Grand Total.....							11	1

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	9½
Iron.....	49	3,825	4	10	7	593	3	Conduits.....	1	15	0
Wooden	9	463	10	13	0	124	0	Trestles.....	18	14	8
Total..		74	4,718	9				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—4.59 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 Bridgton and Saco River Railroad Company for the
Year Ending June 30, 1906.**

HISTORY.

Name of common carrier making this report. Bridgton and Saco River Railroad Company.

Date of organization. July 30, 1881.

Under laws of what government, state or territory organized. General railroad laws of Maine.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Joseph A. Bennett.....	Bridgton, Maine.....	November, 1906.
Samuel S. Fuller.....	Bridgton, Maine.....	November, 1906.
Horace A. Hall.....	Bridgton, Maine.....	November, 1906.
Almon Young.....	Hiram, Maine.....	November, 1906.
Perley P. Burnham.....	Bridgton, Maine.....	November, 1906.

Total number of stockholders at date of last election, 83.

Date of last meeting of stockholders for election of directors, November 15, 1905

Post-office address of general and operating office, Bridgton, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President	J. A. Bennett.....	Bridgton, Maine.
Secretary	Horace A. Hall.....	Bridgton, Maine.
Treasurer.....	Perley P. Burnham.....	Bridgton, Maine.
Attorney or General Counsel...	Augustus H. Walker.....	Bridgton, Maine.
General Manager	J. A. Bennett.....	Bridgton, Maine.
General Passenger Agent, General Freight Agent, General Baggage Agent	J. A. Bennett.....	Bridgton, Maine.

PROPERTY OPERATED.

Bridgton and Saco River Railroad from Harrison to Bridgton Junction, 21.25 miles.

CAPITAL STOCK.

Description.	Number of Shares authorized.	Par value of Shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common	2,200	\$50	\$110,000	\$102,250 00	4%	\$4,090 00

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..	1898	1928	\$135,000	\$135,000	\$135,000	\$135,000	4	June & Dec.	\$5,400	\$5,400
2d mort..	1901	1928	35,000	28,900	28,600	28,900	4	June & Dec.	1,120	1,120
Total			\$170,000	\$163,000	\$163,000				\$6,520	\$6,520

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$163,000	\$163,000	\$6,520	\$6,520

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash.....	\$7,072 88	Audited vouchers and accounts.....	\$133 72
Due from solvent companies and individuals.....	2,000 00	Wages and salaries.....	1,901 28
Net traffic balances due from other companies.....	129 52	Miscellaneous.....	1 94
		Total—current liabilities.....	\$2,036 94
Total—Cash and current assets.....	\$9,202 40	Balance—cash assets.....	7,165 46
		Total.....	\$9,202 40

Materials and supplies on hand, \$1,486.46.

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, 1905, \$224,856.30; total cost to June 30, 1906, \$224,856.30; cost per mile, \$10,581.47.

Total equipment: Total cost to June 30, 1905, \$48,119.28; total cost to June 30, 1906, \$48,119.28; cost per mile, \$2,264.43.

Total cost of construction and equipment to June 30, 1905, \$272,975.58; to June 30, 1906, \$272,975.58; cost per mile, \$12,845.91.

INCOME ACCOUNT.

Gross earnings from operation.....	\$47,090 23	
Less operating expenses.....	32,353 00	
Income from operation		\$14,737 23
Miscellaneous income.....		479 62
Total income		\$15,216 85
Deductions from income:		
Interest on funded debt accrued	\$6,520 00	
Taxes	558 53	
Permanent improvements.....	2,648 31	
Total deductions from income		9,726 84
Net income		\$5,490 01
Dividends, 4 per cent, common stock		4,090 00
Surplus from operations of year ending June 30, 1906		\$1,400 01
Surplus on June 30, 1905.....		8,864 99
		\$10,265 00
Deductions for year, credit equipment and permanent improvement account.....		1,400 01
Surplus on June 30, 1906.....		\$8,864 99

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$19,871 76
Mail			1,590 96
Express			5,420 16
Extra baggage and storage.....			344 46
Total passenger earnings			\$27,227 34
Total freight revenue.....			19,862 89
Total passenger and freight earnings.....			\$47,090 23
Total gross earnings from operation.....			47,090 23

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel- lanous income.
Interest	\$231 70		
Telegraph and telephone.....	152 00		
Rent of derrick	10 00		
Old material sold.....	85 92		
Total.....	\$479 62		\$479 62

OPERATING EXPENSES.

Item.	Amount.
Maintenance of ways and structures:	
Repairs of Roadway.....	\$5,555 10
Renewals of ties.....	791 05
Repairs and renewals of bridges and culverts.....	776 58
Repairs and renewals of fences, road crossings, signs and cattle guards.....	11 73
Repairs and renewals of buildings and fixtures.....	1,332 89
Repairs and renewals of telegraph.....	24 95
Total.....	\$8,492 30
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,505 47
Repairs and renewals of passenger cars.....	843 20
Repairs and renewals of freight cars.....	1,610 09
Repairs and renewals of machinery and tools.....	72 42
Total.....	\$4,031 18
Conducting transportation:	
Engine and roundhouse men.....	\$2,192 91
Fuel for locomotives.....	2,916 75
Oil, tallow and waste for locomotives.....	244 45
Other supplies for locomotives.....	38 45
Train service.....	1,746 41
Train supplies and expenses.....	223 72
Switchmen, flagmen and watchmen.....	1,047 55
Telegraph expenses.....	49 50
Station service.....	7,989 38
Station supplies.....	597 11
Loss and damage.....	12 40
Injuries to persons.....	92 10
Advertising.....	409 93
Stationery and Printing.....	341 67
Total.....	\$17,912 33
General expenses:	
Salaries of general officers.....	\$1,605 84
General office expenses and supplies.....	78 39
Insurance.....	232 96
Total.....	\$1,917 19
Recapitulation of expenses:	
Maintenance of ways and structures.....	\$8,492 30
Maintenance of equipment.....	4,031 18
Conducting transportation.....	17,912 33
General expenses.....	1,917 19
Grand total.....	\$32,353 00

Percentage of expenses to earnings, entire line—68.70.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$224,856 30	Cost of road.....		\$254,856 30		
	48,119 28	Cost of equipment..		48,119 28		
	8,203 34	Cash and current assets.....		9,202 40	\$999 06	
	946 23	Other assets: Materials and supplies.....		1,486 46	540 23	
	\$282,125 15	Grand total....		\$283,664 44	\$1,539 29	
LIABILITIES.						
	\$102,250 00	Capital stock.....		\$102,250 00		
	163,000 00	Funded debt.....		163,000 00		
	1,897 66	Current liabilities..		2,036 94	139 28	
	543 33	Accrued interest on funded debt not yet payable.....		543 33		
	5,569 17	Equipment and permanent improvement account.....		6,969 18	1,400 01	
	8,864 99	Profit and loss.....		8,864 99		
	\$282,125 15	Grand total....		\$283,664 44	\$1,539 29	

SECURITY FOR FUNDED DEBT.

First and second mortgages, from Harrison to Bridgton Junction, 21.25 miles. Amount per mile, \$7,670.59. Equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	\$1,605 84	\$2 57
Station agents.....	7	2,198	2,655 88	1 29
Other Station men.....	10	3,068	4,973 18	1 62
Enginemen.....	2	567	1,346 98	2 37
Firemen.....	2	564	867 85	1 54
Conductors.....	2	539	941 07	1 75
Other trainmen.....	2	538	802 44	1 49
Machinists.....	1	312	996 76	3 19
Other shopmen.....	3	931	1,541 52	1 66
Section foremen.....	4	1,256	2,088 92	1 66
Other trackmen.....	8	2,251	3,091 29	1 37
Switch tenders, crossing tenders and watchmen	2	730	1,047 55	1 43
All other employees and laborers.....	1	192	341 52	1 79
Total (including "general officers").....	46	13,772	\$22,900 80	\$1 62
Less "general officers".....	2	626	1,605 84	2 57
Total (excluding "general officers").....	44	13,146	\$20,694 96	\$1 68
Distribution of above:				
General administration.....	2	626	\$1,605 84	\$2 57
Maintenance of way and structures.....	12	3,506	5,180 29	1 48
Maintenance of equipment.....	5	1,435	2,879 80	2 01
Conducting transportation.....	27	8,205	12,634 95	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.....	34,062			
Number of passengers carried one mile.....	470,221			
Number of passengers carried one mile per mile of road.....	22,128			
Average distance carried, miles.....	13.80			
Total passenger revenue.....		19,871	76	
Average amount received from each passenger.....			58	340
Average receipts per passenger per mile.....			04	260
Total passenger earnings.....		27,227	34	
Passenger earnings per mile of road.....		1,281	28	660
Freight traffic:				
Number of tons carried of freight earning revenue.....	19,357			
Number of tons carried one mile.....	306,170			
Number of tons carried one mile per mile of road.....	14,408			
Average distance haul of one ton, miles.....	15.81			
Total freight revenue.....		19,862	89	
Average amount received for each ton of freight.....			1	02 613
Average receipts per ton per mile.....			06	487
Total freight earnings.....		19,862	89	
Freight earnings per mile of road.....		934	73	5
Total traffic:				
Gross earnings from operation.....		47,090	23	
Gross earnings from operation per mile of road.....		2,216	01	
Operating expenses.....		32,353	00	
Operating expenses per mile of road.....		1,522	50	
Income from operation.....		14,737	23	
Income from operation per mile of road.....		716	08	
Train mileage:				
Mileage of revenue mixed trains.....	42,670			
Total revenue train mileage.....	42,670			
Mileage of nonrevenue trains.....	2,500			

FREIGHT TRAFFIC MOVEMENT.

Total tonnage originating on line of road, 8,959; from connecting roads, 10,388.
Total tonnage, 19,357.

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	3
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	1
Total.....		6	6		6
In freight service—					
Box cars.....	2	26			26
Flat cars.....		30			30
Tank cars.....		1			1
Total.....		57			
Total cars owned and in service.....		63			63

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	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

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 ...	1	18	0			Bridges		
Iron....	11	260	2	12	50	Overhead Railway Crossings:		
Total .	12	278	2			Bridges		

Gauge of track, 2 feet—21.25 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles to 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, 1906.**

[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 five 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, amended 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.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Sir Wm. C. Van Horne, K.C.M.G.	Montreal	October, 1907.
Rt. Hon. Lord Strathcona and Mt. Royal	Montreal	October, 1906.
Sir Thos. G. Shaughnessy	Montreal	October, 1906
Mr. R. B. Angus	Montreal	October 1907.
Mr. E. B. Osler	Toronto	October, 1907.
Sir Stanford Fleming, K.C.M.G.	Ottawa	October, 1908.
Mr. Wilmont D. Matthews.....	Toronto	October, 1908.
Mr. Thomas Skinner.....	London, England.....	October, 1906.
Mr. Chas. R. Hosmer.....	Montreal	October, 1909.
Sir G. A. Drummond, K. C. M. G.	Montreal	October, 1908.
Hon. Robt. Mackay.....	Montreal	October, 1909.
Mr. R. G. Reid.....	Montreal	October, 1909.
Mr. Clarence Mackay.....	New York.....	October, 1906.
Mr. David McNicoll.....	Montreal	October, 1909.
Hon. L. J. Forget	Montreal	October, 1908.

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. Total, 50.

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.
Vice-President	D. McNicoll.....	Montreal.
Second Vice-President	Wm. Whyte.....	Winnipeg.
Third Vice-President	I. G. Ogden.....	Montreal.
Secretary and Asst'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	John Leslie.....	Montreal.
Asst. Gen. Manager East Lines	J. W. Leonard	Montreal.
Asst. Chief Engineer East Lines	F. P. Gutelius.....	Montreal.
General Supt. Atlantic Division	Wm. Downie.....	St. John, N. B.
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.....	W. G. Annable.....	Montreal.
Superintendent Sleeping, Parlor and Dining Cars	W. A. Cooper	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.
	From—	To—	
International Railway of Maine.	Boundary	Mattawamkeag ..	144.5
Houlton Branch R. R. of Maine ..	Boundary	Houlton	3.0
Aroostook River R. R. of Maine ..	Boundary	Presque Isle.....	29.2
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 year, from July, 1890.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—						
Common:						
International Railway of Maine (Atlantic & Northwestern Railway 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 90		

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
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.

CANADIAN PACIFIC RAILWAY.

EQUIPMENT 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, \$34,537.04; deferred payments,—interest:—original amount, \$64,781.20; amount outstanding, \$2,180.14; amount accrued, and paid during year, \$3,162.82.

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, \$47,945.20.

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, 1905, \$6,957,438.43; charged to construction during the year, \$111,240.55; cost to June 30, 1906, \$7,068,678.98. Cost per mile, \$40,003.84.

Equipment: Cost to June 30, 1905, \$502,147.66; charged to equipment during the year, \$31,315.30; cost to June 30, 1906, \$523,462.96. Cost per mile, \$2,962.44.

Total cost of construction and equipment, etc.: To June 30, 1905, \$7,459,586.09; charged to construction or equipment during year, \$132,555.85. To June 30, 1906, \$7,592,141.94; cost per mile, \$42,966.28.

Expenditure during the year included in operating expenses, (construction) \$14,211.63.

INCOME ACCOUNT.

Gross earnings from operation	\$912,875 76	
Less operating expenses	839,265 19	
Income from operation		\$73,610 57
Deductions from income:		
Interest on funded debt accrued	\$60,440 00	
Rents paid for lease of road	1,680 00	
Taxes	33,689 70	
Other deductions:		
Interest on rolling stock lease	3,162 82	
Total deductions from income		98,972 52
Deficit		\$25,361 95
Deficit from operations of year ending June 30, 1906, paid by Canadian Pacific Railway		\$25,361 95

EARNINGS FROM OPERATION—STATE OF MAINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$197,488 64
Mail			29,821 03
Express			11,609 00
Other items			16,212 51
Total passenger earnings			\$255,231 18
Total freight earnings			657,644 58
Total passenger and freight earnings			\$912,875 76
Total gross earnings from operation—Maine			\$912,875 76
Total gross earnings from operation—entire line			\$57,230,295 20

OPERATING EXPENSES—STATE OF MAINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$107,638 39
Renewals of rails.....	24,249 63
Renewals of ties.....	21,118 96
Repairs and renewals of bridges and culverts.....	17,886 38
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,878 19
Repairs and renewals of buildings and fixtures.....	21,457 92
Repairs and renewals of telegraph.....	4,211 14
Stationery and printing.....	280 37
Snow expenses.....	11,519 93
Other expenses.....	52
Total.....	\$210,040 53
Maintenance of equipment:	
Superintendence.....	\$5,097 75
Repairs and renewals of locomotives.....	42,824 11
Repairs and renewals of passenger cars.....	18,051 38
Repairs and renewals of freight cars.....	44,548 66
Repairs and renewals of work cars.....	4,879 81
Repairs and renewals of shop machinery and tools.....	330 69
Stationery and printing.....	6,721 22
Fuel and lights for shops.....	349 42
Other expenses.....	349 42
Total.....	\$122,803 04
Conducting transportation:	
Superintendence.....	\$6,539 72
Engine and roundhouse men.....	69,928 72
Fuel for locomotives.....	188,277 27
Water supply for locomotives.....	6,129 71
Oil, tallow and waste for locomotives.....	3,462 10
Other supplies for locomotives.....	1,054 71
Train service.....	57,315 08
Train supplies and expenses.....	23,132 19
Switchmen, flagmen and watchmen.....	3,255 67
Telegraph expenses.....	29,072 68
Station service.....	17,983 18
Station supplies.....	5,472 20
Car per diem and mileage—balance.....	*953 28
Hire of equipment—balance.....	812 24
Loss and damage.....	823 36
Injuries to persons.....	7,770 33
Clearing wrecks.....	2,258 34
Advertising.....	10,257 73
Outside agencies.....	10,748 75
Rents for tracks, yards and terminals.....	23,800 00
Rents of buildings and other property.....	1,959 92
Stationery and printing.....	3,239 94
Other expenses.....	1,223 64
Total.....	\$464,571 20
General expenses:	
Salaries of general officers.....	\$10,900 20
Salaries of clerks and attendants.....	11,125 43
General office expenses and supplies.....	1,135 42
Insurance.....	6,820 85
Law expenses.....	6,309 17
Stationery and printing (general offices).....	2,582 16
Other expenses.....	2,976 47
Total.....	\$41,850 42
Operating expenses—State of Maine:	
Maintenance of way and structures.....	\$210,040 53
Maintenance of equipment.....	122,803 04
Conducting transportation.....	464,571 20
General expenses.....	41,850 42
Total.....	\$839,265 19

Percentage of expenses to earnings—Maine, 91.94.

* Credit.

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, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$6,957,438 43	Cost of road ....	.....	\$7,068,678 98	\$11,240 55	
.. ..	502,147 66	Cost of equip- ment.....	.....	523,462 96	21,315 30	
.....	55,852 34	Rolling stock Leases.....	.....	34,537 04		\$21,315 30
.....	\$7,515,438 43	Grand total.....	.....	7,626,678 98	111,240 55	
		LIABILITIES.				
.....	\$2,273,000 00	Capital stock...	.....	2,273,000 00		
.....	3,514,000 00	Funded debt...	.....	3,514,000 00		
.....	55,852 34	Rolling stock leases.....	.....	34,537 04		21,315 30
.....	1,672,586 09	Amount includ- ed by Canadi- an Pacific Ry. in cost of ro'd	.....	1,805,141 94	132,555 85	
.....	\$7,515,438 43	Grand total.....	.....	7,626,678 98	\$111,240 55	

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.

EMPLOYES 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	4,499	10,214 63	2 27
Other station men	11	4,766	5,133 47	1 08
Enginemen	25	10,060	41,597 53	4 13
Firemen	25	10,064	28,450 88	2 82
Conductors	15	7,851	25,911 86	3 30
Other trainmen	34	15,713	33,664 42	2 14
Machinists	1	86	219 34	2 55
Carpenters	1	374	760 28	2 03
Other shopmen	28	12,616	24,176 67	1 92
Section foremen	34	11,129	22,927 44	2 06
Other trackmen	104	26,967	40,660 37	1 51
Switch tenders, crossing tenders and watchmen	1	2,170	2,317 88	1 07
Telegraph operators and dispatchers	7	5,362	11,694 78	2 18
All other employes and laborers	29	11,587	21,886 23	1 89
Total (including "general officers")	358	132,664	\$301,615 78	\$2 27
Less "general officers"	10	3,130	17,000 00	5 43
Total (excluding "general officers")	348	129,534	\$284,615 78	\$2 20
Distribution of above:				
General administration	31	9,700	\$32,545 00	\$3 36
Maintenance of way and structures	161	47,621	81,639 69	1 71
Maintenance of equipment	35	14,828	28,445 64	1 92
Conducting transportation	131	60,515	158,985 45	2 63

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	153,343			
Number of passengers carried one mile	13,715,555			
Number of passengers carried one mile per mile of road	58,916			
Average distance carried, miles	89.44			
Total passenger revenue		\$197,488	64	
Average amount received from each passenger			1 28	789
Average receipts per passenger per mile				01 440
Total passenger earnings		955,231	18	
Passenger earnings per mile of road		1,096	35	
Passenger earnings per train mile			98	993
Freight traffic:				
Number of tons carried of freight earning revenue	797,722			
Number of tons carried one mile	137,653,928			
Number of tons carried one mile per mile of road	591,297			
Average distance haul of one ton, miles	172.56			
Total freight revenue		657,644	58	
Average amount received for each ton of freight			82	440
Average receipts per ton per mile				00 478
Total freight earnings		657,644	58	
Freight earnings per mile of road		2,824	93	
Freight earnings per train mile			1 09	989
Total traffic:				
Gross earnings from operation		912,875	76	
Gross earnings from operation per mile of road		3,921	29	
Gross earnings from operation per train mile			1 19	309
Operating expenses		839,265	19	
Operating expenses per mile of road		3,605	69	
Operating expenses per train mile			1 09	688
Income from operation		73,610	57	
Income from operation per mile of road			316	20
Car mileage, etc.:				
Mileage of passenger cars	1,371,707			
Average number of passenger cars per train mile	5.32			
Average number of passengers per train mile	53			
Average number of freight cars per train mile	17.10			
Average number of loaded cars per train mile	12.04			
Average number of empty cars per train mile	5.06			
Average number of tons of freight per train mile	230.22			
Average number of tons of freight per loaded car mile	19.13			
Average mileage operated during year	232.8			
Train mileage:				
Mileage of revenue passenger trains	167,217			
Mileage of revenue mixed trains	90,611			
Mileage of revenue freight trains	507,310			
Total revenue train mileage	765,138			
Mileage of nonrevenue trains	31,896			

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.....	429	240,310	240,739	30.18
Flour.....	154	73,986	74,140	9.29
Other mill products.....	55	19,857	19,812	2.50
Hay.....	522	19,550	20,072	2.52
Roots.....	80	52,994	53,074	6.65
Tea.....	6	2,910	2,916	.37
Other agricultural products.....	34	8,131	8,165	1.02
Products of Animals:				
Live stock.....	558	22,038	22,596	2.83
Dressed meats.....	47	21,697	21,644	2.72
Poultry, game and fish.....	28	4,782	4,810	.60
Wool.....	2	212	214	.03
Hides and leather, and furs.....	10	3,272	3,282	.41
Other Animal products.....	168	12,310	12,478	1.56
Dairy products.....	11	7,075	7,086	.89
Products of Mines:				
Anthracite coal.....	41	4,228	4,269	.54
Bituminous coal.....				
Salt.....	18	3,346	3,364	.42
Ores.....		1,236	1,236	.16
Stone, sand and other like articles.....	3	4,578	4,581	.57
Other mine products.....		662	662	.08
Products of Forests:				
Lumber.....	675	19,520	20,195	2.53
Wood (fuel).....	80	1,581	1,661	.20
Other forest products.....	18,911	21,154	40,065	5.02
Manufactures:				
Petroleum and other oils.....	94	3,050	3,144	.39
Iron and steel rails.....		2,012	2,612	.25
Cement, brick and lime.....	226	10,040	10,266	1.29
Agricultural implements.....	7	3,287	3,294	.41
Wines, liquors and beers.....	38	3,375	3,913	.49
Household goods and furniture.....	70	1,563	1,633	.21
Other manufactured articles.....	7,077	192,966	200,043	25.08
Merchandise:				
Emigrant's movable and stock.....		292	292	.04
Miscellaneous:				
Other commodities not mentioned above.....		5,964	5,964	.75
Total tonnage—Maine.....	29,344	768,378	797,722	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, 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	*42	68	68	Westinghouse .	68
Total cars owned		938	938	.....	938

* 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.	Line operated under contract, etc.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.								Iron.	Steel.
Miles of single track	2,568.0	1,676.7	924.3	3334.5	179.5	93.9	8,776.9	208.9	.....	8,683.0	
Miles of second track				44.2	.....	.....	44.2	.8	.....	44.20	
Miles of yard track and sidings	1,683.2						1683.2	284.4	4.8	1,678.4	
Total mileage operated (all tracks)	4,251.2	1,676.7	924.3	3378.7	179.5	93.9	10504.3	494.1	4.8	10,405.6	

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Dominion of Canada	2,568	1,676.7	924.3	3157.8	179.5	37.8	8544.1	208.9	.....	8544.1	
State of Maine				176.7	.....	56.1	232.8	.....	.....	232.8	
Total mileage operated (single track)	2,568	1,676.7	924.3	3334.5	179.5	93.9	8776.9	208.9	.....	8776.9	

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.....	2568	1,676.7	4,244.7	73.5	.....	4,244.7

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	26.4	.....	.....	26.4	.50	.....	26.4
Total mileage operated (all tracks).....	203.1	.....	56.1	259.2	.50	.....	203.1

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
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.	Kind.	Number.	Average price at distributing point—cts.
Steel.....	24 ¹³⁶ 150 ³²⁰	56 80		Cedar	43,455	39
Total steel.....	174 ⁴⁵⁶	.....	\$27 00			

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Charcoal— bushels.	Soft wood— cords.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger		6,875	201	14	6,884.0	169,352	81.30
Freight		37,118	646	46	37,147.5	545,465	136.20
Switching		1,619	51	4	1,621.5	43,274	74.94
Construction		1,876	38	2	1,877.4	31,896	117.73
Mixed.....		3,741	108	8	3,746.1	91,065	82.27
Total.....		51,229	1,044	74	51,276.5	881,052	116.39
Average cost at distributing point.....		\$3.67	12½c.	\$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.
Coupling or uncoupling.....		1						1
Falling from trains, locomotives or cars.....	1						1	
Struck by trains, locomotives or cars.....				2				2
Other causes.....		2				1		3
Total.....	1	3		2		1	1	6

Kind of Accident.	OTHER PERSONS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains, locomotives or cars.....		1						
Struck by trains, locomotives or cars—								
At highway crossings.....					1		1	
At stations.....						1		1
Total.....		1			1	1	1	1

Summary.		Total.	
		Killed.	Injured.
Railway employees.....		1	6
Passengers.....		1	1
Other persons.....		1	1
Grand Total.....		2	8

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:			
Steel....	1	35	0	35	0	35	0	Bridges.....	1	22	0
Iron.....	28	4,726	5	24	0	1,180	0				
Wooden	24	187	0	3	0	12	0				
Combina- tion	1	269	6	269	6	269	6				
Total..		54	5,217	11							
Trestles...	23	1,276	6	30	0	91	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, 1,072.

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, 1906.

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 21, 1906.
Weston Lewis.....	Gardiner, Maine.....	
Geo. A. Farrington	Gardiner, Maine.....	

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, November 15, 1905.

Post-office address of general and operating office, Gardiner, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President	Josiah S. Maxcy	Gardiner, Maine.
Clerk and Attorney or General Counsel	Leslie C. Cornish.....	Augusta, Maine.
Treasurer, General Passenger and General Ticket Agent	Geo. A. Farrington.....	Gardiner, Maine.
General Manager	Josiah S. Maxcy.....	Gardiner, Maine.
General Superintendent	Orris 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.						
Issued for cash: Common				Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for reorganization: Common					1	\$100 00
Total					875	*\$7,500 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.		
	When due.	Date of issue.						When payable.	Amount accrued during year.	Amount paid during year.
1st mortg. 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, 1906.	
Cash.....	\$1,011 93	Loans and bills payable.....	\$66,500 00
Due from agents.....	1,226 98	Audited vouchers and accounts.....	128 03
Due from solvent companies and individuals.....	1,357 36	Wages and salaries.....	995 93
Net traffic balances due from other companies.....	2,163 55		
Other cash assets [excluding "materials and supplies"] ¹	5,848 94		
Total—cash and current assets.....	\$11,608 76		
Balance—current liabilities..	56,016 20		
Total.....	\$67,624 96	Total—current liabilities.	\$67,624 96

¹Materials and supplies on hand, \$950.06.

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	\$6,048 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction to June 30, 1905, \$152,345.31; charged to construction or equipment, \$922.65; to June 30, 1906, \$153,267.96; cost per mile, \$9,177.72.

Total cost of equipment: To June 30, 1905, \$11,182.23; to June 30, 1906, \$11,182.23; cost per mile, \$669.59.

Total cost of construction and equipment; To June 30, 1905, \$163,527.54; to June 30, 1906, \$164,450.19, cost per mile, \$9,847.32.

INCOME ACCOUNT.

Gross earnings from operation.....	\$46,850 98	
Less operating expenses.....	32,563 98	
Income from operation		\$14,287 00
Miscellaneous income.....		60 00
Total income		\$14,347 00
Deductions from income:		
Interest on funded debt accrued	\$1,200 00	
Interest on interest-bearing current liabilities, etc.....	3,042 50	
Rents paid for lease of road.....	3,760 00	
Taxes	401 38	
Total deductions from income		8,403 38
Net income		\$5,943 12
Dividends, 4 per cent, common stock		3,504 00
Surplus from operations of year ending June 30, 1906		\$2,439 12
Deficit on June 30, 1905.....		6,315 13
Deficit on June 30, 1906.....		\$3,876 01

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$11,415 07		
Less repayments—			
Tickets redeemed.....		\$3 30	
Total passenger revenue			\$11,411 77
Mall	\$1,471 56		
Express	1,500 83		
Extra baggage and storage.....	78 83		
Other items.....	12 80		
Total passenger earnings			\$3,064 02
Total freight revenue.....			\$14,475 79
Total passenger and freight earnings.....			32,375 19
Total gross earnings from operation.....			\$46,850 98

MISCELLANEOUS INCOME.

Item.	Gross Income.	Expenses.	Net miscel- laneous income.
House rent.....	\$60 00		\$60 00
Total.....	\$60 00		\$60 00

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of Roadway.....	\$7,723 08
Renewals of ties.....	903 32
Repairs and renewals of bridges and culverts.....	1,303 49
Repairs and renewals of fences, road crossings, signs and cattle guards.....	41 91
Repairs and renewals of buildings and fixtures.....	135 58
Other expenses.....	8 25
Total.....	\$10,115 63
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$13 03
Repairs and renewals of passenger cars.....	19 55
Repairs and renewals of freight cars.....	1,207 78
Repair of work cars.....	213 22
Other expenses.....	149 58
Total.....	\$1,603 16
Conducting transportation:	
Engine and roundhouse men.....	\$3,829 75
Fuel for locomotives.....	4,979 19
Water supply for locomotives.....	228 72
Oil, tallow and waste for locomotives.....	192 34
Other supplies for locomotives.....	6 33
Train service.....	4,125 05
Train supplies and expenses.....	292 62
Switchmen, flagmen and watchmen.....	516 25
Station service.....	2,464 30
Station supplies.....	218 87
Loss and damage.....	186 67
Advertising.....	80 57
Stationery and Printing.....	107 09
Other expenses.....	105 15
Total.....	\$17,332 90
General expenses:	
Salaries of general officers.....	\$1,800 00
Salaries of clerks and attendents.....	590 00
General office expenses and supplies.....	574 56
Insurance.....	270 06
Stationery and printing (general offices).....	21 50
Other expenses.....	256 17
Total.....	\$3,512 29
Recapitulation of expenses:	
Maintenance of way and structures.....	\$10,115 63
Maintenance of equipment.....	1,603 16
Conducting transportation.....	17,332 90
General expenses.....	3,512 29
Grand total.....	\$32,563 98

Percentage of expenses to earnings—69.51.

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, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$152,345 31	Cost of road		\$153,267 96	\$922 65	
	11,182 23	Cost of equipment ..		11,182 23		
	10,463 87	Cash and current assets		11,608 76	1,144 89	
	588 64	Other assets:				
		Materials and sup- plies		950 00	361 36	
	6,315 13	Profit and loss		3,876 01		\$2,439 12
	\$180,895 18	Grand total		\$180,884 96		\$10 22
		LIABILITIES.				
	\$87,600 00	Capital stock		\$87,600 00		
	24,000 00	Funded debt		24,000 00		
	68,115 18	Current liabilities ..		67,624 96		\$490 22
	1,180 00	Accrued interest on funded debt not yet payable		1,660 00	480 00	
	\$180,895 18	Grand total		\$180,884 96		\$10 22

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.....	Strong	Kingfield	15	\$1,600 00

All equipment mortgaged.

EMPLOYES AND SALARIES—STATE OF MAINE.

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	626	590 00	94
Station agents	5	1,565	2,430 00	1 55
Other station men.....	1	34	34 00	1 00
Enginemen.....	4	1,065	2,058 73	1 93
Firemen	4	1,141	1,771 02	1 55
Conductors	4	924	1,516 45	1 64
Other trainmen	6	1,433	2,608 66	1 82
Carpenters	2	722	1,260 00	1 75
Other shopmen	2	619	1,078 45	1 74
Section foremen.....	5	1,499	2,282 60	1 51
Other trackmen	10	2,813	3,930 66	1 40
Switch tenders, crossing tenders and watchmen	1	413	516 25	1 25
All other employes and laborers.....	2	754	1,152 53	1 53
Total (including "general officers").....	49	13,921	\$23,008 99	1 65
Less "general officers".....	1	313	1,800 00	5 75
Total (excluding "general officers").....	48	13,608	\$21,208 99	1 56
Distribution of above:				
General administration.....	3	939	\$2,390 00	2 55
Maintenance of way and structures	17	5,066	7,345 19	1 45
Maintenance of equipment.....	4	1,341	2,338 45	1 74
Conducting transportation	25	6,575	10,935 35	1 66

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	19,025			
Number of passengers carried one mile.....	299,796			
Number of passengers carried one mile per mile of road.....	9,671			
Average distance carried, miles.....	15.76			
Total passenger revenue.....		11,411	77	
Average amount received from each passenger.....				59 983
Average receipts per passenger per mile.....				03 807
Total passenger earnings.....		14,475	79	
Passenger earnings per mile of road.....		466	96	
Passenger earnings per train mile.....				39 518
Freight traffic:				
Number of tons carried of freight earning revenue....	34,670			
Number of tons carried one mile.....	747,296			
Number of tons carried one mile per mile of road.....	24,106			
Average distance haul of one ton, miles.....	21.55			
Total freight revenue.....		32,375	19	
Average amount received for each ton of freight.....				93 381
Average receipts per ton per mile.....				04 332
Total freight earnings.....		32,375	19	
Freight earnings per mile of road.....		1,044	36	
Freight earnings per train mile.....				1 29 294
Total traffic:				
Gross earnings from operation.....		46,850	98	
Gross earnings from operation per mile of road.....		1,511	32	
Gross earnings from operation per train mile.....				80 616
Operating expenses.....		32,563	98	
Operating expenses per mile of road.....		1,050	45	
Operating expenses per train mile.....				56 033
Income from operation.....		14,287	00	
Income from operation per mile of road.....		460	87	
Car mileage, etc.:				
Average number of passengers per train mile.....	8			
Average number of tons of freight per train mile.....	29.84			
Average mileage operated during year.....	31.00			
Train mileage:				
Mileage of revenue passenger trains.....	33,076			
Mileage of revenue mixed trains.....	3,555			
Mileage of revenue freight trains.....	21,485			
Total revenue train mileage.....	58,116			
Mileage of nonrevenue trains.....	10,054			

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.....		269	269	.78
Products of Forests:				
Lumber.....	26,587	7	26,594	76.71
Merchandise.....	4,066	3,741	7,807	22.51
Total tonnage.....	30,653	4,017	34,670	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 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			
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.	New line constructed during year.	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, 7,527, average price at distributing point, 12 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Coke—tons.	Fuel oil—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger	341	.....	.....	341	33,076	20.62
Freight	677	.....	.....	677	25,040	54.07
Construction	168	.....	.....	168	10,054	35.42
Total	1,186	.....	.....	1,186	68,170	34.80
Average cost at distributing point	\$4.20	.....	.....	.....	.....	.....

ACCIDENTS.

Coupling and uncoupling: 1 trainman injured. Handling traffic: 1 "Other Employees", 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.
Trestles...	5	557	00	36	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, 1906.

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.

W. T. Cobb, Rockland, Me. ; W. W. Case, Rockland, Me. ; S. M. Bird, Rockland, Me. ; R. H. Crockett, Rockland, Me. ; J. Lovejoy, Rockland, Me. ; F. E. Burkett, Union, Me. ; A. F. Brown, Union, Me. Term expires October, 1906.

Total number of stockholders at date of last election, 102.

Last meeting of stockholders for election of directors, October 3, 1905.

General and operating office, Union, Me.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

Chairman of the Board, President, Secretary, Treasurer, and General Manager, John Lovejoy, Union, 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 : Number shares authorized, 1000 ; par value of shares \$100 ; 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, 1906.	
Cash.....	\$1,183 08	Audited vouchers and ac- counts.....	\$18 67
Due from agents.....	1,574 55	Net traffic balances due to other companies.....	534 58
Due from solvent companies and individuals.....	139 63	Matured interest coupons un- paid (including coupons due July 1).....	9,000 00
Total—Cash and current assets.....	\$2,897 21	Miscellaneous.....	271 38
Balance—current liabilities	6,927 37	Total—current liabilities.	\$9,824 58
Total.....	\$9,824 58		

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, \$5,882.60.

Total: Amount outstanding, \$150,000; miles, 8.50; amount per mile of line, \$17,649.70.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1905, \$80,982; cost to June 30, 1906, \$80,982; cost per mile, \$9,527.29.

Equipment: Cost to June 30, 1905, \$4,172.36; cost to June 30, 1906, \$4,172.36; cost per mile, \$490.87.

Total construction, equipment, etc.: Cost to June 30, 1905, \$85,154.36; cost to June 30, 1906, \$85,154.36; cost per mile, \$10,018.16.

INCOME ACCOUNT.

Gross earnings from operation.....	\$12,236 01	
Less operating expenses.....	10,688 26	
Income from operation		\$1,547 75
Deductions from income:		
Interest on funded debt accrued	\$3,000 00	
Interest on interest-bearing current liabilities, etc.....	16 50	
Taxes	57 71	
Total deductions from income		3,074 21
Deficit.....		\$1,526 46
Deficit from operations of year ending June 30, 1906.....		1,526 46
Deficit on June 30 1905		70,767 74
Deficit on June 30, 1906.....		\$72,294 20

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$1,745 60
Mail			358 96
Express			570 58
Total passenger earnings			\$2,675 14
Freight			
Total freight revenue			9,323 26
Other items.....			237 61
Total freight earnings			\$9,560 87
Total passenger and freight earnings.....			\$12,236 01
Total gross earnings from operation			\$12,236 01

OPERATING EXPENSES—STATE OF MAINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,935 19
Renewals of ties.....	1,026 05
Repairs and renewals of bridges and culverts.....	230 63
Repairs and renewals of buildings and fixtures.....	456 91
Other expenses.....	171 76
Total.....	\$3,820 54
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$66 45
Repairs and renewals of passenger cars.....	221 34
Other expenses.....	17 12
Total.....	\$304 91
Conducting transportation:	
Engine and roundhouse men.....	1,437 67
Fuel for locomotives.....	1,764 80
Oil, tallow and waste for locomotives.....	42 11
Other supplies for locomotives.....	24 35
Train service.....	600 00
Station service.....	360 00
Station supplies.....	89 58
Car per diem and mileage—balance.....	788 80
Loss and damage.....	10 00
Advertising.....	6 95
Other expenses.....	40 65
Total.....	\$5,764 91
General expenses:	
Salaries of general officers.....	600 00
General office expenses and supplies.....	41 35
Insurance.....	70 00
Law expenses.....	5 00
Stationery and printing (general offices).....	20 10
Other expenses.....	61 45
Total.....	\$797 90
Recapitulation of expenses:	
Maintenance of way and structures.....	3,820 54
Maintenance of equipment.....	304 91
Conducting transportation.....	5,764 91
General expenses.....	797 90
Grand total.....	\$10,688 26

Percentage of expenses to earnings, 87.35.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$80,982 00	Cost of road		\$80,982 00		
	\$4,172 36	Cost of equip- ment.....		4,172 36		
	751 76	Cash and cur- rent assets ..		2,897 21	\$2,145 45	
		Other assets:				
		Materials and supplies		638 01	638 01	
	70,767 74	Profit and loss ..		72,294 20	1,526 46	
	\$156,673 86	Grand total.....		\$160,983 78	\$4,309 92	
		LIABILITIES.				
	\$100,000 00	Capital stock.....		\$100,000 00		
	50,000 00	Funded debt.....		50,000 00		
	6,673 86	Current liabil- ities.....		9,824 58	\$3,150 72	
		Coal credit in loss and gain account.....		1,159 20	1,159 20	
	\$156,673 86	Grand total.....		\$160,983 78	\$4,309 92	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$600 00	\$1 91
Station agents.....	3	939	960 00	1 02
Enginemen.....	1	313	600 00	1 91
Firemen.....	1	313	472 67	1 51
Conductors.....	1	313	600 00	1 91
Section foremen.....	1	313	600 00	1 91
Other trackmen.....	2	626	939 00	1 50
Switch tenders, crossing tenders and watchmen	1	365	365 00	1 00
Total (including "general officers").....	11	3 495	\$5,136 67	
Less "general officers".....	1	313	600 00	
Total (excluding "general officers").....	10	3,182	\$4,536 67	
Distribution of above:				
General administration.....	1	313	\$690 00	\$1 91
Maintenance of way and structures	3	939	1,539 00	1 63
Conducting transportation	7	2,243	2,997 67	1 33

TRAFFIC AND MILEAGE STATISTICS.

Item,	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	4,900			
Number of passengers carried one mile.....	39,200			
Number of passengers carried one mile per mile of road	4,612			
Average distance carried.....	8			
Total passenger revenue.....		1,745	60	
Average amount received from each passenger.....			35	624
Average receipts per passenger per mile.....			4	453
Total passenger earnings.....		2,675	14	
Passenger earnings per mile of road.....		314	72	
Passenger earnings per train mile.....			25	137
Freight traffic:				
Number of tons carried of freight earning revenue....	21,336			
Number of tons carried one mile.....	170,688			
Number of tons carried one mile per mile of road.....	20,080			
Average distance haul of one ton.....	8			
Total freight revenue.....		9,323	26	
Average amount received for each ton of freight.....			43	697
Average receipts per ton per mile.....			5	462
Total freight earnings.....		9,560	87	
Freight earnings per mile of road.....		1,124	81	
Freight earnings per train mile.....			89	840
Total traffic:				
Gross earnings from operation.....		12,236	01	
Gross earnings from operation per mile of road....		1,439	53	
Gross earnings from operation per train mile.....			1	978
Operating expenses.....		10,688	26	
Operating expenses per mile of road.....		1,257	44	
Operating expenses per train mile.....			1	00
Income from operation.....		1,547	75	
Income from operation per mile of road.....		182	08	
Car mileage, etc.:				
Mileage of passenger cars.....	10,642			
Average number of passenger cars per train mile....	1			
Average number of passengers per train mile.....	3			
Average mileage operated during year.....	8.50			
Train mileage:				
Mileage of revenue mixed trains.....	10,642			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 14,908 tons; freight received from connecting roads and other carriers, 6,428 tons; total freight tonnage, 21,336 tons.

DESCRIPTION OF EQUIPMENT.

Locomotives owned and in service: Passenger, 1. Cars owned: Passenger-combination, 1; total cars owned and in service, 1. All equipment fitted with Westinghouse train brake. Engine and combination car fitted with automatic coupler.

MILEAGE.

MILEAGE OF ROAD OWNED AND OPERATED (ALL TRACKS).

Main line, 8 miles; branches and spurs, .50 miles; total miles owned and operated, 8.50; steel rails, 8.50 miles.

RENEWAL OF TIES.

Cedar, 2,000; average price at distributing point, 50 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction, bituminous coal, 426 tons; miles run, 13,468; average pounds consumed per mile, 63.25; average cost at distributing point, \$4.14.

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, 1906.**

HISTORY.

Name of common carrier making this report. Grand Trunk Railway Company of Canada.

Date of organization. 1852.

Organized under 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.

Names 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.....	London, England.....	
Geo. Van Chauvin.....	London, England.....	
Col. Frederick Firebrace, R. E.	London, England.....	
Alexander Hubbard.....	London, England.....	
John Allan Clutton-Brock.....	Weybridge, England.....	
Sir Henry Mather Jackson.....	London, England.....	
Hon. N. Charles Rotchschild.....	London, England.....	
Hon. Lord Welby of Allington, G. C. B.	London, England.....	
Sir W. Lawrence Young.....	London, England.....	

Date of last meeting of stockholders for election of directors, April 5, 1906.

Address of general office, Dashwood House, 9 New Broad St., London, England.

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.....	E. H. Norman.....	London, England.
Treasurer.....	Frank Scott.....	Montreal, Quebec.
General Solicitor.....	W. H. Biggar.....	Montreal, Quebec.
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. Blacklock.....	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.....	J. E. Dalrymple.....	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.
Superintendent of Telegraph.....	W. W. Ashald.....	Montreal, Quebec.

PROPERTY OPERATED—STATE OF MAINE.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Norway Branch Railroad.....	South Paris, Me..	Norway, Me.....	1.50	
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.....				89.51

PROPERTY OPERATED.

Grand Trunk Railway and branches.....	Boundary line, Vt.	Point Edward, Ont Windsor, Ont., & Point Levi, Que.	2,938.43	
Champlain and St. Lawrence	Rouses Point, N.Y.	Island Pond, Vt... Canada Boundary Line.....	15.64	
			1.21	2,955.28
Michigan Air Line Railway..	Lenox, Mich.....	Jackson, Mich....		105.60
Atlantic & St. Lawrence R. R.	Portland Me.....	Island Pond, Vt...	149.58	
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	
Cincinnati, Saginaw and Mackinaw R. R.....	Durand, Mich.....	West Bay City, Mich.....	52.97	
Buffalo and Lake Huron R'y.	Goodrich Ont....	Buffalo, N. Y.....	164.14	
United States & Canada R. R.	Canadian			
	Boundary	Massena, N. Y....	22.18	
Norway Branch R. R.....	South Paris, Me..	Norway, Me.....	1.50	
Owen Sound Branch.....	Park Head, Ont...	Owen Sound, Ont.	12.40	468.18
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		\$113,482,487 50	\$109,363,014 47			
Preferred.						
4% guaranteed stock.....		48,666,666 67	39,562,664 95	4%	\$1,408,565 43	
1st preference		16,644,000 00	16,644,000 00	5%	831,428 63	
2d preference.....		12,312,666 67	12,312,667 67	5%	615,244 16	
3d preference.....		34,884,535 43	34,884,535 43	2%	697,357 89	
Total		\$225,990,306 27	\$212,766,681 52		\$3,562,596 11	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount issued.	INTEREST.		
	Date of issue.	When due.		Rate—%.	When payable.	Amount accrued during year.
Bonds:						
Second equipment.....	1919		\$1,815,266 67	6		\$108,916 00
Northern Railway third mort			71,053 33	6		4,263 20
Midland Railway sectional.....	1908		2,074,173 33	5		357,596 50
Midland Railway consolidated..	1912		4,946,966 66			
Wellington Gray and Bruce			392,253 34	†		25,872 44
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		2,946,470 94
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.....			\$133,832,973 19			\$5,212,601 82

* Perpetual.

* Various.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$133,832,973.19; interest accrued during year, \$5,212,601.82.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash.....	\$6,731,573 53	Audited vouchers and ac- counts.....	\$3,204,026 55
Due from solvent companies and individuals.....	7,255,674 14	Wages and salaries.....	1,430,053 48
Net traffic balances due from other companies.....	1,746,980 45	Dividends not called for.....	184,873 67
Other cash assets [excluding "materials and supplies"]	1,629,331 82	Matured interest coupons un- paid (including coupons due July 1).....	2,345,574 44
		Miscellaneous.....	2,933,265 48
		Total—current liabilities.	10,097,793 62
Total—cash and current assets.....	\$17,363,559 94	Balance—cash assets	7,265,766 32
		Total	\$17,363,559 94

†Materials and supplies on hand, \$3,673,036.54.

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.....	\$212,766,881 52	\$212,766,881 52	.....	2,938.43	\$72,408 00
Bonds.....	133,832,973 19	133,832,973 19	.....	2,938.43	45,546 00
Total.....	\$346,599,854 71	\$346,599,854 71	.....	2,938.43	\$117,954 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.....	\$212,766,881 52	\$133,832,973 19	\$346,599,854 71	2,938 43	117,954
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 & Auburn Railway.....	300,600 00	.....	300,000 00	5.41	55,453
Island Pond Extension Railway.....	.....	438,000 00	438,000 00	15.64	28,005
Grand total.....	\$218,559,631 52	\$137,708,973 19	\$356,268,604 71	3,110.56	\$114,535

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction and equipment, etc., to June 30, 1905, \$330,833,732.39; to June 30, 1906, \$332,070,802.53; cost per mile, \$113,009.60.

INCOME ACCOUNT.

Gross earnings from operation	\$30,711,948 80	
Less operating expenses.....	21,503,022 61	
Income from operation		\$9,208,926 19
Dividends on stocks owned	\$155,858 20	
Interest on bonds owned	510,553 08	
Miscellaneous income.....	347,456 80	
Income from other sources		1,013,868 08
Total income		\$10,222,794 27
Deductions from income:		
Interest on funded debt accrued	\$5,212,601 82	
Rents paid for lease of road.....	755,336 22	
Taxes	545,590 84	
Other deductions.....	114,554 62	
Total deductions from income		6,628,083 50
Net income		\$3,594,710 77
Dividends, preferred stock		3,552,596 11
Surplus from operations of year ending June 30, 1906 ..		\$42,114 66
Surplus on June 30, 1905.....		36,127 31
Surplus on June 30, 1906.....		\$78,241 97

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$9,022,187 69
Mail			421,508 55
Express			1,016,936 33
Total passenger earnings			\$10,460,632 57
Total freight revenue.....			19,501,609 28
Total passenger and freight earnings.....			\$29,962,241 85
Total other earnings.....			\$749,706 95
Total gross earnings from operation—Maine.....			\$758,712 66
Total gross earnings from operation—entire line			\$30,711,948 80

OPERATING EXPENSES—ENTIRE LINE

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,769,766 08
Renewal of rails.....	473,896 28
Renewals of ties.....	492,316 76
Repairs and renewals of bridges and culverts.....	716,321 17
Repairs and renewals of fences, road crossings, signs and cattle guards.....	186,244 52
Repairs and renewals of buildings and fixtures.....	757,081 13
Repairs and renewals of docks and wharves.....	36,088 06
Repairs and renewals of telegraph.....	7,514 62
Stationery and printing.....	2,683 01
Other expenses.....	47. 50
Total.....	\$4,441,959 13
Maintenance of equipment:	
Superintendence.....	\$154,463 51
Repairs and renewals of locomotives.....	2,263,981 72
Repairs and renewals of passenger cars.....	884,754 44
Repairs and renewals of freight cars.....	1,832,267 46
Repairs and renewals of work cars.....	46,728 16
Repairs and renewals of marine equipment.....	2,394 15
Repairs and renewals of shop machinery and tools.....	246,432 48
Stationery and printing.....	9,577 56
Other expenses.....	211,436 69
Total.....	\$5,152,063 97
Conducting transportation:	
Superintendence.....	\$296,801 32
Engine and roundhouse men.....	1,615,456 44
Fuel for locomotives.....	3,665,625 36
Water supply for locomotives.....	120,495 43
Oil, tallow and waste for locomotives.....	100,266 49
Other supplies for locomotives.....	34,496 43
Train service.....	1,227,104 55
Train supplies and expenses.....	259,049 02
Switchmen, flagmen and watchmen.....	588,676 21
Telegraph expenses.....	335,743 48
Station service.....	1,447,147 25
Station supplies.....	175,052 04
Switching charges—balance.....	23,450 86
Car per diem and mileage—balance.....	81,871 10
Loss and damage.....	149,812 08
Injuries to persons.....	213,367 26
Clearing wrecks.....	26,499 75
Operating marine equipment.....	24,165 56
Advertising.....	121,125 08
Outside agencies.....	338,703 73
Commissions.....	70,375 94
Stock yards and elevators.....	2,365 10
Rents for tracks, yards and terminals.....	46,331 42
Rents of buildings and other property.....	89,042 12
Stationery and printing.....	122,732 84
Other expenses.....	19,827 65
Total.....	\$11,195,582 51
General expenses:	
Salaries of general officers.....	\$171,786 52
Salaries of clerks and attendants.....	165,631 71
General office expenses and supplies.....	48,102 49
Insurance.....	120,437 04
Law expenses.....	110,668 75
Stationery and printing (general offices).....	24,993 74
Other expenses.....	71,824 75
Total.....	\$713,445 00
Recapitulation of expenses:	
Maintenance of way and structures.....	\$4,441,959 13
Maintenance of equipment.....	5,152,063 97
Conducting transportation.....	11,195,582 51
General expenses.....	713,445 00
Grand total.....	\$21,503,022 61

OPERATING EXPENSES—STATE OF MAINE.

Item.	Amount.
Maintenance of way and structures	\$113,269 96
Maintenance of equipment	131,376 92
Conducting transportation	285,487 35
General expenses	18,192 85
Total	\$548,327 08

Percentage of expenses to earnings—Maine, 72.27.

RENTALS PAID.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed	Cash.	Total.
Atlantic and St. Lawrence Railroad.....		\$330,958 00		
Lewiston and Auburn Railway		18,000 00		
Chicago, Detroit and Canada Grand Trunk Junction Railroad		22,846 56		
Buffalo and Lake Huron Railway.....			\$340,666 66	
Cincinnati, Saginaw and Mackinaw Railroad			43,225 00	
Total rents		\$371,444 56	\$368,891 66	\$755,336 22

Sundry rents, \$46,331.42.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 330,833,732 39		Cost of road	\$ 332,070,802 53	\$1,237,070 14		
5,023,146 46		Bonds owned	5,120,229 64	97,083 18		
9,728,637 24		Cash and current assets	17,363,559 94	7,634,922 70		
	4,064,542 10	Other assets: Materials and sup- plies	3,673,030 54			\$391,511 56
\$ 349,650,658 19		Grand total.....	\$ 358,227,622 65	\$8,577,564 46		
		LIABILITIES.				
\$ 206,926,242 76		Capital stock	\$ 212,766,881 52	\$5,840,638 76		
133,837,353 19		Funded debt	133,832,973 19			\$4,380 00
7,467,088 53		Current liabilities ..	10,097,793 62	2,630,705 09		
1,383,246 40		Accrued interest on funded debt not yet payable	1,451,732 35	68,489 95		
	36,127 31	Profit and loss	78,241 97	42,114 66		
\$ 349,650,658 19		Grand total.....	\$ 358,227,622 65	\$8,577,564 46		

EMPLOYES AND SALARIES—STATE OF MAINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers, proportion for Maine.....	3	198	\$4,380 56	\$22 12
Other officers	16	1,369	4,856 92	3 55
General office clerks	16	2,933	4,223 61	1 44
Station agents	22	8,030	14,848 00	1 85
Other station men.....	104	51,303	92,532 28	1 80
Enginemen.....	30	9,077	32,676 44	3 60
Firemen	20	9,311	19,088 01	2 05
Conductors	26	5,144	14,300 32	2 78
Other trainmen	55	10,068	20,438 04	2 03
Machinists	28	7,408	16,816 75	2 27
Carpenters	58	14,618	27,466 90	1 88
Other shopmen	26	7,712	17,256 34	2 24
Section foremen.....	20	7,300	12,006 00	1 64
Other trackmen	61	19,032	24,741 98	1 30
Switch tenders, crossing tenders and watchmen	37	14,505	29,373 02	2 02
Telegraph operators and dispatchers.....	16	5,302	9,001 61	1 70
All other employes and laborers.....	157	49,203	85,550 96	1 74
Total (including "general officers") Maine	695	222,513	\$429,551 74	\$1 93
Less "general officers".....	3	198	4,380 56	22 12
Total (excluding "general officers") Maine	692	222,315	\$425,171 18	\$1 91
Distribution of above:				
General administration.....	19	3,131	\$8,604 17	\$2 75
Maintenance of way and structures	171	45,982	70,622 98	1 54
Maintenance of equipment.....	130	41,307	80,877 53	1 96
Conducting transportation	385	132,093	269,447 06	2 04

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.....	10,372,628			
Total passenger revenue.....		9,022,187	69	
Average amount received from each passenger.....			86	981
Total passenger earnings.....		10,460,632	57	
Passenger earnings per mile of road.....		2,552	37	
Passenger earnings per train mile.....			1	399
Freight traffic:				
Number of tons carried of freight earning revenue.....	15,178,162			
Number of tons carried one mile.....	2,833,591,210			
Number of tons carried one mile per mile of road.....	802,299			
Average distance haul of one ton, miles.....	186.84			
Total freight revenue.....		19,501,609	28	
Average amount received for each ton of freight.....			1	28
Average receipts per ton per mile.....			00	688
Total freight earnings.....		19,501,609	28	
Freight earnings per mile of road.....		5,516	99	
Freight earnings per train mile.....			1	75
Total traffic:				
Gross earnings from operation.....		30,711,948	80	
Gross earnings from operation per mile of road.....		8,688	38	
Gross earnings from operation per train mile.....			1	55
Operating expenses.....		21,563,022	61	098
Operating expenses per mile of road.....		6,083	18	
Operating expenses per train mile.....			1	16
Income from operation.....		9,208,926	19	
Income from operation per mile of road.....		2,605	20	
Car mileage, etc.:				
Mileage of passenger cars.....	38,932,765			
Average number of passengers cars per train mile.....	4.33			
Mileage of loaded freight cars—north or east.....	262,031,027			
Mileage of loaded freight cars—south or west.....				
Mileage of empty freight cars—north or east.....	72,479,436			
Mileage of empty freight cars—south or west.....				
Average number of freight cars per train mile.....	24.76			
Average number of loaded cars per train mile.....	18.22			
Average number of empty cars per train mile.....	6.54			
Average number of tons of freight per train mile.....	255.80			
Average number of tons of freight per loaded car mile.....	14.04			
Average mileage operated during year.....	3,534.83			
Train mileage:				
Mileage of revenue passenger trains.....	8,339,130			
Mileage of revenue mixed trains.....	647,232			
Mileage of revenue freight trains.....	10,439,548			
Total revenue train mileage.....	19,425,910			
Mileage of nonrevenue trains.....	1,015,089			

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		179			
Freight.....		544			
Switching.....		86			
Total locomotives owned and in service		809			
Cars—owned and leased:					
In passenger service—					
First-class cars.....		371			
Second-class cars		100			
Combination cars.....		107			
Emigrant cars.....		6			
Dining cars		15			
Parlor cars.....		11			
Baggage, express and postal cars.....		213			
Total		823			
In freight service—					
Box cars		17,449			
Flat cars		4,686			
Stock cars.....		1,338			
Coal cars.....		2,520			
Tank cars		75			
Other cars in freight service.....		564			
Total		26,032			
In company's service—					
Officers' and pay cars.....		11			
Derrick cars.....		21			
Caboose cars ..		348			
Other road cars.....		1,181			
Total		1,561			
Total cars owned and in service.....		28,416			

* All equipment furnished with train brake and automatic couplers.

GRAND TRUNK RAILWAY.

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MILEAGE.
MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	2,955.28		105.60	468.18		5.77	3,534.83			3,534.83
Miles of second track	663.00						663.00	39.69		663.00
Miles of yard track and sidings.....	1,007.78		11.86	126.36			1,146.00	45.08		1,146.00
Total mileage operated (all tracks)	4,626.06		117.46	594.54		5.77	5,343.83	84.77		5,343.83

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Canada	2,938.43		178.54		5.77	3,120.74			3,120.74
Maine			89.51			89.51			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			218.57
Total mileage operated (single track)	2,955.28		105.60	468.18		5.77	3,534.83		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			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			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			89.51
Miles of yard track and sidings	50.63		1.80	52.43	2.21		52.43
Total mileage operated (all tracks)	133.23		8.71	141.94	2.21		141.94

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.	Kind.	Number.	Average price at distributing point—cts.
Total steel.....	422	80	\$27 15	Oak.....	4,725	55
				Cedar	10,482	40
				Cedar cull	2,437	25
				Total	17,644	42

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Charcoal— bushels.	Soft wood— cords.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger		8,466.25		47	8,489.75	219,290	77.43
Freight		31,032.75		175	31,120.25	297,617	209.13
Switching		8,027.25		45	8,049.75	219,073	73.49
Construction		413.50		2	414 50	10,336	79.82
Total.....		47,939.75		269	48,074.25	746,366	128.82
Average cost at distributing point.....		\$2.95		\$1.35	\$2.95		

ACCIDENTS TO PERSONS—STATE OF MAINE.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

TABLE A.

Kind of Accident.	RAILWAY EMPLOYEES.							
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.....		1						1
Collisions.....		2						2
Locomotives or cars breaking down.....		1						1
Falling from trains, locomotives or cars.....		3						3
Jumping on or off trains, locomotives or cars.....		3						3
Overhead obstructions.....	1							1
Other causes.....		1		1				2
Total.....	1	12		1			1	13

Kind of Accident.	Passengers.	OTHER PERSONS.						
		Trespassing		Not trespassing		Total.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Derailments.....			2					
Locomotives or cars breaking down.....			1					
Jumping on or off trains, locomotives or cars.....			1		2			2
Struck by trains, locomotives or cars— At other points along track.....					1			1
Total.....			4		3			3

ACCIDENTS TO PERSONS—CONCLUDED.

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

TABLE B.

Kind of Accident.	RAILWAY EMPLOYEES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employes.		Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Handling traffic.....		5								5
Handling supplies, etc						1	1			1
Other causes				1			1	2		4
Total		5		1			2	2		10

Summary Tables A and B.		Total.	
		Killed.	Injured.
Table A.			
Railway employes.....		1	13
Passengers.....			4
Other persons			3
Table B.			
Railway employes			10
Grand total		1	30

BRIDGES, TRESTLES, TUNNELS, ETC.—STATE OF MAINE.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest surface of rail.	
		Ft.	In.					Ft.	In.	Ft.	In.
Bridges:						Overhead Highway Crossings:			
Stone....	1	15	0	15	0	Trestles	4	15	10
Iron.....	9	132	8	10	0				
Steel....	31	2271	3½	16	0				
Total..	41	2418	11½			Overhead Railway Crossings:			
Trestles...	2	200	0	60	0	Bridges.....	3	16	5

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, 271.53.

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, 1906.

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 17, 1906.

Total number of stockholders at date of last election, 73.

Date of last meeting of stockholders for election of directors, September 18, 1905. 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, Geo. A. Farrington; 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.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Number of shares issued and outstanding, 400; cash realized, \$40,000.

Total number of shares issued and outstanding, 400; total cash realized, \$40,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage bonds: Issued November 15, 1890, due November 15, 1910; amount authorized and issued, \$40,000; amount outstanding, \$27,000; cash realized on amount issued, \$27,000; rate of interest, 4% payable May and 5% November; interest accrued and paid during year, \$1,387.82.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued, \$40,000; amount outstanding, \$27,000; interest accrued and paid during year, \$1,387.72.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash.....	\$2,741 08	Audited vouchers and acc'ts.....	\$630 92
Due from agents.....	123 87	Wages and salaries.....	269 79
Due from solvent companies and individuals.....	94 68	Total—current liabilities.....	\$900 71
Total—cash and current assets.....	\$2,959 61	Balance—cash assets.....	2,058 90
		Total.....	\$2,959 61

Materials and supplies on hand, \$344.60.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$40,000; apportionment to railroads, \$40,000; miles, 5; amount per mile of line, \$8,000.

Bonds: Amount outstanding, \$27,000; apportionment to railroads, \$27,000; miles, 5; amount per mile of line, 5,400.

Total: Amount outstanding, \$67,000; apportionment to railroads, 67,000; miles, 5; amount per mile of line, \$13,400.

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, \$40,000; funded debt, \$27,000; total, \$67,000; miles, 5; amount per mile of line, \$13,400.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1905, \$61,517.32; cost to June 30, 1906, \$61,517.32; cost per mile, \$12,303.46.

Equipment: Cost to June 30, 1905; \$20,061.33; cost to June 30, 1906; \$20,061.33; cost per mile, \$4,012.26.

Total cost construction, equipment, etc.: Cost to June 30, 1905, \$81,578.65; cost to June 30, 1906, \$81,578.65; cost per mile, \$16,315.72.

INCOME ACCOUNT.

Gross earnings from operation.....	\$16,204 44	
Less operating expenses.....	11,334 21	
Income from operation.....		\$4,870 23
Deductions from income:		
Interest on funded debt accrued.....	\$1,387 72	
Taxes.....	342 88	
Total deductions from income.....		1,730 60
Net income.....		\$3,139 63
Dividends, 6 per cent, common stock.....		2,400 00
Surplus from operations of year ending June 30, 1906.....		\$739 63
Surplus on June 30 1905.....		16,102 52
Surplus on June 30, 1906.....		\$16,842 15

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$4,894 60
Mail.....	\$227 44		
Express.....	465 45		692 89
Total passenger earnings.....			\$5,587 49
Freight revenue.....	\$10,530 52		
Less repayments— Overcharge to shippers.....		\$2 62	
Total freight revenue.....			10,527 90
Total passenger and freight earnings..			\$16,115 39
Other earnings from operation:			
Rents not otherwise provided for.....	\$54 00		
Other sources.....	35 05		
Total other earnings.....			89 05
Total gross earnings from operation.....			\$16,204 44

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,141 24
Renewals of ties.....	174 45
Repairs and renewals of bridges and culverts.....	11 78
Repairs and renewals of fences, road crossings, signs and cattle guards.....	17 09
Repairs and renewals of buildings and fixtures.....	188 43
Total.....	\$2,532 99
Maintenance of equipment:	
Repairs and renewals of locomotives.....	719 93
Repairs and renewals of passenger cars.....	175 22
Repairs and renewals of freight cars.....	87 62
Total.....	\$982 77
Conducting transportation:	
Superintendence.....	600 00
Engine and roundhouse men.....	1,486 43
Fuel for locomotives.....	1,137 86
Water supply for locomotives.....	125 00
Other supplies for locomotives.....	95 21
Train service.....	1,326 48
Train supplies and expenses.....	258 17
Switchmen, flagmen and watchmen.....	456 25
Station service.....	960 00
Station supplies.....	127 50
Advertising.....	100 00
Stationery and printing.....	60 55
Other expenses.....	379 50
Total.....	\$7,112 95
General expenses:	
Salaries of general officers.....	500 00
Insurance.....	118 50
Other expenses.....	87 00
Total.....	\$705 50
Recapitulation of expenses:	
Maintenance of way and structures.....	2,532 99
Maintenance of equipment.....	982 77
Conducting transportation.....	7,112 95
General expenses.....	705 50
Grand total.....	\$11,334 21

Percentage of expenses to earnings—entire line, 69.95.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$61,517 32	Cost of road		\$61,517 32		
	20,061 33	Cost of equip- ment		20,061 33		
	5,972 69	Cash and cur- rent assets ..		2,959 61		\$3,013 08
	912 60	Other assets: Materials and supplies		344 60		568 00
	\$88,463 94	Grand total		\$84,882 86		\$3,581 08
		LIABILITIES.				
	\$40,000 00	Capital stock ..		\$40,000 00		
	1,250 00	Capital stock payments				\$1,250 00
	30,000 00	Funded debt ..		27,000 00		3,000 00
	963 92	Current liabil- ities		900 71		63 21
	147 50	Accrued inter- est on funded debt not yet payable		140 00		7 50
	16,102 52	Profit and loss ..		16,842 15	739 63	
	\$88,463 94	Grand total		\$84,882 86		\$3,581 08

IMPORTANT CHANGES DURING THE YEAR.

During the year the company has paid \$3,000 of bonds. Of the remaining \$27,000, \$23,000 are at 4% and \$4,000 at 5%.

The advanced payments of \$1,250 on capital stock has been returned.

SECURITY FOR FUNDED DEBT.

First mortgage bonds, from Randolph to Togus, 5 miles; amount per mile of line, \$5,400.

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	312	\$500 00	\$1 60
Other officers.....	1	365	600 00	1 62
Station agents.....	2	628	960 00	1 53
Enginemen.....	1	457	913 06	2 00
Firemen.....	1	382	573 37	1 50
Conductors.....	1	379	757 50	2 00
Other trainmen.....	1	379	568 98	1 50
Section foremen.....	1	313	547 75	1 75
Other trackmen.....	3	736	1,042 66	1 42
Switch tenders, crossing tenders and watchmen	1	365	456 25	1 25
Total (including "general officers").....	13	4,316	\$6,919 57	\$1 60
Less "general officers".....	1	312	500 00	1 60
Total (excluding "general officers").....	12	4,004	\$6,419 57	\$1 60
Distribution of above:				
General administration.....	4	1,305	\$2,060 00	\$1 58
Maintenance of way and structures.....	4	1,049	1,590 41	1 52
Maintenance of equipment.....	1	365	456 25	1 25
Conducting transportation.....	4	1,597	2,812 91	1 76

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	50,176			
Number of passengers carried one mile.....	247,091			
Number of passengers carried one mile per mile of road	45,418			
Average distance carried, miles.....	4.92			
Total passenger revenue ..		\$4,894	60	
Average amount received from each passenger.....			09	755
Average receipts per passenger per mile			01	981
Total passenger earnings		5,587	49	
Passenger earnings per mile of road		1,117	49	8
Passenger earnings per train mile.....			20	399
Freight traffic:				
Number of tons carried of freight earning revenue	7,489			
Number of tons carried one mile.....	37,445			
Number of tons carried one mile per mile of road	7,489			
Average distance haul of one ton, miles	5.00			
Total freight revenue ..		10,527	90	
Average amount received for each ton of freight			1	40
Average receipts per ton per mile			28	137
Total freight earnings.....		10,527	90	
Freight earnings per mile of road.....		2,105	58	
Freight earnings per train mile			4	21
Total traffic:				
Gross earnings from operation.....		16,204	44	
Gross earnings from operation per mile of road.....		3,240	88	8
Gross earnings from operation per train mile.....			59	160
Operating expenses		11,334	21	
Operating expenses per mile of road.....		2,266	84	2
Operating expenses per train mile			41	379
Income from operation		4,870	23	
Income from operation per mile of road.....			974	04
Car mileage, etc.:				
Mileage of passenger cars	24,895			
Average number of passenger cars per train mile .....	.91			
Average number of passengers per train mile.....	9			
Average number of tons of freight per train mile.....	14.98			
Average mileage operated during year.....	5.00			
Train mileage:				
Mileage of revenue passenger trains	24,891			
Mileage of revenue mixed trains.....	2,500			
Total revenue train mileage.....	27,391			
Mileage of nonrevenue trains	512			

FREIGHT TRAFFIC MOVEMENT.

Freight originating and received from connecting roads and other carriers, 7,489 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			
Flat cars.....		6			
Coal cars.....		2			
Total.....		10	5		
Total cars owned and in service.....		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, 1430; average price at distributing point, 12.2 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Coke—tons.	Fuel oil—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger.....		240.57			240.57	24,891	19.33
Mixed.....		24.16			24.16	2,500	19.33
Switching.....		5.01			5.01	512	19.57
Total.....		269.74			269.74	27,903	19.33
Average cost at distributing point.....		4.22			\$4.22		

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, 1906.

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, 1907.

Total number of stockholders at date of last election, 8.

Date of last meeting of stockholders for election of directors, last Tuesday in January, 1906.

Address of general and operating office, Rockland, Me.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

President and Chairman, Fred E. Richards, Portland, Me.; Secretary, Stephen C. Perry, Portland, Me.; Treasurer, Joseph Remick, Boston, Mass.; Assistant Treasurer, H. A. Buffum, 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, 5%; dividends declared during the year, \$22,500.

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, 1906.	
Bills receivable	\$1,902 98	Loans and bills payable.....	\$27,694 50
Due from solvent companies and individuals	30,222 04	Balance—cash assets.....	4,430 52
Total—Cash and current assets.....	\$32,125 02		
Total	\$32,125 02	Total—current liabilities.	\$32,125 02

Materials and supplies on hand, \$13,634.01.

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, 1905, \$401,475.44; cost to June 30, 1906, \$401,475.44; cost per mile, \$35,528.70.

Equipment: Cost to June 30, 1905, \$120,201.22; cost to June 30, 1906, \$114,636.22; cost per mile, \$10,144.80.

Total construction and equipment: Cost to June 30, 1905, \$521,167.66; cost to June 30, 1906, \$516,111.66; cost per mile, \$45,673.50.

REMARKS.

In May, 1905, a new engine was purchased, costing \$5,565.00. In the report of 1905, this was charged to equipment. In December, 1905, which is our dividend period, it was decided that this engine should be paid out of the year's earnings, to offset depreciation in the other equipment.

INCOME ACCOUNT.

Gross earnings from operation.....	\$113,979 31	
Less operating expenses.....	53,832 79	
Income from operation		\$60,146 52
Interest on bonds owned	\$1,000 00	
Miscellaneous income.....	2,679 47	
Income from other sources		3,679 47
Total income		\$63,825 99
Deductions from income:		
Interest on funded debt accrued	\$17,000 00	
Taxes	3,558 09	
Total deductions from income		20,558 09
Net income		\$43,267 90
Dividends, 5 per cent common stock		22,500 00
Surplus from operations of year ending June 30, 1906 ..		20,767 90
Surplus on June 30, 1905.....		113,405 90
Surplus on June 30, 1906.....		\$134,173 80

EARNINGS FROM OPERATION.

Freight revenue, \$109,922.31; other earnings from operation, switching charges—balance, \$4,057.00. Total gross earnings from operation, \$113,979.31.

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, \$2,679.47.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,116 75
Repairs and renewals of bridges and culverts and trestles.....	4,889 62
Repairs and renewals of buildings and fixtures.....	177 21
Total	\$10,183 58
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$6,577 14
Repairs and renewals of freight cars.....	7,149 38
Repairs and renewals of shop machinery and tools.....	860 38
Total	\$14,586 90
Conducting transportation:	
Engine and roundhouse men.....	\$5,264 97
Fuel for locomotives.....	6,360 00
Water supply for locomotives.....	422 19
Oil, tallow and waste for locomotives.....	245 67
Train service.....	8,391 45
Train supplies and expenses.....	683 39
Switchmen, flagmen and watchmen.....	1,786 50
Total	\$23,154 17
General expenses:	
Salaries of general officers.....	\$1,000 00
Salaries of clerks and attendants.....	120 00
Insurance.....	2,985 99
Other expenses.....	1,802 15
Total	\$5,908 14
Recapitulation of expenses:	
Maintenance of way and structures.....	\$10,183 58
Maintenance of equipment.....	14,586 90
Conducting transportation.....	23,154 17
General expenses.....	5,908 14
Grand total	\$53,832 79

Percentage of expenses to earnings, 47.23.

COMPARATIVE GENERAL BALANCE SHEET

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$461,475 44	Cost of road.....		\$401,475 44		
	120,201 22	Cost of equipment.....		114,636 22		\$5,565 00
	25,000 00	Bonds owned.....		25,000 00		
	35,625 00	Lands owned.....		35,625 00		
	402,000 00	Franchise owned.....		402,000 00		
	26,326 36	Cash and current assets.....		43,375 02	\$17,048 66	
	4,421 46	Other assets: Materials and supplies.....		13,034 01	8,612 55	
	2,904 67	Sundries.....		1,722 61		1,182 46
	\$1,017,954 15	Grand total		\$1,036,868 30	\$18,914 15	
		LIABILITIES.				
	\$450,000 00	Capital stock.....		450,000 00		
	425,000 00	Funded debt.....		425,000 00		
	23,548 25	Current liabilities.....		27,694 56		\$1,858 75
	113,405 90	Profit and loss.....		134,173 80	20,767 90	
	\$1,017,954 15	Grand total		\$1,036,868 30	\$18,914 15	

SECURITY FOR FUNDED DEBT.

Consolidated mortgage: Entire line, 11 3/4 miles; amount of mortgage per mile of line, \$37,611.

EMPLOYEES AND SALARIES—STATE OF MAINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$1,000 00	\$3 19
General office clerks.....	1	313	120 00	38
Enginemen.....	4	1,060	3,152 97	2 97
Firemen.....	5	1,056	2,112 00	2 00
Conductors.....	5	1,046	3,034 85	2 90
Other trainmen.....	12	3,002	5,356 60	1 79
Machinists.....	1	301	812 60	2 70
Carpenters.....	3	918	2,296 80	2 50
Other shopmen.....	15	1,954	3,563 38	1 82
Section foremen.....	2	620	1,318 25	2 13
Other trackmen.....	7	1,704	2,645 65	1 55
Switch tenders, crossing tenders, and watchmen.....	4	1,258	1,786 50	1 42
Total (including "general officers").....	66	13,545	\$27,199 60	\$2 01
Less "general officers".....	1	313	1,000 00	3 19
Total (excluding "general officers").....	65	13,232	\$26,199 60	\$1 98
Distribution of above:				
General administration.....	2	626	1,120 00	1 79
Maintenance of way and structures.....	9	2,324	3,963 90	1 71
Maintenance of equipment.....	19	3,173	6,672 78	2 10
Conducting transportation.....	36	7,422	15,442 92	2 08

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....	427,371			
Total freight revenue.....		109,922	31	
Average amount received for each ton of freight			25	721
Total freight earnings.....		109,922	31	
Freight earnings per mile of road.....			8,744	86
Total traffic:				
Gross earnings from operation.....		113,979	31	
Gross earnings from operation per mile of road.....			9,067	57
Operating expenses.....		53,832	79	
Operating expenses per mile of road.....			4,282	90
Income from operation.....		60,146	52	
Income from operation per mile of road.....			4,784	67
Car mileage, etc.:				
Average mileage operated during year.....	12.57			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 347,900 tons; received from connecting roads and other carriers, 79,471 tons; total tons, 427,371.

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.....		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 track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	11.30	.....	1.27	12.57	.....	3.18	8.12

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Freight—Bituminous coal, 1,590 tons; total tons, 1,590; cost at distributing point, \$4.00 per ton.

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Trainmen: Jumping from trains, locomotives or cars—injured, 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, 1906.

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, by which the Knox and Lincoln Railway was merged in the Maine Central Railroad Company.

* For all acts prior to 1901, see Railroad Commissioners' Report for the year 1900

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle.....	Boston, Mass.....	} Upon election of successors.
Franklin A. Wilson.....	Bangor, Maine.....	
Samuel C. Lawrence.....	Medford, Mass.....	
Lewis Cass Ledyard.....	New York, N. Y.....	
Henry M. Whitney.....	Brookline, Mass.....	
John Ware.....	Waterville, Maine.....	
William P. Frye.....	Lewiston, Maine.....	
George F. Evans.....	Portland, Maine.....	
Joseph W. Symonds.....	Portland, Maine.....	
Edward P. Ricker.....	South Portland, Maine.....	
Geo. Varney.....	Bangor, Maine.....	
Alvah W. Sulloway.....	Franklin, N. H.....	

Total number of stockholders at date of last election, 773.

Date of last meeting of stockholders for election of directors, October 18, 1905.

Post-office address of general office and operating office, Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Lucius Tuttle.....	Portland, Maine.
Vice-President and General Manager.....	Geo. F. Evans.....	Portland, Maine.
Clerk of Corporation.....	Henry B. Cleaves.....	Portland, Maine.
Treasurer.....	Geo. W. York.....	Portland, Maine.
Paymaster.....	Thomas P. Shaw.....	Portland, Maine.
Comptroller and Gen'l Auditor.....	Geo. S. Hobbs.....	Portland, Maine.
Chief Engineer.....	Theo. L. Dunn.....	Portland, Maine.
General Superintendent.....	Morris McDonald.....	Portland, Maine.
Division Superintendent.....	Fred E. Sanborn.....	Portland, Maine.
Division Superintendent.....	Mathew F. Dunn.....	Bangor, Maine.
Division Superintendent.....	Geo. F. Black.....	Portland, Maine.
Superintendent of Telegraph.....	Elton A. Hall.....	Portland, Maine.
General Freight Agent.....	William K. Sanderson.....	Portland, Maine.
General Passenger and Ticket Agent.....	Frederic E. Boothby.....	Portland, Maine.
General Baggage Agent.....	Horace H. Towle.....	Portland, Maine.
Superintendent Motive Power.....	Philip M. Hammitt.....	Portland, Maine.
Purchasing Agent.....	Chas. D. Barrows.....	Portland, Maine.
Claim Agent.....	John S. Heald.....	Portland, Maine.
Car Accountant.....	Watson B. Drew.....	Portland, Maine.

PROPERTY OPERATED—STATE OF MAINE.

Name.	TERMINALS.		Miles of line for each class of roads named.	Miles of line for each road named.	
	From—	To—			
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 Point	.74		
	Rockland.....	Rockland Wharf..	1.36		
	Gardiner Junction	Copsecook Mills..	1.15		
Operated Under Lease.					
Belfast & Moosehead Lake R. R.	Burnham Jct.....	Belfast.....	33.13	251	
Dexter & Newport Railroad.....	Newport.....	Dexter.....	14.23		
Dexter & Piscataquis Railroad...	Dexter Junction..	Foxcroft.....	16.54		
European & North American Ry.	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.....	New Ham'sh'e line	51.12		
Total.....					549.77

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each class of roads named.	Miles of line for each road 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	
Leased Lines				
Belfast & Moosehead Lake R. R..	Burnham Jct.....	Belfast.....	33.13	420.32
Dexter & Newport Railroad.....	Newport.....	Dexter.....	14.23	
Dexter & Piscataquis Railroad...	Dexter Junction..	Foxcroft.....	16.54	
European & North American Ry.	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	
Total.....				815.93

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	\$4,976,100 00	7%	\$348,327 00
Portland and Kennebec scrip.....				600 00	7%	42 00
Maine Central, scrip.....				300 00		
Androscoggin & Kennebec stock bonds.....				11,000 00		
Total	120,000	\$100	\$12,000,000	\$4,988,000 00		\$348,369 00
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash:						
Common					13,754	\$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. 74, October 2, 1905, 1½% on \$4,976,700.....						\$87,092 25
Dividend No. 75, January 1, 1906, 1½% on \$4,976,700.....						87,092 25
Dividend No. 76, April 2, 1906, 1½% on \$4,976,700.....						87,092 25
Dividend No. 77, July 2, 1906, 1½% on \$4,976,700.....						87,092 25
Total.....						\$348,369 00

The dividend on the Portland and Kennebec scrip is included in above figures. The Portland and Kennebec scrip, the Maine Central scrip, and the Androscoggin and Kennebec stock bonds, amounting in all to \$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.	INTEREST.			
	Date of issue.	When due.					Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
Maine Central consols.....	Apr. 1, 1872	Apr. 1, 1912		\$3,924,000 00	\$3,924,000 00	\$3,767,119 00	7	April and Oct..	\$274,680 00	\$279,251 00
Maine Central consols.....	Apr. 1, 1872	Apr. 1, 1912		269,500 00	269,500 00	269,500 00	5	April and Oct..	13,475 00	13,655 00
Maine Central consols.....	Apr. 1, 1872	Apr. 1, 1912	\$9,000,000 00	1,525,000 00	1,525,000 00	1,632,528 85	4	April and Oct..	68,625 00	68,715 00
Maine Central consols.....	Apr. 1, 1872	Apr. 1, 1912		3,265,500 00	3,265,500 00	3,319,231 63	4	April and Oct..	130,620 00	131,126 00
Maine Central col. trust bonds	June 1, 1883	June 1, 1923	700,000 00	700,000 00	699,000 00	706,500 00	5	June and Dec..	33,450 00	33,175 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..	4,260 00	4,710 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	52,150 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..	20,000 00	19,675 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	\$11,490,017 28	.....	.....	\$597,710 00	\$602,621 00
Maine Central imp. Class A...	July 1, 1886	July 1, 1916	\$200,000 00	\$200,000 00	\$200,000 00	\$204,000 00	4	Jan. and July..	\$9,000 00	\$20,407 50
Maine Central imp. Class B..	July 1, 1887	July 1, 1917	250,000 00	250,000 00	250,000 00	255,000 00	4	Jan. and July..	11,250 00	
Total.....	.....	.....	\$450,000 00	\$450,000 00	\$450,000 00	\$459,000 00	.....	.....	\$20,250 00	\$20,407 50
Mortgage bonds.....	.....	.....	\$12,536,892 00	\$11,851,892 00	\$11,442,192 00	\$11,490,017 28	.....	.....	\$597,710 00	\$602,621 00
Miscellaneous obligations..	.....	.....	450,000 00	450,000 00	450,000 00	459,000 00	.....	.....	20,250 00	20,407 50
Grand total.....	.....	.....	\$12,986,892 00	\$12,301,892 00	\$11,892,192 00	\$11,949,017 28	.....	.....	\$617,960 00	\$623,028 50

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	\$597,710 00	\$602,621 00
Miscellaneous obligations.....	450,000 00	450,000 00	20,250 00	20,407 00
Total	\$12,301,892 00	\$11,892,192 00	\$617,960 00	\$623,028 50

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash.....	\$432,756 34	Audited vouchers and ac- counts.....	\$476,942 86
Bills receivable	901,818 50	Wages and salaries.....	126,466 64
Due from agents	156,252 63	Dividends not called for	9,802 29
Due from solvent companies and individuals.....	145,393 55	Matured interest coupons un- paid (including coupons due July 1)	34,645 00
Net traffic balances due from other companies.....	197,235 33	Rents due to July 1.....	29,975 00
		Miscellaneous, dividend No 77, due July 1, 1906.....	87,092 25
		Total—current liabilities.	\$764,924 04
Total—cash and current assets.....	\$1,833,456 35	Balance—cash assets	1,068,532 31
		Total	\$1,833,456 35

Materials and supplies on hand, \$1,001,711.42.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to fullroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$4,988,060 00	\$4,988,000 00	395.61	\$12,608 00
Bonds	11,892,192 00	11,892,192 00	395.61	30,061 00
Total	\$16,880,192 00	\$16,880,192 00	395.61	\$42,669 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Maine Central Railroad...	\$4,988,000	\$11,892,192	\$16,880,192	395.61	\$42,699
Belfast and Moosehead Lake Railroad	648,100	95,500 00	743,600	33.13	22,445
Dexter and Newport Rail- road	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 Amer- ican Railway .. .	2,494,100	1,000,000	3,494,100	120.34	29,035
Eastern Maine Railway...	200,000	.....	200,000	18.80	10,638
Portland and Ogdensburg Railway	4,392,538	2,119,000	6,511,538	109.10	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	\$14,116,788	\$17,299,692	\$31,416,430	815.93	\$38,504

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1905, \$14,562,743.85; cost to June 30, 1906, \$14,562,748.85; cost per mile, \$36,810.87.

Equipment: Cost to June 30, 1905, \$2,617,687.93; cost to June 30, 1906, \$2,617,687.93; cost per mile, \$6,616.84.

Total cost of construction and equipment, etc., to June 30, 1905, \$17,180,436.78; to June 30, 1906, \$17,180,436.78; cost per mile, \$43,427.71.

Construction: Included in operating expenses, \$266,293.04.

Equipment: Included in operating expenses, locomotives, \$313,704.17; passenger freight and other cars, \$298,650.67.

INCOME ACCOUNT.

Gross earnings from operation.....	\$7,794,745 49	
Less operating expenses.....	6,033,086 10	
Income from operation.....		\$1,761,659 39
Dividends on stock owned.....	12,567 40	
Interest on bonds owned.....	25,528 26	
Miscellaneous income.....	60,237 58	
Income from other sources.....		98,333 24
Total income.....		\$1,859,992 63
Deductions from income:		
Interest on funded debt accrued.....	\$617,960 00	
Rents paid for lease of road.....	551,185 76	
Taxes.....	272,820 16	
Other deductions.....	13,440 00	
Total deductions from income.....		1,455,405 92
Net income.....		\$404,586 71
Dividends, 7 per cent, common stock.....		348,369 00
Surplus from operations of year ending June 30, 1906.....		\$56,217 71
Surplus on June 30 1905.....		1,178,328 41
		\$1,234,546 12
Deductions for yearto contingent fund, etc.....		57,553 29
Surplus on June 30, 1906.....		\$1,176,992 83

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$2,585,835 12		
Less repayments—			
Tickets redeemed		\$4,571 83	
Excess fares refunded		7,627 28	
Other repayments.....		840 06	
Total deductions		\$13,039 17	
Total passenger revenue			\$2,572,795 95
Mail	\$226,981 17		
Express	142,642 26		
Extra baggage and storage	46,233 41		
Other items.....	13,726 09		429,582 93
Total passenger earnings			\$3,002,378 88
Freight:			
Freight revenue	\$4,651,304 12		
Less repayments—			
Overcharge to shippers.....		\$20,335 88	
Total freight revenue.....			\$4,630,968 24
Other items.....			48,805 33
Total freight earnings			\$4,679,773 57
Total passenger and freight earnings.....			\$7,682,152 45
Other earnings from operation:			
Rents from tracks, yards and terminals ..	\$27,800 00		
Rents not otherwise provided for	7,749 59		
Other sources:			
Steamboat earnings.....	67,462 75		
Wharfage and pierage.....	9,580 70		
Total other earnings.....			112,593 04
Total gross earnings from operation—entire line			\$7,794,745 49

MAINE CENTRAL RAILROAD.

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STOCKS OWNED.

Railway Stock.	Total par value.	Rate-%	Income of dividends received.	Valuation.
Boston and Maine Railroad.....	\$4,700 00	7	\$329 00	\$8,225 00
The Portland and Ogdensburg Railway.....	593,420 00	2	11,868 40	296,710 00
Bridgton and Saco River Railroad.....	5,000 00	4	200 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.....	\$3,136,120 00	..	\$12,397 40	\$309,938 00
Other Stocks.				
St. John Bridge and Railway Extension Co.....	.....	.....	\$170 00	.....
Portland Union Railway Station Company..	\$25,000 00	.....	.....	\$25,000 00
Portland, Mt. Desert & Machias St'm'b't. Co.	110,000 00	.....	.....	1 00
Total.....	\$135,000 00	..	\$170 00	\$25,001 00
Grand total.....	\$3,271,120 00	..	\$12,567 40	\$334,939 00

BONDS OWNED.

Maine Central Railroad Consol.....	\$46,500 00	7	\$2,559 86	\$55,724 75
Knox and Lincoln Railway.....	44,000 00	5	1,632 64	50,126 00
Maine Shore Line Railroad.....	5,000 00	6	300 00	6,463 00
Upper Coos Railroad.....	118,000 00	14	5,310 00	132,278 00
Washington County Railway.....	545,000 00	3	15,577 43	522,743 75
Maine Central Railroad and European and North American Railway.....	5,000 00	4	148 33	5,350 00
Total.....	\$763,500 00	.....	\$25,528 26	\$722,685 50

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 Lewiston to.....	Vanceboro..... Rumford Junction.....	Canadian Pacific Ry. P't'd&R'm't'd Fls. Ry	\$23,800 00 4,000 00	
Total.....				\$27,800 00

MISCELLANEOUS INCOME.

Item.	Gross Income.	Expenses.	Net miscel-laneous income.
Rent of Real Estate.....	\$13,511 16	.....	\$13,511 16
Interest and Discount.....	46,726 42	.....	46,726 42
Total.....	\$60,237 58	.....	\$60,237 58

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$803,368 88
Renewals of rails.....	73,440 75
Renewals of ties.....	182,478 44
Repairs and renewals of bridges and culverts.....	53,572 65
Repairs and renewals of fences, road crossings, signs and cattle guards.....	25,692 73
Repairs and renewals of buildings and fixtures.....	257,936 97
Repairs and renewals of docks and wharves.....	229,516 22
Repairs and renewals of telegraph.....	172 40
Stationery and printing.....	1,228 98
Total.....	\$1,583,408 02
Maintenance of equipment:	
Superintendence.....	\$27,986 36
Repairs and renewals of locomotives.....	630,380 09
Repairs and renewals of passenger cars.....	237,443 91
Repairs and renewals of freight cars.....	510,854 02
Repairs and renewals of work cars.....	39,873 83
Repairs and renewals of marine equipment.....	58,193 26
Repairs and renewals of shop machinery and tools.....	26,230 31
Stationery and printing.....	2,792 29
Other expenses.....	1,887 20
Total.....	\$1,535,441 27
Conducting transportation:	
Superintendence.....	\$58,538 14
Engine and roundhouse men.....	423,302 85
Fuel for locomotives.....	742,914 09
Water supply for locomotives.....	27,375 23
Oil, tallow and waste for locomotives.....	12,687 89
Other supplies for locomotives.....	5,989 10
Train service.....	307,413 31
Train supplies and expenses.....	69,899 28
Switchmen, flagmen and watchmen.....	192,294 87
Telegraph expenses.....	73,427 16
Station service.....	309,167 90
Station supplies.....	58,267 06
Car per diem and mileage—balance.....	87,028 94
Loss and damage.....	38,669 18
Injuries to persons.....	112,734 87
Clearing wrecks.....	7,956 86
Operating marine equipment.....	62,407 82
Advertising.....	20,120 44
Outside agencies.....	1,642 30
Commissions.....	4,034 63
Rents for tracks, yards and terminals.....	7,500 00
Rents of buildings and other property.....	9,749 99
Stationery and printing.....	34,040 71
Total.....	\$2,667,162 62
General expenses:	
Salaries of general officers.....	\$53,400 24
Salaries of clerks and attendants.....	59,981 40
General office expenses and supplies.....	27,843 61
Insurance.....	66,860 20
Law expenses.....	23,247 32
Stationery and printing (general offices).....	7,753 85
Other expenses.....	7,987 59
Total.....	\$247,074 19
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,583,408 02
Maintenance of equipment.....	1,535,441 27
Conducting transportation.....	2,667,162 62
General expenses.....	247,074 19
Grand total.....	\$6,033,086 10

Percentage of expenses to earnings—entire line, 77.399.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed	Cash.	Total.
European and North American Railway	\$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.....	83,950 00	\$7,850 76	500 00	182,300 76
Dexter and Piscataquis Railroad.....	7,000 00	.....	6,350 00	13,350 00
Upper Coos Railroad.....	45,185 00	21,000 00	500 00	66,685 00
Hereford Railway.....	32,000 00	32,000 00	500 00	64,500 00
Total rents.....	\$225,135 00	\$146,950 76	\$179,100 00	\$551,185 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, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
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		
	157,319 00	Stocks owned.....		334,939 00	\$177,620 00	
	661,829 50	Bonds owned.....		772,685 50	110,856 00	
	2,080,153 43	Cash and current assets.....		1,833,456 35		\$246,697 08
	830,962 72	Other assets:				
		Materials and supplies.....		1,601,711 42	170,748 70	
	360,793 73	Sinking fund.....		389,006 24	28,212 51	
		Insurance paid, not accrued.....		50,516 76	50,516 76	
	\$21,271,495 16	Grand total.....		\$21,562,752 05	\$291,256 89	
		LIABILITIES.				
	\$4,988,000 00	Capital stock.....		\$4,988,000 00		
	11,892,192 00	Funded debt.....		11,892,192 00		
	909,863 77	Current liabilities..		764,924 04		\$144,939 73
	154,371 06	Accrued interest on funded debt not yet payable.....		155,042 49	\$670 83	
	84,395 91	Accrued rent not yet payable.....		85,280 91	855 00	
	142,986 53	Acc'd taxes not yet payable.....		149,686 76	6,700 23	
	336,260 00	Equipment fund.....		293,003 00		43,257 00
	470,107 92	Improvement fund..		726,603 09	256,495 17	
	125,000 00	Injury fund.....		175,000 00	50,000 00	
	104,933 75	Sundry lease acct's.		104,933 75		
	360,793 73	Sinking fund.....		389,006 24	28,212 51	
	432,834 66	Contingent fund.....		489,052 27	56,217 71	
	91,426 82	Sundry accounts.....		173,034 57	81,607 75	
	1,178,328 41	Profit and loss.....		1,176,992 83		1,335 58
	\$21,271,495 16	Grand total.....		\$21,562,752 05	\$291,256 89	

IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

400 shares St. John Bridge and Railway Extension Co., stock (par value \$50) sold to the Canadian Pacific Railway.

Following securities purchased during the year:

3,952 $\frac{1}{2}$ % shares Portland and Ogdensburg Railway stock.

\$20,000 Maine Central consol 7% Bonds.

\$13,000 Knox and Lincoln Railway 5% bonds.

\$78,000 Washington County Railway 3 $\frac{1}{2}$ % bonds.

Additional second track at Pittsfield, Me.—.27 miles.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount mortgage per mile of line.
	From—	To—			
*Maine Central Railroad consolidated bonds.....	Portland..... Brunswick..... Cumberland Jc.. Brunswick..... Crowley's..... Leeds Junction..	Bangor..... Bath..... Skowhegan..... Leeds Junction Lewiston..... Farmington....		304.10	\$29,543
Maine Central R. R. collateral trust bonds.....					
Maine Shore Line Railroad 1st mortgage 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.....			

*All equipment of Maine Central Railroad Company mortgaged excepting that formerly owned by Knox and Lincoln Railway.

†Equipment formerly owned by Knox and Lincoln Railway mortgaged.

EMPLOYEES AND SALARIES—ENTIRE LINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	11	4,015	\$78,200 28	\$19 48
Other officers.....	32	10,836	49,747 63	4 59
General office clerks.....	189	64,845	123,833 68	1 91
Station agents.....	200	69,129	116,087 45	1 68
Other station men.....	474	149,245	231,624 88	1 55
Enginemen.....	188	62,527	219,256 15	3 51
Firemen.....	184	61,994	133,973 10	2 16
Conductors.....	158	48,500	150,997 08	3 11
Other trainmen.....	407	123,220	261,414 00	2 12
Machinists.....	127	42,692	83,991 30	1 97
Carpenters.....	209	87,175	165,250 76	1 90
Other shopmen.....	112	36,530	70,911 50	1 94
Section foremen.....	165	54,442	109,410 95	2 01
Other trackmen.....	1,180	265,447	414,621 31	1 56
Switch tenders, crossing tenders and watchmen.....	223	71,454	93,841 79	1 31
Telegraph operators and dispatchers.....	106	32,934	59,365 99	1 80
Employees—account floating equipment.....	109	20,210	38,586 34	1 91
All other employes and laborers.....	730	220,587	373,985 98	1 70
Total (including "general officers") Maine.....	4,894	1,425,782	\$2,775,100 17	\$1 95
Less "general officers".....	11	4,015	78,200 28	19 48
Total (excluding "general officers") Maine.....	4,883	1,421,767	\$2,696,899 89	\$1 90
Distribution of above:				
General administration.....	158	55,283	\$159,232 15	\$2 88
Maintenance of way and structures.....	1,743	420,892	734,098 29	1 74
Maintenance of equipment.....	646	207,869	409,366 27	1 97
Conducting transportation.....	2,347	741,738	1,472,413 46	1 99

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.....	3,585,158			
Number of passengers carried one mile.....	128,306,840			
Number of passengers carried one mile per mile of road.....	157,252			
Average distance carried, miles.....	35.79			
Total passenger revenue.....		2,572,795	95	
Average amount received from each passenger.....				71.762
Average receipts per passenger per mile.....				02.065
Total passenger earnings.....		3,002,378	88	
Passenger earnings per mile of road.....				3.679.70
Passenger earnings per train mile.....				1.36.655
Freight traffic:				
Number of tons carried of freight earning revenue.....	5,114,891			
Number of tons carried one mile.....	448,482,922			
Number of tons carried one mile per mile of road.....	549,659			
Average distance haul of one ton, miles.....	87.68			
Total freight revenue.....		4,630,968	24	
Average amount received for each ton of freight.....				90.539
Average receipts per ton per mile.....				01.033
Total freight earnings.....		4,679,773	57	
Freight earnings per mile of road.....				5.735.51
Freight earnings per train mile.....				2.95.048
Total traffic:				
Gross earnings from operation.....		7,794,745	49	
Gross earnings from operation per mile of road.....				9.553.20
Gross earnings from operation per train mile.....				2.10.838
Operating expenses.....		6,083,086	10	
Operating expenses per mile of road.....				7.394.12
Operating expenses per train mile.....				1.63.188
Income from operation.....		1,761,659	39	
Income from operation per mile of road.....				2.159.08
Car mileage, etc.:				
Mileage of passenger cars.....	10,777,762			
Average number of passengers cars per train mile.....	4.91			
Average number of passengers per train mile.....	58			
Mileage of loaded freight cars—north or east.....	13,974,228			
Mileage of loaded freight cars—south or west.....	17,917,450			
Mileage of empty freight cars—north or east.....	7,699,604			
Mileage of empty freight cars—south or west.....	3,835,737			
Average number of freight cars per train mile.....	27.38			
Average number of loaded cars per train mile.....	20.11			
Average number of empty cars per train mile.....	7.27			
Average number of tons of freight per train mile.....	282.76			
Average number of tons of freight per loaded car mile.....	14.06			
Average mileage operated during year.....	815.93			
Train mileage:				
Mileage of revenue passenger trains.....	2,110,918			
Mileage of revenue mixed trains.....	86,134			
Mileage of revenue freight trains.....	1,499,971			
Total revenue train mileage.....	3,697,023			
Mileage of nonrevenue trains.....	197,828			

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.....	21,855	362,794	384,649	7.52
Flour.....	2,730	82,985	85,715	1.68
Other mill products.....	12,581	86,829	99,410	1.94
Hay.....	46,152	25,667	71,819	1.40
Tobacco.....	66	278	344	
Cotton.....	314	20,765	21,079	.41
Fruit and Vegetables.....	28,147	15,171	43,318	.85
Potatoes.....	29,971	296,762	326,733	6.39
Products of Animals:				
Live stock.....	17,369	7,062	24,431	.48
Dressed meats.....	3,371	8,368	11,739	.23
Other packing-house products.....	6,450	10,254	16,704	.33
Poultry, game and fish.....	4,984	15,094	20,078	.39
Wool.....	1,416	4,407	5,823	.12
Hides and leather.....	3,659	14,417	18,076	.35
Products of Mines:				
Anthracite coal.....		98,364	98,364	1.92
Bituminous coal.....		553,467	553,467	10.82
Coke.....	59	2,666	2,725	.05
Ores.....	30	318	348	
Stone, sand and other like articles.....	101,842	33,214	137,056	2.68
Products of Forests:				
Lumber.....	406,767	456,519	863,286	16.88
Bark.....	21,274	6,067	27,341	.54
Wood.....	335,296	228,711	564,007	11.03
Manufactures:				
Petroleum and other oils.....	16,714	8,587	25,301	.50
Sugar.....	2,776	11,193	13,969	.27
Naval Stores.....	29	80	109	
Iron, pig and bloom.....	8,315	11,3-6	19,701	.39
Iron and steel rails.....	2,022	12,359	15,281	.30
Other castings and machinery.....	11,127	28,775	39,902	.78
Bar and sheet metal.....	1,257	10,100	11,357	.22
Cement, brick and lime.....	128,737	37,265	166,002	3.25
Agricultural implements.....	1,164	3,084	4,248	.08
Wagons, carriages, tools, etc.....	1,132	1,995	3,127	.06
Wines, liquors and beers.....	84	1,272	1,356	.03
Household goods and furniture.....	9,873	5,665	15,538	.30
Merchandise:.....	195,239	162,665	357,904	7.00
Miscellaneous: Other commodities not mentioned above.....	617,152	447,432	1,064,584	20.51
Total tonnage—Entire line.	2,040,854	3,074,037	5,114,891	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:					
Passenger	4	67	67	Westinghouse .	67
Freight.....	5	74	74	.....	74
Switching.....	*2	32	32	.....	32
Total locomotives owned and in service	7	173	173	.....	173
Cars—owned and leased:					
In passenger service—					
First-class cars.....	10	166	166	Westinghouse .	166
Second-class cars	*4	5	5	Westinghouse .	5
Combination cars.....		20	20	Westinghouse .	20
Dining cars	1	1	1	Westinghouse .	1
Baggage, express and postal cars....	7	80	80	Westinghouse .	80
Other cars in passenger service		2	2	Westinghouse .	2
Total	14	274	274	.....	274
In freight service—					
Box cars	662	2,944	2,859	Westinghouse .	2,944
Flat cars	*45	1,966	1,966	Westinghouse .	1,966
Stock cars.....	*1	103	103	Westinghouse .	103
Coal cars.....	*4	733	733	Westinghouse .	733
Refrigerator cars	*1	27	27	Westinghouse .	27
Total	611	5,773	5,688	.....	5,773
In company's service—					
Officers' and pay cars.....		2	2	Westinghouse .	2
Gravel cars		58			
Derrick cars.....	1	19	10	Westinghouse .	18
Caboose cars ..	5	74	74	Westinghouse .	74
Other road cars.....	4	369	272	Westinghouse .	365
Total	10	522	358	.....	457
Total cars owned and in service.....	635	6,569	6,320	.....	6,504
Cars contributed to fast freight line service		43	43	Westinghouse .	43

* Decrease.

NOTE.—The equipment of all leased lines are included in this report.

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	38.11	.....	.....	7.26	.....	.....	45.37	.27	.....	45.37
Miles of yard track and sidings.....	164.77	.75	.....	122.61	.....	.....	288.13	9.13	16.93	271.20
Total mileage operated (all tracks)	595.98	3.26	.....	550.19	.....	.....	1,149.43	9.40	18.19	1,131.24

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	38.11	.....	7.26	45.37	.....	.....	45.37
Miles of yard track and sidings	164.77	.75	84.38	249.90	.....	13.08	236.82
Total mileage operated (all tracks)	595.98	3.26	345.80	945.04	.....	14.34	930.70

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—pounds.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel.....	3,186.57	85	\$30.15	Cedar.....	260,352	33.8
	3,865.77	75	30.15	Hackmatack.....	3,517	33.9
				Hemlock.....	31,207	26.2
				Hard pine (switch)...	9,266	105
				“ “ (br'g's etc)	1,324	133.6
Total steel.....	7,052.34		\$30.15	Total.....	305,666	39.4

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Soft Wood—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.				
Passenger.....		74,059.50	194.50	74,156.75	2,143,868	69.18
Freight.....		114,667.87	204.62	114,780.18	1,817,252	126.32
Switching.....	3,466.92	47,834.00	88.38	51,345.11	1,341,773	76.33
Construction.....		9,778.00	1.88	9,778.94	313,002	62.48
Total.....	3,466.92	246,349.37	489.38	250,060.98	5,615,895	89.05
Average cost at distributing point.....	\$3.52	\$3.08	\$3.64	\$3.09		

ACCIDENTS TO PERSONS—STATE OF MAINE.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

TABLE A.

Kind of Accident.	RAILWAY EMPLOYEES.											
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Station men.		Trackmen.		Other employees		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.	3	9									3	9
Collisions	1	1									1	1
Derailments.	1	2									1	2
Parting of trains.		4										4
Falling from trains, locomotives or cars.	1	15								1	1	16
Jumping on or off trains, locomotives or cars.		10										10
Struck by trains, locomotives or cars.	1	2					1	2	1		3	4
Overhead obstructions	1	3									1	3
Other causes.		18		2		1				2		23
Total	7	64		2		1	1	2	1	3	9	72

Kind of Accident.	OTHER PERSONS.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions				26				
Falling from trains, locomotives or cars				1				
Jumping on or off trains, locomotives or cars.				6		3		3
Struck by trains, locomotives or cars—								
At highway crossings				1		2		3
At stations				6		5		6
At other points along track.				3		1		3
Other causes.		1	11	1	4		5	1
Total		1	44	11	15		11	11

ACCIDENTS TO PERSONS—CONCLUDED

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

TABLE B.

Kind of Accident.	RAILWAY EMPLOYES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employes.		Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Handling traffic.....		6								6
Handling tools, machinery, etc.....				22		3		5		30
Handling supplies, etc.....				8		9		9		26
Getting on or off locomotives or cars at rest.....				1						1
Other causes.....				5		2		7		14
Total.....		6		36		14		21		77

Kind of Accident.	Passengers.		Other persons.	
	Killed.	Injured.	Killed.	Injured.
Getting on or off locomotives or cars at rest.....		2		
Other causes.....		4		2
Total.....		6		2

Summary Tables A and B.	Total.	
	Killed.	Injured.
Table A.		
Railway employees.....	9	72
Passengers.....	1	44
Other persons.....	11	26
Table B.		
Railway employees.....		77
Passengers.....		6
Other persons.....		2
Grand total.....	21	227

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.	Ft.	In.	Ft.	In.				Ft.	In.
Bridges:								Overhead Highway Crossings:		
Stone ...	1	25	5	25	5	25	5	Bridges.....	20	15
Iron.....	175	23,368	9	22		1,024	10	Trestles.....	18	14
Wooden.	9	1,300	3	40	6	376	6	Total.....	38	
Total..	185	24,694	5					Overhead Railway Crossings:		
Trestles...								Bridges.....	1	15
Steel....	3	1,048	3	45	3	518		Trestles.....	3	20
Wood...	31	8,599	7	23	9	1,331	9	Total.....	4	

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 to line.	Miles of wire.	Name of Owner.	Name of Operating Company.
719.00	6,374.30	Western Union Telegraph Co.....	Western Union Telegraph Co.
63.40	63.40	International Telegraph Company	Western Union Telegraph Co.
57.98	67.98	Commercial Cable Company.....	Postal Telegraph Cable Co.
38.04	80.27	Postal Telegraph Cable Company.	Postal Telegraph Cable Co.
66.00	336.00	Canadian Pacific Telegraph Co.....	Canadian Pacific Telegraph Co.

Report of the Monson Railroad Company for the Year Ending June 30, 1906.

[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.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Chas. J. Wier	Lowell, Mass	June 30, 1907.
Harry W. Waite	80 Broad St., Boston, Mass.	June 30, 1907.
Fred H. Crane	Monson, Maine.....	June 30, 1907.
J. F. Sprague	Monson, Maine.....	June 30, 1907.
I. P. Wing.....	Monson, Maine.....	June 30, 1907.
H. E. Morrill.....	Monson, Maine.....	June 30, 1907.
Geo. F. Barnard.....	113 Devonshire St., Boston, Mass.....	June 30, 1907.

Total number of stockholders at date of last election, 13.
Date of last meeting of stockholders for election of directors, June 13, 1906.
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, President, Attorney or General Counsel, General Manager....	Chas. J. Wier	103 Central Street, Lowell, Mass.
Secretary	J. F. Sprague.....	Monson, Maine.
Traffic Manager, General Passenger, Freight, Ticket and Baggage Agent.....	H. E. Morrill	Monson, Maine.

PROPERTY OPERATED.

Monson Railroad from Monson Junction to Monson, 6.16 miles. Monson Railroad spur, from Monson to slate quarries, 2 miles. Total operated, 8.16 miles.

CAPITAL STOCK.

Common: Number of shares authorized, 700; par value of shares, \$100; total par value authorized, \$70,000; total amount issued and outstanding, \$70,000.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common: Total number of shares issued and outstanding, 700.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Mortgage bonds: Issued April, 1884, due April, 1904; amount authorized, issued and outstanding, \$70,000 cash realized on amount issued, \$70,000; interest, rate, 6%; payable April and October; 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, 1906.	
Cash.....	\$1,000 97	Matured interest coupons unpaid (including coupons due July 1)	\$91,291 91
Balance—current liabilities..	90,290 94		
Total	\$91,291 91	Total—current liabilities.	\$91,291 91

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, 1905, \$60,886.68; cost to June 30, 1906, \$60,886.68; cost per mile, \$7,461.60.

Equipment: Cost to June 30, 1905, \$18,839.95; cost to June 30, 1906, \$18,839.95; cost per mile, \$2,307.83.

Total cost construction and equipment to June 30, 1905, \$79,726.63; to June 30, 1906, \$79,726.63; cost per mile, \$9,769.43.

INCOME ACCOUNT.

Gross earnings from operation.....	\$10,737 59	
Less operating expenses.....	9,005 12	
Income from operation	\$1,732 47	
Deductions from income:		
Interest on funded debt accrued	4,200 00	
Taxes	27 83	
Total deductions from income		\$4,227 83
Deficit.....		\$2,495 36
Deficit from operations of year ending June 30, 1906.....		\$2,495 36
Deficit on June 30, 1905.....		155,887 04
Deficit on June 30, 1906.....		\$158,382 40

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$2,338 56
Mail			217 75
Express			307 71
Extra baggage and storage			129 48
Total passenger earnings			\$2,994 50
Total freight earnings.....			7,725 39
Total passenger and freight earnings.....			\$10,719 89
Other sources: Interest on deposit.....			17 70
Total gross earnings from operation			\$10,737 59

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,465 27
Renewals of ties.....	97 53
Repairs and renewals of buildings and fixtures.....	102 37
Stationery and printing.....	10 75
Total.....	\$1,675 92
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,997 12
Repairs and renewals of freight cars.....	187 70
Total.....	\$2,184 82
Conducting transportation:	
Superintendence.....	\$918 40
Engine and roundhouse men. }.....	627 57
Fuel for locomotives.....	541 95
Oil, tallow and waste for locomotives.....	853 24
Train service.....	4 06
Station service.....	1,302 69
Rents for tracks, yards, and terminals.....	150 00
	4 00
Total.....	\$4,401 91
General expenses:	
Salaries of general officers.....	\$500 00
General office expenses and supplies.....	172 47
Insurance.....	70 00
Total.....	\$742 47
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,675 92
Maintenance of equipment.....	2,184 82
Conducting transportation.....	4,401 91
General expenses.....	742 47
Grand total.....	\$9,005 12

Percentage of expenses to earnings, 83.89.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Yards: Land at Monson Junction, owned by the Bangor & Aroostook Railroad Company, \$4.00.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$60,886 68	Cost of road.....		\$60,886 68		
	18,839 95	Cost of equipment.....		18,839 95		
		Cash and current assets.....		1,000 97	\$1,000 97	
	156,397 81	Profit and loss.....		158,382 46		
	\$236,124 44	Grand total ...		\$239,110 00		
		LIABILITIES.				
	\$70,000 00	Capital stock		\$70,000 00		
	70,000 00	Funded debt		70,000 00		
	96,124 44	Current liabilities		90,290 94		\$5,833 50
	\$236,124 44	Grand total ...		\$230,290 94		

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.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$500 00	\$1 60
Station agents.....	1	313	150 00	48
Enginemen.....	1	328	627 57	1 91
Firemen.....	1	329	541 95	1 64
Conductors.....	1	313	918 40	2 93
Other trainmen.....	3	800	1,260 57	1 57
Section foremen.....	1	317	578 46	1 82
Other trackmen.....	2	545	817 84	1 50
Total (including "general officers")	11	3,260	\$5,394 79	1 63
Less "general officers".....	1	313	500 00	1 60
Total (excluding "general officers").....	10	2,947	\$4,894 79	\$1 65
Distribution of above:				
General administration.....	1	313	\$500 00	\$1 60
Maintenance of way and structures	3	862	1,396 30	1 62
Conducting transportation.....	7	2,085	3,498 49	1 67

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	4,696			
Number of passengers carried one mile.....	28,896			
Number of passengers carried one mile per mile of road	3 501			
Average distance carried, miles.....	6.16			
Total passenger revenue ..		2,339	56	
Average amount received from each passenger.....			49	87
Average receipts per passenger per mile			08	09
Total passenger earnings		2,339	56	
Passenger earnings per mile of road		286	71	
Passenger earnings per train mile.....			17	99
Freight traffic:				
Number of tons carried of freight earning revenue	10,000			
Number of tons carried one mile.....	61,600			
Number of tons carried one mile per mile of road	6,100			
Average distance haul of one ton, miles	6.16			
Total freight revenue		7,725	39	
Average amount received for each ton of freight			77	253
Average receipts per ton per mile			08	541
Total freight earnings.....		7,725	39	
Freight earnings per mile of road.....		1,254	16	
Freight earnings per train mile			59	424
Total traffic:				
Gross earnings from operation.....		10,737	59	
Gross earnings from operation per mile of road				
Gross earnings from operation per train mile.....				
Operating expenses		9,005	12	
Operating expenses per mile of road.....				
Operating expenses per train mile				
Income from operation		1,732	47	
Income from operation per mile of road.....				
Car mileage, etc.:				
Average number of passenger cars per train mile	1			
Average number of passengers per train mile	2.45			
Average number of freight cars per train mile	1.06			
Average number of loaded cars per train mile.....	.74			
Average number of empty cars per train mile.....	.32			
Average number of tons of freight per train mile.....	4.74			
Average number of tons of freight per loaded car mile	9.33			
Average mileage operated during year.....	8.16			
Train mileage:				
Mileage of revenue mixed trains.....	13,000			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 6,509 tons: Freight received from connecting roads and other carriers, 3,491 tons. Total 10,000 tons.

DESCRIPTION OF EQUIPMENT.

Locomotives owned and in service: Passenger, 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 track-age rights.	Total mileage operated.	New line constructed during year.	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 or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	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, 465; average price at distributing point, 15 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger locomotives—Coal, bituminous, 135.06 tons; wood, hard, 43 cords; total fuel consumed, 173.06 tons; miles run, 13,000; average pounds consumed per mile, 27.29. Average cost at distributing point, coal, \$3.90; wood, \$2.80.

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, 1906.

[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. Byun, 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 Camps, 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.

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.

Total amount authorized, \$225,000; amount issued and outstanding, \$200,000; cash realized on amount issued, \$178,155; interest accrued during year, \$10,000.

*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.

RECEIVER'S CERTIFICATES.

Date issued.	Amount issued.	Amount outstanding.	INTEREST.		
			Amount accrued during year.	Amount paid during year.	Rate.
June 8, 1905	\$2,000 00	\$2,000 00	.....	.....	5%
June 12, 1905	1,000 00	1,000 00	.....	.....	5%
July 7, 1905	1,000 00	1,000 00	\$1,302 87	\$1,019 82	5%
August 7, 1905	6,000 00	6,000 00	.....	.....	5%
November 1, 1905	25,000 00	25,000 00	.....	.....	5%
Total	\$35,000 00	\$35,000 00	\$1,302 87	\$1,019 82	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash	\$8,614 07	Receiver's certificates	\$35,000 00
Due from agents	369 78	Loans and bills payable.....	108,362 86
Due from solvent companies and individuals	10,735 37	Audited vouchers and acc'ts.	16,838 76
Net traffic balances due from other companies	3,109 27	Wages and salaries	2,138 10
Total—Cash and current assets.....	\$20,528 49	Matured interest coupons unpaid (including coupons due July 1).....	15,000 00
Balance—current liabilities..	156,511 17	Total—current liabilities.	\$177,339 66
Total	\$177,339 66		

Materials and supplies on hand, \$2,255.50.

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, 1905, \$238,934.43; cost to June 30, 1906, \$238,934.48; cost per mile, \$8,354.35.

Equipment: Cost to June 30, 1905, \$65,588.28; cost to June 30, 1906, \$55,588.28; cost per mile, \$1,943 65.

Total cost of construction and equipment, etc., to June 30, 1905, \$294,522.76; to June 30, 1906, \$294,522.76; cost per mile, \$10,298.00.

INCOME ACCOUNT.

Gross earnings from operation.....	\$66,079 36	
Less operating expenses.....	78,554 34	
Deficit.....		\$12,474 98
Deductions from income:		
Interest on funded debt accrued.....	\$10,000 00	
Interest on interest-bearing current liabilities etc.....	6,202 73	
Taxes.....	423 13	
Total deductions from income.....		16,625 86
Deficit from operations of year ending June 30, 1906.....		\$29,100 84
Deficit on June 30, 1905.....		153,512 78
Deficit on June 30, 1906.....		\$182,613 62

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$12,295 49
Mall.....			1,240 83
Express.....			1,951 98
Extra baggage and storage.....			260 26
Other Items.....			
Total passenger earnings.....			\$15,748 56
Total freight revenue.....			50,270 80
Total passenger and freight earnings.....			\$66,019 36
Other earnings from operation:			
Rents not otherwise provided for.....			60 00
Total gross earnings from operation.....			\$66,079 36

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$22,192 79
Renewals of rails	204 12
Renewals of ties	913 20
Repairs and renewals of bridges and culverts	3,337 72
Repairs and renewals of fences, road crossings, signs and cattle guards	275 82
Repairs and renewals of buildings and fixtures	2,413 26
Total	\$29,336 91
Maintenance of equipment:	
Repairs and renewals of locomotives	\$8,296 10
Repairs and renewals of passenger cars	1,304 79
Repairs and renewals of freight cars	3,023 65
Repairs and renewals of work cars	1,346 91
Repairs and renewals of shop machinery and tools	127 31
Total	\$14,098 76
Conducting transportation:	
Superintendence	\$1,437 68
Engine and roundhouse men	6,433 85
Fuel for locomotives	12,055 00
Water supply for locomotives	50 00
Oil, tallow and waste for locomotives	771 32
Other supplies for locomotives	6 55
Train service	7,242 05
Train supplies and expenses	278 41
Switchmen, flagmen and watchmen	1,485 15
Telegraph expenses	131 75
Station service	2,739 56
Station supplies	164 67
Hire of equipment—balance	45 00
Loss and damage	181 44
Clearing wrecks	37 62
Advertising	117 19
Stationery and printing	104 05
Other expenses	28 47
Total	\$33,309 76
General expenses:	
Salaries of general officers	\$1,023 13
Salaries of clerks and attendants	469 50
General office expenses and supplies	184 27
Insurance	16 00
Law expenses	50 95
Stationery and printing (general offices)	65 06
Total	\$1,808 91
Recapitulation of expenses:	
Maintenance of way and structures	\$29,336 91
Maintenance of equipment	14,098 76
Conducting transportation	33,309 76
General expenses	1,808 91
Grand total	\$78,554 34

Percentage of expenses to earnings—Maine, 118.87.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$238,934 48	Cost of road . . .		\$238,934 48		
	55,588 28	Cost of equip- ment		55,588 28		
	12,467 26	Cash and cur- rent assets . . .		20,828 49	\$8,361 23	
	3 99	Other assets: Materials and supplies		2,255 50	2,251 51	
	153,512 78	Profit and loss		182,613 62	29,100 84	
	\$460,506 79	Grand total		\$500,220 37	\$39,713 58	
		LIABILITIES.				
	\$99,400 00	Capital stock		\$99,400 00		
	200,000 00	funded debt		200,000 00		
	142,871 49	Current liabil- ities		177,339 66	\$34,468 17	
	3,958 33	Accrued inter- est on funded debt not yet payable		3,358 33		
	14,268 36	Accrued inter- est on floating debt not yet payable		19,230 72	4,962 36	
	8 61	Accrued inter- est on receiv- er's certifi- cates not yet payable		291 66	283 05	
	\$460,506 79	Grand total		\$500,220 37	\$39,713 58	

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	626	\$2,037 68	\$3.25
Other officers.....	1	313	723 50	2.32
General office clerks.....	1	313	469 50	1.50
Station agents.....	5	1,742	2,429 38	1.39
Enginemen.....	6	1,848	3,865 84	2.09
Firemen.....	8	1,845	2,593 00	1.41
Conductors.....	6	1,849	3,388 18	1.83
Other trainmen.....	10	2,878	3,990 92	1.39
Machinists.....	1	346	776 72	2.24
Carpenters.....	4	1,084	1,819 45	1.68
Other shopmen.....	5	895	1,474 63	1.65
Section foremen.....	10	2,849	4,588 35	1.61
Other trackmen.....	46	10,244	14,851 16	1.45
Switch tenders, crossing tenders and watchmen.....	5	1,098	1,473 60	1.34
Total (including "general officers").....	111	27,930	\$44,481 91	1.59
Less "general officers".....	3	626	2,037 68	3.25
Total (excluding "general officers").....	108	27,304	\$42,444 23	\$1.55
Distribution of above:				
General administration.....	3	626	\$2,037 68	3.25
Maintenance of way and structures.....	57	13,406	20,163 01	1.50
Maintenance of equipment.....	10	2,325	4,070 80	1.75
Conducting transportation.....	41	11,573	18,210 42	1.57
Total (including "general officers").....	111	27,930	\$44,481 91	1.59
Less "general officers".....	3	626	2,037 68	3.25
Total (excluding "general officers").....	108	27,304	\$42,444 23	\$1.55

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.....	13,220			
Number of passengers carried one mile.....	327,959			
Number of passengers carried one mile per mile of road.....	6,559			
Average distance carried, miles.....	24.81			
Total passenger revenue.....		12,295	49	
Average amount received from each passenger.....			93	006
Average receipts per passenger per mile.....			03	749
Total passenger earnings.....		15,748	56	
Passenger earnings per mile of road.....			314	97
Passenger earnings per train mile.....			50	583
Freight traffic:				
Number of tons carried of freight earning revenue....	88,080			
Number of tons carried one mile.....	1,766,532			
Number of tons carried one mile per mile of road.....	35,331			
Average distance haul of one ton, miles.....	20.06			
Total freight revenue.....		50,270	80	
Average amount received for each ton of freight.....			57	074
Average receipts per ton per mile.....			02	846
Total freight earnings.....		50,270	80	
Freight earnings per mile of road.....			1,005	42
Freight earnings per train mile.....			100	225
Total traffic:				
Gross earnings from operation.....		66,079	35	
Gross earnings from operation per mile of road.....		1,321	59	
Gross earnings from operation per train mile.....			81	286
Operating expenses.....		78,554	34	
Operating expenses per mile of road.....		1,571	09	
Operating expenses per train mile.....			96	632
Income from operation.....		*12,474	98	
Income from operation per mile of road.....			*249	49
Car mileage, etc.:				
Mileage of passenger cars ..	61,624			
Average number of passenger cars per train mile.....	1.98			
Average number of passengers per train mile.....	10.53			
Average number of freight cars per train mile.....	5.34			
Average number of loaded cars per train mile.....	3.73			
Average number of empty cars per train mile.....	2.11			
Average number of tons of freight per train mile.....	35.22			
Average number of tons of freight per loaded car mile.....	9.45			
Average mileage operated during year.....	50 00			
Train mileage:				
Mileage of revenue passenger trains ..	31,134			
Mileage of revenue freight trains.....	50,158			
Total revenue train mileage.....	81,292			
Mileage of nonrevenue trains	12,714			

* Deficit.

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 81,087, tons; received from connecting roads and other carriers, 6,993, tons; total tons, 88,080.

23,233 tons lumber originating on this road and through billed out.

4,183 tons of pulp wood originating on this road and through billed out.

53,610 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.....					
Freight.....		7	7	Eames Vacuum	
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		4
In freight service.....					
Box cars.....		15			
Flat cars.....		92			
Other cars in freight service.....		14			
Total.....		121			
In company's service—					
Cabooses.....		1			
Other road cars.....		3			
Total.....		4			
Total cars in service.....		129			
Less cars leased.....		25			
Total cars owned.....		104			

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
Yard track and sidings	1.44	.....	.....	1.44	.....	1.44
Total	30.04	.....	21.40	51.44	.....	51.44

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.

Cedar, 7,610, average price at distributing point, 12 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Bituminous coal, 2,411 tons; miles run, 94,006; average pounds consumed per mile, 51.29; 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, 1906.

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway Company.

Date of organization. November 8, 1890. Articles of organization approved December 4, 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 11, 1906.

Total number of stockholders at date of last election, 74.

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 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	
Otis Falls Branch.....	Branch Switch, Me	Livermore, Me ...	10.27	63.85
Maine Central Railroad*.....	Rumford Junction	Lewiston, Me ...	.....	4.20
Spur	Main line.....	Ox. Pa. Co., mill..	1.30	
		R.F.M.Co., found'y	.68	1.98
Total				70.03

*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 the 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.

Con., 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 the 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, 1906.	
Cash	\$164,627 09	Loans and bills payable.....	\$77,737 22
Notes receivable.....	108,900 00	Audited vouchers and accounts, including June pay rolls.....	47,050 02
Due from solvent companies and individuals.....	55,192 05	Net traffic balances due to other companies.....	32,790 66
		Taxes accrued.....	13,008 79
		Miscellaneous.....	46 82
		Total—current liabilities.....	\$170,633 51
		Balance—cash assets....	97,485 65
Total—cash and current assets	\$268,119 14	Total	\$268,119 14

Materials and supplies on hand, \$67,252.62.

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, 65.83, amount, \$30,381.

Bonds: Amount outstanding, \$1,842,000; apportionment to railroads, \$1,842,000; amount per mile of line, miles, 65.83, amount, 27,981.

Total: Amount outstanding, \$3,842,000; apportionment to railroads, \$3,842,000; amount per mile of line, miles, 65.83, amount, \$58,362.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE 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, 65.83, amount, \$58,362.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1905, \$2,211,094.37; expenditures during the year, not included in operating expenses, charged to construction, \$19,230.98. Total cost to June 30, 1906, \$2,230,325.35. Cost per mile, \$33,880.07.

Equipment: Cost to June 30, 1905, \$339,446.79; expenditures during the year, not included in operating expenses, charged to equipment, *\$234.80; total cost to June 30, 1906, \$339,211.99, cost per mile, \$5,152.85.

Total cost construction, equipment, etc.: Cost to June 30, 1905, \$2,550,541.16; expenditures during the year, not included in operating expenses, charged to construction or equipment, \$18,996.18, total cost to June 30, 1906, \$2,569,537.34; total cost per mile, \$39,032.92.

* Decrease.

INCOME ACCOUNT.

Gross earnings from operation	\$690,812 96	
Less operating expenses.....	360,335 73	
Income from operation		\$330,477 23
Dividends on stock owned.....	\$222 00	
Interest on bonds owned.....	60,015 16	
Miscellaneous income.....	10,921 94	
Income from other sources.....		71,159 10
Total income.....		\$401,636 33
Deductions from income:		
Interest on funded debt accrued	\$73,680 00	
Interest on interest-bearing current liabilities, etc	1,562 50	
Taxes	28,351 49	
Other deductions*.....	61,666 67	
Total deductions from income		165,260 66
Net income		\$236,375 67
Dividends, 6 per cent, common stock.....		120,000 00
Surplus from operations of year ending June 30, 1906.....		116,375 67
Surplus on June 30 1905.....		759,017 23
		\$875,392 90
Deductions for year		65,102 56
Surplus on June 30, 1906.....		\$810,290 34

* Sinking fund payment, \$21,666.67. Appropriation for new equipment, \$40,000.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$127,157 26
Mail			7,396 92
Express			9,122 44
Extra baggage and storage.....			1,531 70
Other items.....			300 00
Total passenger earnings			\$145,508 32
Total freight revenue.....			\$509,019 74
Other items.....			21,098 54
Total freight earnings.....			\$530,118 28
Total passenger and freight earnings..			\$675,626 60
Other earnings from operation:			
Rents from tracks, yards and terminals ..			1,200 00
Other sources.....			13,986 36
Total other earnings.....			\$15,186 36
Total gross earnings from operation			\$690,812 96

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Rumford Falls and Rangeley Lakes Railroad Company—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			630,000 00
Total.....	\$703,700 00		\$222 00	\$632,339 00
Grand total.....	\$913,700 00		\$222 00	\$697,939 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	\$8,400 00	\$189,000 00
OTHER BONDS.				
Oxford Paper Company.....	\$925,000 00	5	\$39,435 16	\$865,800 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.....	\$1,128,000 00		\$51,615 16	\$1,068,800 00
Grand total.....	\$1,338,000 00		\$60,015 16	\$1,257,800 00

RENTALS RECEIVED.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Terminals at Rumford Falls, Me., used by Rumford Falls and Rangeley Lakes Railroad Company. Rent received, \$1,200.

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscellaneous income.
Interests on notes.....	\$9,164 70	\$2,943 17	\$6,221 53
Rent of real estate.....	522 96		522 96
Other sources.....	4,694 69	427 24	4,177 45
Total.....	\$14,292 35	\$3,370 41	\$10,921 94

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$55,860 54
Renewals of rails.....	7,587 65
Renewals of ties.....	11,552 97
Repairs and renewals of bridges and culverts.....	430 05
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,012 99
Repairs and renewals of buildings and fixtures.....	22,519 98
Repairs and renewals of telegraph.....	1,175 50
Stationery and printing.....	208 15
Other expenses.....	13 93
Total.....	\$100,356 76
Maintenance of equipment:	
Superintendence.....	\$2,807 19
Repairs and renewals of locomotives.....	20,957 58
Repairs and renewals of passenger cars.....	4,941 45
Repairs and renewals of freight cars.....	13,959 96
Repairs and renewals of work cars.....	5,327 84
Repairs and renewals of shop machinery and tools.....	1,306 42
Stationery and printing.....	240 61
Other expenses.....	1,083 88
Total.....	\$50,624 33
Conducting transportation:	
Superintendence.....	\$6,008 78
Engine and roundhouse men.....	20,398 47
Fuel for locomotives.....	50,248 86
Water supply for locomotives.....	1,644 67
Oil, tallow and waste for locomotives.....	1,037 45
Other supplies for locomotives.....	455 74
Train service.....	14,404 91
Train supplies and expenses.....	2,579 66
Switchmen, flagmen and watchmen.....	8,826 49
Telegraph expenses.....	4,886 12
Station service.....	19,067 50
Station supplies.....	3,170 36
Car per diem and mileage—balance.....	30,456 98
Loss and damage.....	2,830 51
Injuries to persons.....	634 50
Clearing wrecks.....	707 52
Advertising.....	3,775 90
Outside agencies.....	100 00
Rents for tracks, yards and terminals.....	4,000 00
Rents of buildings and other property.....	1,516 66
Stationery and printing.....	3,097 62
Other expenses.....	91 35
Total.....	\$179,890 05
General expenses:	
Salaries of general officers.....	\$8,950 00
Salaries of clerks and attendants.....	11,531 69
General office expenses and supplies.....	2,231 18
Insurance.....	3,687 09
Law expenses.....	1,075 75
Stationery and printing (general offices).....	1,771 30
Other expenses.....	217 58
Total.....	\$29,464 59
Recapitulation of expenses:	
Maintenance of way and structures.....	\$100,356 76
Maintenance of equipment.....	50,624 33
Conducting transportation.....	179,890 05
General expenses.....	29,464 59
Grand total.....	\$360,335 73

Percentage of expenses to earnings, 52.16.

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 Jct. and Lewiston 4.20 m	Maine Central Rail- road Company.....	.....	\$4,000

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total	Increase.	Decrease.
	\$2,211,094 37	Cost of road.....		\$2,230,325 35	\$19,230 98	
	339,446 79	Cost of equipment..		339,211 99		\$234 80
	767,939 00	Stocks owned.....		697,939 00		70,000 00
	1,024,700 00	Bonds owned.....		1,257,800 00	233,100 00	
		Other permanent in- vestments.....		425 00	425 00	
	32,542 98	Lands and buildings owned.....		38,933 63	6,390 65	
	337,231 15	Cash and current assets.....		268,119 14		69,112 01
		Other assets:				
	54,738 79	Materials and sup- plies.....		67,252 62	12,513 83	
	84,421 78	Sinking fund.....		109,253 95	24,832 17	
	\$4,852,114 86	Grand total.....		\$5,009,260 68	\$157,145 82	
		LIABILITIES.				
	\$2,000,000 00	Capital stock.....		\$2,000,000 00		
	1,842,000 00	Funded debt.....		1,842,000 00		
	130,895 85	Current liabilities..		170,633 51	39,737 66	
	20,780 00	Accrued interest on funded debt not yet payable.....		20,780 00		
	84,421 78	Sinking fund for re- demption of bonds.....		109,253 95	24,832 17	
	15,000 00	Contingent fund....		15,000 00		
		Equipment fund....		40,000 00	40,000 00	
		Employer's insur- ance fund.....		1,302 88	1,302 88	
	759,017 23	Profit and loss.....		810,290 34	51,273 11	
	\$4,852,114 86	Grand total.....		\$5,009,260 68	\$157,145 82	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount mortgage per mile of line.
	From—	To—			
Consolidated 30 years mortgage gold sinking fund bonds dated Nov. 2, 1896....	Rumford Junt ... Branch Switch...	Rumford Falls.. } Livermore..... }		63.85	\$15,536

EMPLOYEES AND SALARIES—ENTIRE LINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	939	\$6,500 00	\$6 92
Other officers	5	1,565	7,983 33	5 10
General office clerks	27	8,638	16,205 55	1 88
Station agents	22	6,833	10,302 34	1 51
Other station men.....	26	8,220	11,464 72	1 39
Enginemen.....	13	3,698	10,905 40	2 95
Firemen	13	3,705	6,934 80	1 87
Conductors	11	3,125	8,855 00	2 53
Other trainmen	27	7,843	14,741 00	1 88
Machinists	4	1,172	3,092 20	2 64
Carpenters	2	781	1,807 15	2 31
Other shopmen	18	5,475	10,523 80	1 92
Section foremen	15	4,459	8,179 85	1 83
Other trackmen	47	12,978	18,758 35	1 45
Switch tenders, crossing tenders and watchmen	10	3,032	4,202 50	1 39
Telegraph operators and dispatchers.....	2	633	1,611 30	2 55
All other employes and laborers.....	81	15,131	25,143 55	1 66
Total (including "general officers")	326	88,227	\$167,210 84	\$1 90
Less "general officers".....	3	929	6,500 00	6 92
Total (excluding "general officers")	323	87,298	\$160,710 84	\$1 84
Distribution of above:				
General administration.....	32	10,203	\$25,155 55	\$2 47
Maintenance of way and structures	128	28,964	47,445 93	1 64
Maintenance of equipment.....	39	10,983	21,911 18	2 00
Conducting transportation.....	127	38,077	72,698 18	1 91

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.....	214,416			
Number of passengers carried one mile.....	5,346,184			
Number of passengers carried one mile per mile of road.....	76,341			
Average distance carried, miles.....	24.95			
Total passenger revenue.....		127,157	26	
Average amount received from each passenger.....			59	304
Average receipts per passenger per mile.....			02	378
Total passenger earnings.....		145,508	32	
Passenger earnings per mile of road.....		20,077	80	
Passenger earnings per train mile.....			1	34 906
Freight traffic:				
Number of tons carried of freight earning revenue.....	799,743			
Number of tons carried one mile.....	26,495,848			
Number of tons carried one mile per mile of road.....	378,550			
Average distance haul of one ton, miles.....	33.13			
Total freight revenue.....		509,019	74	
Average amount received for each ton of freight.....			63	648
Average receipts per ton per mile.....			01	921
Total freight earnings.....		530,118	28	
Freight earnings per mile of road.....		7,569	86	
Freight earnings per train mile.....			6	00 299
Total traffic:				
Gross earnings from operation.....		690,812	96	
Gross earnings from operation per mile of road.....		9,864	53	
Gross earnings from operation per train mile.....			3	52 154
Operating expenses.....		360,335	73	
Operating expenses per mile of road.....		5,145	45	
Operating expenses per train mile.....			1	83 687
Income from operation.....		330,477	23	
Income from operation per mile of road.....		4,719	08	
Car mileage, etc.:				
Mileage of passenger cars.....	251,601			
Average number of passengers cars per train mile.....	2.33			
Average number of passengers per train mile.....	49			
Average number of freight cars per train mile.....	24.96			
Average number of loaded cars per train mile.....	17.08			
Average number of empty cars per train mile.....	7.88			
Average number of tons of freight per train mile.....	300.04			
Average number of tons of freight per loaded car mile.....	17.56			
Average mileage operated during year.....	70.03			
Train mileage:				
Mileage of revenue passenger trains.....	107,859			
Mileage of revenue freight trains.....	88,369			
Total revenue train mileage.....	196,168			
Mileage of nonrevenue trains.....	44,659			

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.....	409	12,310	12,719	1.60
Flour.....	231	2,849	3,080	.38
Other mill products.....	385	1,422	1,807	.25
Hay.....	474	1,289	1,763	.22
Fruit and Vegetables.....	7,400	148	7,548	.94
Products of Animals:				
Live stock.....	889	95	984	.12
Dressed meats.....	14	1,123	1,137	.14
Other packing-house products.....	11	42	53	.01
Poultry, game and fish.....		2	2	
Hides and leather.....	182	208	390	.05
Products of Mines:				
Anthracite coal.....	663	12,382	13,045	1.63
Bituminous coal.....	1,657	156,422	158,079	19.76
Coke.....		205	205	.03
Ores.....	18	248	266	.03
Stone, sand and other like articles.....	493	5,747	6,240	.78
Products of Forests:				
Lumber.....	18,817	11,642	30,459	3.81
Logs, pulp, fuel, wood, etc.....	84,657	55,087	139,724	17.47
Manufactures:				
Petroleum and other oils.....	16	718	734	.10
Paper and paper bags.....	137,369	2,128	139,497	17.44
Iron, pig and bloom.....	1,048	667	1,715	.22
Other castings and machinery.....	1,070	4,449	5,519	.69
Bar and sheet metal.....	38	590	628	.08
Cement, brick and lime.....	3,724	25,121	28,845	3.61
Agricultural implements.....	23	57	80	.01
Wagons, carriages, tools, etc.....	51	51	102	.01
Wines, liquors and beers.....		63	63	.01
Household goods and furniture.....	232	173	405	.05
Wood pulp and sulphite.....	156,048	16,091	172,139	21.52
Merchandise.....	5,564	13,130	18,694	2.33
Miscellaneous:				
Other commodities not mentioned above.....	14,833	38,988	53,821	6.73
Total tonnage.....	436,296	363,447	799,743	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:					
Passenger		4	4	Westinghouse .	4
Freight.....		8	8	Westinghouse .	8
Switching.....		2	1	{ Westinghouse Vacuum Dr. Brake.....	1 1
Total locomotives owned and in service.....		14	14	.....	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		92	92	Westinghouse .	92
Stock cars.....		1	1	Westinghouse .	1
Coal cars.....		50	50	Westinghouse .	50
Bark cars.....		3		.....	3
Other cars in freight service		60	60	.....	60
Total		279	246	.....	282
In company's service—					
Derrick cars.....		1	1	Westinghouse .	1
Caboose cars ..		6		Westinghouse .	6
Other road cars.....		21	7	Westinghouse .	21
Snow plows		4	1	Westinghouse .	1
Total		32	9	.....	29
Total cars owned and in service.....		321	295	.....	318

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	53.58	12.25	.....	.....	.....	4.20	70.03	.68	.....	65.83
Miles of yard track and sidings.....	21.55	7.64	.....	.....	.....	.....	29.19	1.29	.....	29.19
Total mileage operated (all tracks)	75.15	19.89	.....	.....	.....	4.20	99.22	1.97	.....	95.02

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	53.58	12.25	70.03	65.83
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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—pounds.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel.....	298	80	32.11	Cedar.....	} 34,054	41.33
				Hack		
				Oak		
				Hemlock		
				Ash		
				Pine		

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Charcoal— bushels.	Soft wood— cords.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mille.
	Anthracite.	Bituminous.					
Passenger	3,402.87	.....	.....	24.37	3,415.05	109,965	62.11
Freight	7,385.85	.....	.....	47.25	7,409.48	94,238	157.25
Switching	3,397.76	.....	.....	21.50	3,408.51	77,144	88.37
Construction	1,186.00	.....	.....	8.25	1,190.13	40,666	58.53
Total	15,372.48	.....	.....	101.37	15,423.17	322,013	95.79
Average cost at distributing point	\$3.46	.....	.....	\$1.97	.....	.....	.....

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF TRAINS
LOCOMOTIVES OR CARS.

Trainmen: Injured—other causes, 3. Other persons: Killed, struck by trains, locomotives or cars at other points, along track—trespassing, 1.

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone, rail covers	9	84	0	6	0	12	0	Trestles	1	20	0
Stone and con- crete..	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, $8\frac{1}{2}$ inches—65.83 miles.

Report of the Rumford Falls and Rangeley Lakes Railroad Company for the Year Ending June 30, 1906.

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.; 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 11, 1906.

Total number of stockholders at date of last election, 25.

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 class of roads named.	Miles of line for each class of roads named.
	From—	To—		
Rumford Falls and Rangeley Lakes Railroad.....	Rumford Falls ...	Oquossoc .....	.....	35.99
Rumford Falls and Rangeley Lakes Railroad.....	Oquossoc	Kennebago Farm. ....	.....	2.37
Portland and Rumford Falls Railway	Passenger station Rumford Falls..	R. F. & R. L. bridge over Androscoggin river .....	.....	*1.42
Total.....	.....	.....	.....	39.78

*Trackage rights.

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.						
				Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash:						
Common					3,000	\$300,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate-%.	When payable.	Amount accrued during year.	Amount paid 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	\$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

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash	\$5,052 54	Loans and bills payable.....	\$880 70
Due from agents	403 79	Audited vouchers and ac- counts, including June pay roll	12,585 36
Due from solvent companies and individuals	70,917 16	Miscellaneous (taxes ac- rued)	979 49
Net traffic balances due from other companies	15,385 95	Total—current liabilities.	\$14,445 55
Miscellaneous	535 00	Balance—cash assets	77,319 24
Total—cash and current assets.....	\$91,764 79	Total	\$91,764 79

Materials and supplies on hand, \$21,077.97.

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	\$300,000 00	\$300,000 00	38.36	\$7,820 00
Bonds	678,000 00	678,000 00	38.36	17,675 00
Total	\$978,000 00	\$978,000 00	38.36	\$25,495 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.
Ranford Falls and Rangeley Lakes Railroad Co....	\$300,000 00	\$678,000 00	\$978,000 00	38.36	\$25,495

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Total cost to June 30, 1905, \$869,020.98; total cost to June 30, 1906, \$869,457.67; cost per mile, \$22,665.74.

Equipment: Total cost to June 30, 1905, \$93,234.17; total cost to June 30, 1906, \$93,234.17; cost per mile, \$2,430.50.

Total cost construction, equipment, etc.: To June 30, 1905, \$962,255.15; to June 30, 1906, \$962,691.84; cost per mile, \$25,096.24.

INCOME ACCOUNT.

Gross earnings from operation	\$152,448 69	
Less operating expenses.....	88,147 49	
Income from operation		\$64,301 20
Miscellaneous income.....		817 98
Total income.....		\$65,119 18
Deductions from income:		
Interest on funded debt accrued	\$31,120 00	
Taxes	2,260 95	
Other deductions*.....	*23,000 00	
Total deductions from income		\$56,380 95
Net income		\$8,738 23
Surplus from operations of year ending June 30, 1906.....		\$8,738 23
Surplus on June 30 1905.....		40,255 26
		\$48,993 49
Additions for year		936 19
Surplus on June 30, 1906.....		\$49,929 68

* Sinking fund payments, \$3,000.00. Appropriations for improvements, \$9,000.00; Appropriation for new equipment, \$11,000.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$29,092 38
Mail.....			1,983 08
Express.....			2,032 40
Total passenger earnings.....			\$33,107 86
Total freight revenue.....			\$117,486 97
Total passenger and freight earnings.....			\$150,594 83
Other earnings from operation:			
Other sources.....			\$1,853 86
Total gross earnings from operation.....			\$152,448 69

MISCELLANEOUS INCOME.

Income from real estate, \$140.54; other sources, \$677.44. Total \$817.98.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$21,162 65
Renewals of rails	1,221 54
Renewals of ties	2,998 22
Repairs and renewals of bridges and culverts	7,358 35
Repairs and renewals of fences, road crossings, signs and cattle guards	89 19
Repairs and renewals of buildings and fixtures	1,158 27
Repairs and renewals of telegraph	257 68
Stationery and printing	23 29
Total	\$34,209 19
Maintenance of equipment:	
Repairs and renewals of locomotives	\$6,656 46
Repairs and renewals of passenger cars	496 10
Repairs and renewals of freight cars	6,453 88
Repairs and renewals of work cars	1,246 32
Repairs and renewals of shop machinery and tools	66
Stationery and printing	1 18
Other expenses	27 21
Total	\$14,881 81
Conducting transportation:	
Engine and roundhouse men	\$3,883 29
Fuel for locomotives	15,976 82
Water supply for locomotives	204 80
Oil, tallow and waste for locomotives	314 53
Other supplies for locomotives	11 18
Train service	3,786 67
Train supplies and expenses	339 37
Telegraph expenses	484 90
Station service	2,650 21
Station supplies	549 96
Car per diem and mileage—balance	3,311 92
Loss and damage	307 18
Clearing wrecks	77 57
Advertising	15 00
Rents for tracks, yards and terminals	1,200 00
Rents of buildings and other property	75 00
Stationery and printing	306 97
Total	\$33,495 37
General expenses:	
Salaries of general officers	\$1,600 00
Salaries of clerks and attendants	2,829 50
General office expenses and supplies	39 06
Insurance	777 14
Law expenses	43 78
Stationery and printing (general offices)	108 52
Other expenses	163 12
Total	\$5,561 12
Recapitulation of expenses:	
Maintenance of way and structures	\$34,209 19
Maintenance of equipment	14,881 81
Conducting transportation	33,495 37
General expenses	5,561 12
Grand total	\$88,147 49

Percentage of expenses to earnings—Maine, 57.84.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Terminals: Leased of Portland and Rumford Falls Railway at Rumford Falls \$1,200.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$869,020 95	Cost of road		\$869,457 67	\$436 69	
	93,234 17	Cost of equip- ment		93,234 17		
	4,152 17	Lands owned ..		4,002 17		\$150 00
	62,817 66	Cash and cur- rent assets ..		91,764 79	\$28,947 13	
	25,219 92	Other assets: Materials and supplies		21,077 97		4,141 95
	9,579 16	Sinking fund ..		12,984 05	3,414 89	
	\$1,064,024 06	Grand total		\$1,092,530 82	\$28,506 76	
		LIABILITIES.				
	\$300,000 00	Capital stock ..		\$300,000 00		
	678,000 00	Funded debt ..		678,000 00		
	19,336 31	Current liabil- ities		14,445 55		\$4,890 76
	6,853 33	Accrued inter- est on funded debt not yet payable		6,853 33		
	9,579 16	Sinking funds for redemp- tion or bonds ..		12,994 05	\$3,414 89	
	6,000 00	Improvement fund		15,000 00	9,000 00	
	4,000 00	Equipment fund		15,000 00	11,000 00	
	40,255 26	Employees in- surance fund ..		308 21	308 21	
		Profit and loss ..		49,929 68	9,674 42	
	\$1,064,024 06	Grand total		\$1,092,530 82	\$28,506 76	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Con. 40 year mortgage gold sinking fund bonds dated October 1, 1897	Rumford Falls	Bemis	27.00	\$14,814
Twenty year mortgage bonds dated Nov. 2, 1903	*Rumford Falls	Bemis	27.00	
	†Bemis	Oquossoc	8.99	\$7,247
	†Oquossoc	Kennebago Farm ..	2.37	

* 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.....	5			
General office clerks.....	4	1,252	2,829 50	2 26
Station agents.....	7	2,210	2,662 40	1 20
Other station men.....	2	252	266 80	1 06
Enginemen.....	3	722	2,015 70	2 79
Firemen.....	3	639	1,257 30	1 80
Conductors.....	3	709	1,769 50	2 50
Other trainmen.....	6	1,289	2,325 10	1 80
Machinists.....	1	352	923 45	2 62
Carpenters.....	1	278	682 15	2 45
Other shopmen.....	4	1,261	2,439 55	1 93
Section foremen.....	9	2,877	5,157 55	1 79
Other trackmen.....	26	6,722	9,627 30	1 43
Switch tenders, crossing tenders, and watchmen	1	429	643 50	1 50
All other employees and laborers.....	16	4,192	7,323 55	1 75
Total (including "general officers").....	88	23,870	\$41,523 35	\$1 74
Less "general officers".....	2	626	1,600 00	2 56
Total (excluding "general officers").....	86	23,244	\$39,923 35	\$1 72
Distribution of above:				
General administration.....	6	1,878	\$4,429 50	\$3 36
Maintenance of way and structures.....	50	13,656	21,906 50	1 60
Maintenance of equipment.....	7	2,023	4,243 15	2 10
Conducting transportation.....	25	6,313	10,944 20	1 73

Services performed by officials of the Portland and Rumford Falls Railway, for which this company pays \$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	29,442			
Number of passengers carried one mile.....	717,258			
Number of passengers carried one mile per mile of road	18,031			
Average distance carried, miles.....	24.36			
Total passenger revenue		29,692	38	
Average amount received from each passenger.....			98	812
Average receipts per passenger per mile			04	056
Total passenger earnings		33,107	86	
Passenger earnings per mile of road		832	27	
Passenger earnings per train mile.....			1	02,371
Freight traffic:				
Number of tons carried of freight earning revenue	194,037			
Number of tons carried one mile.....	5,078,070			
Number of tons carried one mile per mile of road	127,654			
Average distance haul of one ton, miles	26.17			
Total freight revenue		117,486	97	
Average amount received for each ton of freight			60	549
Average receipts per ton per mile			02	314
Total freight earnings		117,486	97	
Freight earnings per mile of road.....		2,953	42	
Freight earnings per train mile			2	46,774
Total traffic:				
Gross earnings from operation		152,448	69	
Gross earnings from operation per mile of road.....		3,832	29	
Gross earnings from operation per train mile.....		2	30	560
Operating expenses		88,147	49	
Operating expenses per mile of road.....		2,215	87	
Operating expenses per train mile			1	33,312
Income from operation		64,301	20	
Income from operation per mile of road.....		1,616	42	
Car mileage, etc.:				
Mileage of passenger cars.....	81,842			
Average number of passenger cars per train mile	2.54			
Average number of passengers per train mile.....	22			
Average number of freight cars per train mile.....	10.41			
Average number of loaded cars per train mile.....	5.26			
Average number of empty cars per train mile.....	5.15			
Average number of tons of freight per train mile.....	106.66			
Average number of tons of freight per loaded car mile	20.29			
Average mileage operated during year.....	39.78			
Train mileage:				
Mileage of revenue passenger trains.....	18,512			
Mileage of revenue mixed trains.....	13,766			
Mileage of revenue freight trains.....	33,843			
Total revenue train mileage.....	66,121			
Mileage of non-revenue trains.....	3,647			

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.....	178	1,391	1,567	.81
Flour.....	122	218	340	.17
Other mill products.....	26	38	64	.03
Hay.....	285	371	656	.34
Fruit and vegetables.....	42	12	54	.03
Products of Animals:				
Live stock.....	246	71	317	.16
Dressed meats.....	11	77	88	.05
Other packing house products.....		17	17	.01
Products of Mines:				
Bituminous coal.....		1,311	1,311	.68
Ores.....	248		248	.13
Stone, sand and other like articles.....	167		167	.09
Products of Forests:				
Lumber.....	8,980	279	9,259	4.77
Fuel, wood and logs.....	39,095	15	39,110	20.15
Pulp wood, etc.....	135,893	431	136,324	70.26
Manufactures:				
Petroleum and other oils.....		2	2	
Iron, pig and bloom.....		22	22	.01
Other castings and machinery.....		63	63	.03
Cement, brick and lime.....	15	190	205	.11
Wagons, carriages, tools, etc.....	15		15	.01
Household goods and furniture.....	3		3	
Wooden goods.....	584		584	.30
Merchandise.....	1,189	2,021	3,210	1.65
Miscellaneous:				
Other commodities not mentioned above.....	298	113	411	.21
Total tonnage.....	187,396	6,642	194,037	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:					
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		10	10		10
Other cars in freight service		23	23		23
Logging trucks (basis 8 wheels)		97			
Total		130	33		33
In company's service—					
Derrick cars		1			1
Caboose cars		2			2
Other road cars		4	1	Westinghouse	4
Snow plow		1	1		1
Total		8	1		8
Total cars owned and in service		140	36		43

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under truck-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	35.99	2.37	1.42	39.78	.....	.....	38.36
Miles of yard track and sidings	7.85	.....	.....	7.85	.....	.....	7.85
Total mileage operated (all tracks)	43.84	2.37	1.42	47.63	.....	.....	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	2.37	38.36	.....	.....	38.36

NEW TIES LAID DURING THE YEAR.

Cedar, hack, hemlock, ash and oak, 7,500; average price, 33,363 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Soft Wood—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.				
Passenger.....	730.66	6.25	733.78	18,652	78.68
Freight.....	2,670.54	17.00	2,679.04	52,203	102.64
Switching.....	255.58	1.25	256.21	4,345	117.93
Construction	121.84	1.00	122.34	3,295	74.26
Total	3,778.62	25.50	3,791.37	78,495	96.60
Average cost at distributing point.....	\$4.41	\$1.95	.....	.....	.....

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 and rail covers..	2	18		9		9		Bridges.....		
Stone and concrete....	1	6		6		6		Conduits.....		
Iron and steel....	6	690	6	50		350	6	Trestles.....		
Wooden.	14	177	9	8		60		Total.....		
Total..	23	892	3					Overhead Railway Crossings:		
Trestles...	6	481	4	28		154		Bridges.....		
								Conduits.....		
								Trestles.....		
								Total.....		

Gauge of track, 4 feet, 8½ inches—38.36 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, 1906.

[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 1876.

NAMES AND ADDRESSES OF THE BOARD OF DIRECTORS.

Weston Lewis, Josiah S. Maxcy, Geo. A. Farrington, all of Gardiner, Me. Term expires November 21, 1906.

Total number of stockholders at date of last election, 3.
Date of last meeting of stockholders for election of directors, November 15, 1905.
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, 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.

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, 1906.	
Cash	\$4,290 26	Loans and bills payable.....	\$35,600 00
Due from agents	1,588 81	Audited vouchers and accounts	2,743 15
Due from solvent companies and individuals.....	1,157 13	Wages and salaries	1,275 84
Net traffic balances due from other companies.....	6,978 76	Dividends not called for.....	1,000 00
Other cash assets.....	23,193 71	Matured interest coupons unpaid (including coupons due July 1	5,000 00
Total—cash and current assets.....	\$37,208 67		
Balance—current liabilities..	7,810 32		
Total.....	\$45,018 99	Total—current liabilities.	\$45,018 99

Materials and supplies on hand, \$1,530.

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.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Total cost to June 30, 1905, \$222,391.89; charged to construction or equipment during the year; total cost to June 30, 1906, \$222,391.89; cost per mile, \$12,355.11.

Equipment: Total cost to June 30, 1905, \$77,204.68; total cost to June 30, 1906, \$77,204.68; cost per mile \$4,289.15.

Grand total cost construction, equipment, etc., to June 30, 1905, \$299,596.57; to June 30, 1906, \$299,596.57; cost per mile, \$16,644.25.

Expenditures during the year included in operating expenses, construction, \$2,300.

INCOME ACCOUNT.

Gross earnings from operation.....	\$73,619 32	
Less operating expenses.....	41,869 34	
Income from operation.....		\$31,759 98
Total income.....		\$31,759 98
Deductions from income:		
Interest on funded debt accrued.....	\$15,000 09	
Interest on interest-bearing current liabilities.....	1,474 45	
Taxes.....	1,403 32	
Total deductions from income.....		\$17,877 77
Net income.....		\$13,882 26
Dividend 4 per cent, common stock.....		4,000 00
Surplus from operations of year ending June 30, 1906.....		\$9,882 21
Deficit on June 30, 1905.....		72,312 09
Additions for the year.....		144 66
Deficit on June 30, 1906..		\$62,285 22

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$20,265 97		
Less repayments—			
Tickets redeemed		\$11 40	
Total passenger revenue			\$20,254 57
Mall			1,460 76
Express			2,593 30
Extra baggage and storage			194 69
Other items.....			353 30
Total passenger earnings			\$24,857 22
Freight:			
Freight revenue	\$48,821 84		
Less repayments.....		\$59 74	
Total freight revenue.....			48,762 10
Total passenger and freight earnings.....			\$73,619 32
Total gross earnings from operation.....			\$73,619 32

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; $\frac{3}{8}\%$; valuation, \$41,565.20.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,342 62
Renewals of rails.....	1,290 00
Renewals of ties.....	260 77
Repairs and renewals of bridges and culverts.....	61 00
Repairs and renewals of fences, road crossings, signs and cattle guards.....	412 13
Repairs and renewals of buildings and fixtures.....	554 23
Other expenses.....	103 24
Total.....	\$7,934 06
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$2,374 09
Repairs and renewals of passenger cars.....	2,294 42
Repairs and renewals of freight cars.....	1,611 91
Repairs and renewals of work cars.....	600 00
Repairs and renewals of shop machinery and tools.....	600 00
Other expenses.....	325 94
Total.....	\$7,806 36
Conducting transportation:	
Engine and roundhouse men.....	\$3,708 98
Fuel for locomotives.....	5,086 27
Water supply for locomotives.....	512 18
Oil, tallow and waste for locomotives.....	275 72
Other supplies for locomotives.....	104 82
Train service.....	4,652 08
Train supplies and expenses.....	610 37
Switchmen, flagmen and watchmen.....	860 15
Station service.....	2,065 75
Station supplies.....	449 13
Loss and damage.....	261 30
Advertising.....	616 64
Stationery and printing.....	289 55
Other expenses.....	2,730 53
Total.....	\$22,223 47
General expenses:	
Salaries of general officers.....	\$1,200 00
Salaries of clerks and attendants.....	590 00
General office expenses and supplies.....	454 25
Insurance.....	589 50
Law expenses.....	250 00
Stationery and printing.....	71 20
Other expenses.....	740 50
Total.....	\$3,895 45
Recapitulation of expenses:	
Maintenance of way and structures.....	7,934 06
Maintenance of equipment.....	7,806 36
Conducting transportation.....	22,223 47
General expenses.....	3,895 45
Grand total.....	\$41,859 34

Percentage of expenses to earnings, 56.86.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$222,391 89	Cost of road.....		\$222,391 89		
	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		
	27,155 99	Cash and current assets.....		37,208 67	\$10,052 68	
	680 00	Other assets: Materials and supplies.....		1,530 00	850 00	
	72,312 09	Profit and loss.....		62,285 22		\$10,026 87
	\$445,809 85	Grand total ...		\$446,685 66	\$875 81	
		LIABILITIES.				
	\$100,000 00	Capital stock.....		\$100,000 00		
	300,000 00	Funded debt.....		300,000 00		
	44,067 63	Current liabilities.....		45,018 99	\$951 36	
	1,742 22	Accrued interest on funded debt not yet payable..		1,666 67		\$75 55
	\$445,809 85	Grand total ...		\$446,685 66	\$875 81	

SECURITY FOR FUNDED DEBT.

First mortgage bonds: Farmington to Phillips, 18 miles, \$5,556 per mile.
 Consolidated mortgage bonds: Farmington to Phillips, 18 miles, \$11,111 per mile.
 All equipment mortgaged.
 Income and securities not mortgaged.

EMPLOYEES 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	590 00	1 94
Station agents.....	3	939	1,338 25	1 43
Other station men.....	3	691	727 50	1 05
Enginemen.....	3	1,015	2,151 03	2 12
Firemen.....	3	1,011	1,557 95	1 54
Conductors.....	3	979	1,713 96	1 75
Other trainmen.....	5	1,681	2,938 12	1 75
Machinists.....	3	902	2,062 30	2 29
Carpenters.....	2	460	916 62	1 99
Other shopmen.....	5	1,333	2,354 53	1 77
Section foremen.....	3	923	1,398 50	1 52
Other trackmen.....	6	1,897	2,584 91	1 36
Switch tenders, crossing tenders and watchmen	3	759	860 15	1 13
All other employees and laborers.....	10	1,908	3,367 29	1 76
Total (including "general officers").....	55	15,437	\$25,761 11	\$1 67
Less "general officers".....	1	313	1,200 00	3 83
Total (excluding "general officers").....	54	15,124	\$24,561 11	\$1 62
Distribution of above:				
General administration.....	3	939	1,790 00	\$1 91
Maintenance of way and structures.....	19	4,728	7,350 70	1 55
Maintenance of equipment.....	10	2,695	5,333 45	1 98
Conducting transportation.....	22	7,675	11,286 96	1 60

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.....	40,166			
Number of passengers carried one mile.....	554,343			
Number of passengers carried one mile per mile of road.....	30,797			
Average distance carried, miles.....	13.80			
Total passenger revenue.....		20,254	57	
Average amount received from each passenger.....			50	427
Average receipts per passenger per mile.....			63	654
Total passenger earnings.....		24,857	22	
Passenger earnings per mile of road.....		1,380	96	
Passenger earnings per train mile.....			61	074
Freight traffic:				
Number of tons carried of freight earning revenue....	\$3,340			
Number of tons carried one mile.....	1,230,664			
Number of tons carried one mile per mile of road.....	68,370			
Average distance haul of one ton, miles.....	14.77			
Total freight revenue.....		48,762	10	
Average amount received for each ton of freight.....			58	510
Average receipts per ton per mile.....			63	962
Total freight earnings.....		48,762	10	
Freight earnings per mile of road.....		2,709	61	
Freight earnings per train mile.....			1	80 073
Total traffic:				
Gross earnings from operation.....		73,619	32	
Gross earnings from operation per mile of road.....		4,089	96	
Gross earnings from operation per train mile.....			1	31 075
Operating expenses.....		41,859	34	
Operating expenses per mile of road.....		2,325	52	
Operating expenses per train mile.....			74	528
Income from operation.....		31,759	98	
Income from operation per mile of road.....		1,764	44	
Car mileage, etc.:				
Average number of passenger cars per train mile.....	14			
Average number of tons of freight per train mile.....	45.45			
Average mileage operated during year.....	18			
Train mileage:				
Mileage of revenue passenger trains.....	29,087			
Mileage of revenue mixed trains.....	11,613			
Mileage of revenue freight trains.....	15,466			
Total revenue train mileage.....	56,166			
Mileage of nonrevenue trains.....	577			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 8,800 tons; received from connecting roads 74,540 tons. Total freight tonnage, 83,340.

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			
Total		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. Yard track and sidings, 2. Total mileage, 20. Steel, 20

NEW RAILS LAID DURING THE YEAR.

Steel: 50.85 tons; 56 pounds per yard; average price per ton at distributing point, \$23.60.

NEW TIES LAID DURING THE YEAR.

Cedar, 2,173, 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.....		469			469	29,087	32.25
Freight.....		691			691	27,079	51.04
Construction.....		15			15	577	51.99
Total.....		1,175			1,175	56,743	41.41
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.
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	68	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, 1906.**

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, Maine.

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, \$180,000.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage: Issued October, 1895; due October, 1925; amount of authorized issue, \$250,000; amount issued and outstanding, \$100,000.

RECEIVER'S CERTIFICATES.

Date issued.	Amount issued.	Amount outstanding.	INTEREST.	
			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	4%

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Expenditures during the year, included in operating expenses, Construction, \$2,696.47; equipment, \$60.50.

INCOME ACCOUNT.

Gross earnings from operation.....	\$26,577 87	
Less operating expenses.....	17,642 47	
Income from operation		\$8,935 40
Deductions from income:		
Interest bearing current liabilities.....	\$1,887 83	
Taxes	264 12	
Permanent improvements.....	2,756 97	
Total deductions from income		\$4,908 92
Net income		\$4,026 48
Surplus from operations		4,026 48

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$7,753 08
Mail	743 16		
Express	2,185 34		2,928 50
Total passenger earnings.....			\$10,681 58
Total freight revenue			15,896 29
Total passenger and freight earnings.....			\$26,577 87
Total gross earnings from operation.....			\$26,577 87

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$5,497 36
Repairs and renewals of bridges and culverts	530 58
Repairs and renewals of buildings and fixtures	19 22
Other expenses	16 85
Total	\$6,064 01
Maintenance of equipment:	
Repairs and renewals of locomotives	229 07
Repairs and renewals of passenger cars	30 68
Repairs and renewals of freight cars	14 97
Repairs and renewals of work cars	26 72
Other expenses	3 92
Total	\$305 36
Conducting transportation:	
Engine and roundhouse men	\$1,831 11
Fuel for locomotives	3,345 42
Water supply for locomotives	56 00
Oil, tallow and waste for locomotives	181 15
Other supplies for locomotives	17 59
Train service	576 84
Train supplies and expenses	92 87
Station service	1,442 25
Station supplies	302 27
Car per diem and mileage—balance	1,276 48
Hire of equipment—balance	95 12
Stationery and printing	12 50
Other expenses	267 05
Loss and damage	41 11
Clearing wrecks	5 35
Total	\$9,543 11
General expenses:	
Salaries of general officers	\$920 00
Salaries of clerks and attendants	456 00
General office expenses and supplies	319 57
Other expenses	34 42
Total	\$1,729 99
Recapitulation of expenses:	
Maintenance of way and structures	\$6,064 01
Maintenance of equipment	305 36
Conducting transportation	9,543 11
General expenses	1,729 99
Grand total	\$17,642 47

Percentage of expenses to earnings—66.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$920 00	\$2 94
General office clerks	1	313	466 00	1 45
Station agents	3	939	1,272 00	1 35
Other station men.....	4	1,252	170 25	14
Enginemen.....	1	338	844 25	2 50
Firemen	1	351	526 61	1 50
Conductors.....	1	264	435 72	1 65
Other trainmen.....	1	144	136 12	95
Section foremen.....	3	919	1,609 10	1 75
Other trackmen	15	2,479	3,717 83	1 50
Switch tenders, crossing tenders and watchmen	1	368	460 25	1 25
All other employees and laborers	9	33	59 18	1 79
Total (including "general officers")	41	7,713	\$10,607 31	\$1 41
Less "general officers".....	1	313	920 00	\$2 94
Total (excluding "general officers").....	40	7,400	\$9,687 31	\$1 58
Distribution of above:				
General administration.....	2	626	\$1,376 00	\$2 19
Maintenance of way and structures	18	3,398	5,326 93	1 54
Conducting transportation	21	3,689	3,904 38	1 06

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

Item.	Column for number passengers, tonnage, car mileage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents. Mills.
Passenger Traffic:			
Number of passengers carried earning revenue.....	21,787		
Number of passengers carried one mile.....	197,571		
Number of passengers carried one mile per mile of road.....	1,452		
Average distance carried, miles.....	9.06		
Total passenger revenue.....		7,753	08
Average amount received from each passenger.....			35 585
Average receipts per passenger per mile.....			03 924
Total passenger earnings.....		10,681	58
Passenger earnings per mile of road.....		712	10 5
Passenger earnings per train mile.....			54 097
Freight traffic:			
Number of tons carried of freight earning revenue.....	28,475		
Number of tons carried one mile.....	355,164		
Number of tons carried one mile per mile of road.....	1,898		
Average distance haul of one ton, miles.....	12.47		
Total freight revenue.....		15,896	24
Average amount received for each ton of freight.....			55 825
Average receipts per ton per mile.....			04 475
Total freight earnings.....		15,896	29
Freight earnings per mile of road.....		1,059	75
Freight earnings per train mile.....			1 69 289
Total traffic:			
Gross earnings from operation.....		26,577	87
Gross earnings from operation per mile of road.....		1,771	85 8
Gross earnings from operation per train mile.....			1 34 605
Operating expenses.....		17,642	47
Operating expenses per mile of road.....		1,176	16 46
Operating expenses per train mile.....			89 351
Income from operation.....		8,935	40
Income from operation per mile of road.....			595 69
Train mileage:			
Mileage of revenue passenger trains.....	10,355		
Mileage of revenue mixed trains.....	9,390		
Total revenue train mileage.....	19,745		

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 20,157 tons. Received from connecting roads, 8,318 tons; total 28,475 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 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.

RENEWALS OF RAILS AND TIES.

Cedar, 1,934. Cost, 28 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, bituminous coal, 709 tons; cost \$4.72. Miles run, 19,745. Average pounds consumed per mile, .80.

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, 1906.

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, October 19, 1860; Revised Statutes, chapter 51, section 56. Amended 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. March 19, 1860.

NAMES AND ADDRESSES OF THE BOARD OF DIRECTORS.

John F. Hill, Augusta, Me.; Wm. T. Haines, Waterville, Me.; R. W. Dunn, Waterville, Me.; W. M. Ayer, Oakland, Me.; A. R. Small, Oakland, Me.; B. P. J. Weston, Madison, Me.; Eugene Mather, Portland, Me.; Weston Lewis, Gardiner, Me.; Horace W. Greeley, Oakland, Me. Term expires October 10, 1906.

Total number of stockholders at date of last election, 40.

Date of last meeting of stockholders for election of directors, October 11, 1905.

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, Clerk and Treasurer, A. R. Small, Oakland, Me.; Attorney and General Counsel, W. T. Haines, Waterville, Me.; Auditor, H. W. Greeley, Oakland, Me.; General 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; Dead Water to Landers, 11 miles; total 61.26 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, \$696,600. Somerset Railroad bonds and coupon interest to August 15, 1883, to be converted, outstanding, \$40,048.76. Total amount outstanding, \$736,648.76.

Manner of payment of capital stock: Issued during the year, for Somerset Railroad bonds, 1 share. Total number of shares issued and outstanding, 8,966.

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 1; amount of interest accrued and paid during the year, \$11,250.

Consolidated mortgage bonds: Date of issue, 1900; due 1950; amount authorized, \$420,000; issued, \$172,500; amount outstanding, \$172,500; cash realized, \$169,500; interest, 4%, payable semi-annually, January and July 1; accrued and paid, \$6,900.

First mortgage and refunding: Date of issue, 1905; due 1955; amount authorized, \$1,500,000; amount issued, \$864,000; amount outstanding, \$229,000; cash realized on amount issued, \$206,100; interest, 4%, payable semi-annually, January and July 1; accrued and paid, \$4,550.

Total authorized, \$2,145,000; amount issued, \$1,261,500; amount outstanding, \$626,500; cash realized on amount issued, \$578,100; interest, amount accrued and paid during the year, \$22,730.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued, \$1,261,500; amount outstanding, \$626,500; interest, amount accrued and paid during year, \$22,730.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash.....	\$35,658 47	Loans and bills payable.....	\$657,481 00
Bills receivable.....	400 00	Audited vouchers and ac-	
Due from agents.....	11,894 08	counts.....	491 75
Due from solvent companies		Wages and salaries.....	1,500 00
and individuals.....	7,410 72	Net traffic balances due to	
Other cash assets:		other companies.....	3,741 73
Insurance.....	602 00		
Express.....	351 17		
Mail.....	855 09		
Telegraph.....	49 80		
Total—cash and current			
assets.....	\$57,222 33		
Balance—current liabilities..	605,992 15		
Total.....	\$663,214 48	Total—current liabilities.	\$663,214 48

Materials and supplies on hand, \$13,800.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Total amount outstanding and apportioned to railroads, \$736,648.76; number of miles, 61.26; amount per mile, \$12,025.

Bonds: Total amount outstanding and apportioned to railroads, \$626,500; miles, 61.26; amount per mile, \$10,227.

Total: Stock and bonds outstanding and apportioned to railroads, \$1,363,148.76; miles, \$61.26; amount per mile, \$22,252.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction to June 30, 1905, \$1,250,583.51; expenditures during the year, charged to construction, \$615,109.42; total cost of construction to June 30, 1906, \$1,865,692.93; cost per mile, \$30,455.

Total cost of equipment to June 30, 1905, \$165,594; expenditures during the year, charged to equipment, \$39,990.93; total cost of equipment to June 30, 1906, \$205,584.97; cost per mile, \$3,355.

Total cost construction and equipment to June 30, 1905, \$1,416,177.55; total cost of construction and equipment to June 30, 1906, \$2,071,277.90; total cost per mile, \$33,810.

INCOME ACCOUNT.

Gross earnings from operation	\$171,588 12	
Less operating expenses.....	96,972 35	
Income from operation		\$74,615 77
Miscellaneous income.....		249 51
Total income.....		\$74,865 28
Deductions from income:		
Interest on funded debt accrued	\$22,730 00	
Interest on interest-bearing current liabilities, etc.....	1,084 23	
Interest on real estate mortgages.....	6,764 40	
Taxes	744 37	
Total deductions from income		31,323 00
Net income		\$43,542 28
Surplus from operations of year ending June 30, 1906.....		\$43,542 28
Surplus on June 30 1905.....		83,379 44
Surplus on June 30, 1906.....		\$126,921 72

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$43,089 27
Mail.....			3,424 86
Express.....			3,566 26
Extra baggage and storage			683 47
Total passenger earnings.....			\$50,763 36
Total freight earnings			\$118,397 12
Total passenger and freight earnings.....			\$169,160 48
Other earnings from operation:			
Telegraph and telephone companies.....	\$199 66		
Other sources.....	2,227 98		
Total other earnings.....			\$2,427 64
Total gross earnings from operation.....			\$171,588 12

MISCELLANEOUS INCOME.

Cancelled checks, \$249.51.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$19,871 55
Renewals of rails	2,791 80
Renewals of ties	5,820 24
Repairs and renewals of bridges and culverts	29 20
Repairs and renewals of buildings and fixtures	1,373 54
Total	\$29,885 83
Maintenance of equipment:	
Repairs and renewals of locomotives	\$3,777 44
Repairs and renewals of passenger cars	5,117 40
Repairs and renewals of freight cars	3,540 33
Repairs and renewals of work cars	885 20
Repairs and renewals of shop machinery and tools	1,843 88
Other expenses	153 64
Total	\$15,317 89
Conducting transportation:	
Engine and roundhouse men	\$6,024 15
Switchmen, flagmen and watchmen	
Fuel for locomotives	14,611 55
Water supply for locomotives	1,519 64
Oil, tallow and waste for locomotives	1,059 21
Other supplies for locomotives	
Train service	5,646 90
Train supplies and expenses	1,940 14
Station service	6,901 38
Station supplies	1,065 67
Car per diem and mileage—balance	2,397 83
Loss and damage	209 01
Advertising	303 65
Other expenses	703 30
Total	\$42,382 33
General expenses:	
Salaries of general officers	\$2,800 00
Salaries of clerks and attendants	2,461 61
General office expenses and supplies	1,181 77
Insurance	1,206 19
Law expenses	538 63
Stationery and printing	1,198 10
Total	\$9,386 30
Recapitulation of expenses:	
Maintenance of way and structures	\$29,885 83
Maintenance of equipment	15,317 89
Conducting transportation	42,382 33
General expenses	9,386 30
Grand total	\$96,972 35

Percentage of expenses to earnings, 57.33.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,250,583 51	Cost of road.....		\$1,865,692 93	\$615,109 42	
	165,594 04	Cost of equipment.....		205,584 97	39,990 93	
		Other permanent investments:				
		Betterments not yet charged off.....		10,984 73	10,984 73	
	25,138 11	Cash and current assets.....		57,222 33	32,084 22	
	13,400 00	Other assets:				
		Materials and supplies.....		13,800 00	400 00	
	\$1,454,715 66	Grand total.....		\$2,153,284 96	\$698,569 30	
		LIABILITIES.				
	736,648 76	Capital stock.....		736,648 76		
	397,500 00	Funded debt.....		626,500 00	229,000 00	
	237,187 46	Current liabilities.....		663,214 48	426,027 02	
	83,379 44	Profit and loss.....		126,921 72	43,542 28	
	\$1,454,715 66	Grand total.....		\$2,153,284 96	\$698,569 30	

IMPORTANT CHANGES DURING THE YEAR.

Extension from Dead Water to Landers put in operation February, 1906.

Authorized issue of \$1,500,000, 4%, 1st mortgage and refunding bonds July, 1905.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount mortgage per mile of line.
	From—	To—	Miles.	
1st mortgage 5%.....	Oakland.....	Bingham.....	41.06	\$5,350
	Main line.....	Quarry.....	1.00	
Consolidated 4%.....	Same.....	Same.....	42.06	4,101
*1st mortgage and refunding	Oakland.....	Birch Point.....	92.67	16,187

All equipment mortgaged.

*The 1st and refunding bonds, \$1,500,000 will absorb the 1st mortgage 5%, and the consolidated 4%, when they mature.

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	5	1,565	2,461 61	1 57
Station agents	8	2,504	4,719 96	1 88
Other station men.....	5	1,565	2,181 42	1 39
Enginemen.....	5	1,565	3,796 00	2 40
Firemen	4	1,252	2,228 15	1 78
Conductors	4	1,252	2,942 20	2 35
Other trainmen	7	2,191	2,704 70	1 23
Machinists	5	1,565	3,443 00	2 20
Carpenters	7	2,191	4,557 28	2 08
Other shopmen	6	1,878	3,324 06	1 77
Section foremen.....	11	1,243	2,175 25	1 75
Other trackmen	22	6,886	10,529 00	1 50
Switch tenders, crossing tenders and watchmen	2	626	939 00	1 50
All other employes and laborers.....	2	626	939 00	1 50
Total (including "general officers")	99	27,848	\$49,540 63	\$1 78
Less "general officers".....	6	939	2,800 00	2 98
Total (excluding "general officers").....	93	26,909	\$46,740 63	\$1 73
Distribution of above:				
General administration.....	11	2,504	\$5,261 61	\$2 10
Maintenance of way and structures	33	8,129	12,504 25	1 54
Maintenance of equipment.....	18	5,634	11,324 34	2 01
Conducting transportation	37	11,581	20,450 43	1 77

Number of officers receiving no compensation, 3.

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for Number passengers for mileage, car miles, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	63,256			
Number of passengers carried one mile	1,503,973			
Number of passengers carried one mile per mile of road	24,551			
Average distance carried, miles	23.78			
Total passenger revenue		43,089	27	
Average amount received from each passenger			68	552
Average receipts per passenger per mile			02	865
Total passenger earnings		50,763	36	
Passenger earnings per mile of road			826	68
Passenger earnings per train mile			88	61 081
Freight traffic:				
Number of tons carried of freight earning revenue	187,160			
Number of tons carried one mile	4,303,656			
Number of tons carried one mile per mile of road	70,252			
Average distance haul of one ton, miles	23.65			
Total freight revenue		118,397	12	
Average amount received for each ton of freight			63	260
Average receipts per ton per mile			02	755
Total freight earnings		118,397	12	
Freight earnings per mile of road			1,932	69
Freight earnings per train mile			2 06	670
Total traffic:				
Gross earnings from operation		171,588	12	
Gross earnings from operation per mile of road			2,800	98
Gross earnings from operation per train mile			1 53	845
Operating expenses		96,972	35	
Operating expenses per mile of road			1,582	96
Operating expenses per train mile			86	945
Income from operation		74,615	72	
Income from operation per mile of road			1,218	02
Car mileage, etc.:				
Mileage of passenger cars	134,179			
Average number of passenger cars per train mile	2.26			
Average number of passengers per train mile	25.58			
Average number of freight cars per train mile	9.67			
Average number of loaded cars per train mile	6.72			
Average number of empty cars per train mile	2.95			
Average number of tons of freight per train mile	75.12			
Average number of tons of freight per loaded car mile	11.19			
Average mileage operated during year	57.92			
Train mileage:				
Mileage of revenue passenger trains	54,245			
Mileage of revenue mixed trains	5,250			
Mileage of revenue freight trains	52,038			
Total revenue train mileage	111,533			
Mileage of nonrevenue trains	11,156			

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.....	500	7,633	8,133	4.35
Flour.....	147	2,380	2,477	1.32
Other mill products.....	100	273	373	.02
Hay.....	2,160	95	2,255	1.20
Tobacco.....		13	13	
Cotton.....		42	42	
Fruit and Vegetables.....	2,149	131	2,280	1.22
Canned corn.....	783		783	.04
Products of Animals:				
Live stock.....	341	308	649	.03
Dressed meats.....	203	95	298	
Other packing-house products.....	412	273	685	.03
Poultry, game and fish.....		18	18	
Wool.....	84	250	334	.01
Hides and leather.....	84	95	177	
Butter and cream.....	107		107	
Products of Mines:				
Anthracite coal.....		837	837	.04
Bituminous coal.....		24,406	24,406	13.04
Ores.....		2,759	2,759	1.47
Stone, sand and other like articles.....	2,315	503	2,818	1.51
Salt.....		115	115	
Products of Forests:				
Lumber.....	39,109	1,073	40,182	21.47
Wood and bark.....	21,667	11,523	33,190	17.73
Pulp and paper.....	48,346	568	48,914	26.13
Manufactures:				
Petroleum and other oils.....	10	656	666	.03
Sugar.....	5	369	374	.02
Iron, pig and bloom.....	115	46	161	
Other castings and machinery.....	144	861	1,005	.05
Bar and sheet metal.....		153	153	
Cement, brick and lime.....	359	2,456	2,815	1.51
Agricultural implements.....	53	271	324	1.01
Wagons, carriages, tools, etc.....	52	112	164	
Wines, liquors and beers.....	10	98	108	
Household goods and furniture.....	153	522	675	.03
Woolens and clothing.....	619	65	684	.03
Fertilizer.....	49	1,064	1,113	.06
Merchandise.....	432	2,648	3,080	1.65
Miscellaneous:				
Other commodities not mentioned above.....	1,211	2,780	3,991	2.13
Total tonnage.....	121,719	65,441	187,160	

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
			Number.	Name.	
Locomotives—owned and leased:					
Freight	5	13	13	Westinghouse .	13
Total locomotives owned and in service	5	13	13		13
Cars—owned:					
In passenger service—					
First-class cars		6	6	Westinghouse .	6
Combination cars		3	3	Westinghouse .	3
Baggage, express and postal cars		3	3	Westinghouse..	3
Total		12	12		12
In freight service—					
Box cars	1	109	109	Westinghouse..	109
Flat cars		68	51	Westinghouse..	68
Total	1	177	160		177
In company's service—					
Derrick cars		1		Hand.....	1
Caboose cars	3	7	7	Westinghouse..	7
Other road cars	1	4	4	Westinghouse .	4
Total	4	12	11		12
Total cars owned and in service		201			

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	60.26	1.00					61.26	11.00		61.26
Miles of yard track and sidings	9.40							1.00	5.45	3.95
Total mileage operated (all tracks)	69.66	1.00					61.26	12.00	5.45	65.21

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.
State of Maine.....	60.26	1.00	61.26	11.00	.....	61.26

RENEWALS OF RAILS AND TIES.

New rails laid during the year: Steel, 415 tons; 70 pounds per yard; average price at distributing point, \$34.00.

New ties laid during the year: Cedar, 12,000; average cost, 40 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Soft Wood—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.				
Passenger.....	954	.....	954	54,245	35.17
Freight.....	2,467	.....	2,467	57,288	86.13
Switching.....	336	.....	336	7,440	90.32
Construction.....	99	.....	99	3,716	53.23
Total.....	3,856	.....	3,856	122,689	62.86
Average cost at distributing point.....	\$4.00	.....	.....	.....	.....

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.			Item.	Number.	Height of lowest above surface of rail.	
		Ft. In.	Ft. In.	Ft. In.			Ft. In.	
Bridges:								
Iron.....	11	658	9	382	Overhead Highway Crossings:			
Wooden.....	5	1,518	28	556				
Total..	16	2,176			Overhead Railway Crossings: Bridges.....	1	14	
Trestles...	1	500	500	500				

Gauge of track, 4 feet, 8½ inches—61.26 miles.

TELEGRAPH.

Miles of line, 41.06; of wire, 43. Postal Telegraph Cable Company.

Report of the Washington County Railway Company for the Year Ending June 30, 1906.

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 as 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, at 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.
Lucius Tuttle	Boston, Mass	} Upon election of successors.
George F. Evans	Portland, Maine	
Joseph W. Symonds	Portland, Maine	
George A. Curran	Calais, Maine	
Samuel C. Lawrence	Medford, Mass	
George Varney	Bangor, Maine	
Wm. P. Frye	Lewiston, Maine	
Franklin A. Wilson	Bangor, Maine	
John Ware	Waterville, Maine	
William M. Marsh	Cherryfield, Maine	

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, October 18, 1905.

Address of general office, Portland, Me.

Address of operating office, Calais, Me.

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	James Asuault	Calais, Maine.
General Freight Agent	William K. Sanderson	Portland, Maine.
General Passenger Agent	Frederic E. Boothby	Portland, Maine.
Asst. General Passenger and Freight Agent	LeRoy F. Tobie	Calais, Maine.
General Baggage Agent	Horace H. Towle	Portland, Maine.
Purchasing Agent	Charles D. Barrows	Portland, Maine.
Car Accountant	Watson B. Drew	Portland, Maine.

PROPERTY OPERATED—STATE OF MAINE.

Name.	TERMINALS.		Miles of line for each class of roads named. for each road named.	Miles of line for each class of roads named.
	From—	To—		
Washington County Railway....	Calais.....	Washington Jct..	102.49	102.49
	Ayer's Junction..	Eastport.....	16.72	
	St. Croix Junction	Princeton.....	12.75	
	Woodland Jct....	Woodland.....	1.21	30.68
Total.....				133.17

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each class of roads named. for each road named.	Miles of line for each class of roads named.
	From—	To—		
Washington County Railway....	Calais.....	Washington Jct..	102.49	102.49
	Ayer's Junction..	Eastport.....	16.72	
	St. Croix Junction	Princeton.....	17.85	
	Woodland Jct ...	Woodland.....	1.21	35.78
Total.....				138.27

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.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for reorganization: Total number 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, 3½%; payable January and July. Interest: amount accrued during year, \$87,500; amount paid during year, \$87,517.50.

The entire issue may be retired and paid at par and accrued interest, by the Railway Company or any guaranties of the entire issue, on the 1st day of January, 1924, provided sixty days notice of the intention so to do be given as provided in said mortgage.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$2,500,000; interest, amount accrued during year, \$87,500.00; amount paid, \$87,517.50.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash	\$42,365 30	Loans and bills payable.....	\$50,000 00
Due from agents	9,027 61	Audited vouchers and accounts	17,170 06
Due from solvent companies and individuals.....	12,467 91	Wages and salaries	14,604 72
Total—cash and current assets	\$63,860 82	Net traffic balances due to other companies.....	1,075 62
Balance—current liabilities..	62,809 58	Matured interest coupons unpaid (including coupons due July 1,.....)	43,820 00
Total.....	\$126,670 40	Total—current liabilities.	\$126,670 40

Materials and supplies on hand, \$43,732.05.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$2,500,000; apportionment to railroads, \$2,500,000; 138.27 miles; amount per mile of line, \$18,080.

Bonds: Amount outstanding, \$2,500,000; apportionment to railroads, \$2,500,000; 138.27 miles; amount per mile of line, \$18,081.

Total: Amount outstanding, \$5,000,000; apportionment to railroads, \$5,000,000; 138.27 miles; amount per mile of line, \$36,161.

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, 138.27; amount per mile of line, \$36,161.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1905, \$4,779,831.72; cost to June 30, 1906, \$4,779,831.72; cost per mile, \$34,568.83.

Equipment: Cost to June 30, 1905, \$196,050.99; cost to June 30, 1906, \$196,050.99; cost per mile \$1,417.88.

Grand total construction, equipment, etc.: Cost to June 30, 1905, \$4,975,882.71; cost to June 30, 1906, \$4,975,882.71; cost per mile, \$35,986.71.

INCOME ACCOUNT.

Gross earnings from operation.....	\$417,727 92	
Less operating expenses.....	358,991 64	
Income from operation.....		\$58,736 28
Miscellaneous income.....		1,231 06
Total income.....		\$59,967 34
Deductions from income:		
Interest on funded debt accrued	\$87,500 00	
Taxes	2,274 79	
Total deductions from income		\$89,774 79
Deficit		\$29,807 45
Deficit from operations of year ending June 30, 1906.....		29,807 45
Deficit on June 30, 1905.....		11,344 40
		\$41,151 85
Deductions for the year		1,810 95
Deficit on June 30, 1906..		\$42,962 80

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$180,146 93		
Less repayments—			
Tickets redeemed		\$369 47	
Excess fares refunded		818 35	
Other repayments.....		709 11	
Total deductions.....		\$1,896 93	
Total passenger revenue			\$178,250 00
Mail			\$17,045 36
Express			9,840 50
Extra baggage and storage			3,695 73
Other items.....			543 10
Total passenger earnings			\$209,374 69
Freight:			
Freight revenue	\$199,604 79		
Less repayments.....			
Overcharge to shippers.....		\$1,443 70	
Total freight revenue.....			\$197,561 09
Other items.....			8,295 51
Total freight earnings.....			\$205,856 60
Total passenger and freight earnings.....			\$415,231 29
Other earnings from operation:			
Rents not otherwise provided for.....			\$2,496 63
Total gross earnings from operation—entire line.....			\$417,727 92

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel- laneous income.
Rent of real estate.....	\$128 00		\$128 06
Interest and discount.....	1,193 06		1,103 06
Total.....	\$1,231 06		\$1,123 06

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$84,927 50
Renewals of rails.....	2,368 13
Renewals of ties.....	29,853 57
Repairs and renewals of bridges and culverts.....	23,038 28
Repairs and renewals of fences, road crossings, signs and cattle guards.....	3,419 51
Repairs and renewals of buildings and fixtures.....	11,737 34
Repairs and renewals of docks and wharves.....	169 01
Stationery and printing.....	134 96
Total.....	\$155,568 30
Maintenance of equipment:	
Superintendence.....	\$2,492 63
Repairs and renewals of locomotives.....	14,198 02
Repairs and renewals of passenger cars.....	4,273 26
Repairs and renewals of freight cars.....	8,322 54
Repairs and renewals of work cars.....	1,375 25
Repairs and renewals of shop machinery and tools.....	411 79
Stationery and printing.....	128 50
Total.....	\$31,202 00
Conducting transportation:	
Superintendence.....	\$2,518 09
Engine and roundhouse men.....	27,858 47
Fuel for locomotives.....	55,941 96
Water supply for locomotives.....	1,696 13
Oil, tallow and waste for locomotives.....	1,323 40
Other supplies for locomotives.....	282 24
Train service.....	19,765 50
Train supplies and expenses.....	5,525 12
Switchmen, flagmen and watchmen.....	2,779 48
Telegraph expenses.....	3,480 59
Station service.....	19,552 47
Station supplies.....	3,422 87
Car per diem and mileage—balance.....	3,574 47
Loss and damage.....	2,856 30
Injuries to persons.....	3,914 50
Clearing wrecks.....	1,060 01
Advertising.....	1,532 92
Outside agencies.....	372 15
Rents of buildings and other property.....	517 00
Stationery and printing.....	2,606 63
Total.....	\$160,590 30
General expenses:	
Salaries of general officers.....	\$2,438 22
Salaries of clerks and attendants.....	5,969 71
General office expenses and supplies.....	616 61
Insurance.....	2,160 00
Law expenses.....	158 92
Stationery and printing (General Offices).....	287 58
Total.....	\$11,631 04
Recapitulation of expenses:	
Maintenance of way and structures.....	\$115,568 30
Maintenance of equipment.....	31,202 00
Conducting transportation.....	160,590 30
General expenses.....	11,631 04
Grand total.....	\$358,991 64

Percentage of expenses to earnings, 85.939.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$4,779,831 72	Cost of road.....		\$4,779,831 72		
	196,050 99	Cost of equipment.....		196,050 99		
	89,759 87	Cash and current assets.....		63,860 82		\$25,899 05
	28,356 87	Other assets:				
	4,186 89	Materials and supplies.....		43,732 05	\$15,375 18	
	347 36	Sundries.....		4,246 45	59 56	
	758 08	Taxes paid not accrued.....				347 36
	11,344 40	Insurance paid not accrued....		1,023 72	265 64	
		Profit and loss....		42,962 80	31,618 40	
	\$5,110,636 18	Grand total ...		\$5,131,708 55	\$21,072 37	
		LIABILITIES.				
	\$2,500,000 00	Capital stock.....		\$2,500,000 00		
	2,500,000 00	Funded debt.....		2,500,000 00		
	106,449 29	Current liabilities.....		126,670 40	\$20,221 11	
	4,186 89	Suspense account.....		4,186 89		
		Taxes accrued, not yet payable.....		851 26	851 26	
	\$5,110,636 18	Grand total ...		\$5,131,708 55	\$21,072 37	

IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

New track near Woodland, Maine, 4.83 miles, and branch track from Woodland Junction to Woodland, Maine, 1.21 miles, were put in operation.

Track abandoned near Woodland, Maine, 5.06 miles.

Mileage added, account re-measurement of Princeton branch, .75 miles.

On account of construction of paper mills and dam by the St. Croix Paper Co. at Woodland (formerly Sprague's Falls), Maine, it became necessary to abandon old track and construct a new one.

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 Junction.....	138.27	\$18,081
	Ayers Junction.....	Eastport.....		
	St. Croix Junction.....	Princeton.....		
	Woodland Junction.....	Woodland.....		

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.....	10	366	\$2,438 22	\$6 66
Other officers.....	4	1,276	5,030 00	3 94
General office clerks.....	3	1,285	2,292 50	1 78
Station agents.....	19	6,999	12,038 10	1 72
Other station men.....	16	6,195	8,633 90	1 39
Enginemen.....	13	4,489	14,581 35	3 24
Firemen.....	13	4,410	9,208 30	2 09
Conductors.....	9	3,235	9,420 51	2 91
Other trainmen.....	25	6,745	12,274 64	1 82
Machinists.....	2	737	1,732 55	2 35
Carpenters.....	24	6,756	12,098 00	1 79
Other shopmen.....	12	3,909	6,822 30	1 75
Section foremen.....	22	7,619	11,457 50	1 50
Other trackmen.....	68	21,585	29,294 05	1 36
Switch tenders, crossing tenders, and watchmen	6	2,305	3,182 15	1 38
Telegraph operators and dispatchers.....	3	1,138	2,488 55	2 19
All other employees and laborers.....	53	11,798	18,561 80	1 57
Total (including "general officers") entire line.....	302	90,847	\$161,554 42	\$1 78
Less "general officers".....	10	366	2,438 22	6 66
Total (excluding "general officers") entire line.....	292	90,481	\$159,116 20	\$1 76
Distribution of above:				
General administration.....	9	1,285	\$2,292 50	\$1 78
Maintenance of way and structures.....	142	39,621	60,101 65	1 52
Maintenance of equipment.....	47	15,393	25,159 70	1 63
Conducting transportation.....	104	34,548	74,000 57	2 14

The following general officers receive no compensation :

President, Vice-President, Clerk of Corporation, Comptroller, Treasurer, Chief Engineer, General Passenger Agent, General Freight Agent, Purchasing Agent.

These officers occupy similar positions and perform the same duties for the Maine Central Railroad Company.

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.....	311,662			
Number of passengers carried one mile.....	6,972,884			
Number of passengers carried one mile per mile of road.....	50,429			
Average distance carried, miles.....	22.37			
Total passenger revenue.....		178,250	00	
Average amount received from each passenger.....			57	193
Average receipts per passenger per mile.....			02	556
Total passenger earnings.....		209,374	69	
Passenger earnings per mile of road.....		1,514	25	
Passenger earnings per train mile.....			1	01 272
Freight traffic:				
Number of tons carried of freight earning revenue....	244,899			
Number of tons carried one mile.....	15,780,493			
Number of tons carried one mile per mile of road.....	114,128			
Average distance haul of one ton, miles.....	64.44			
Total freight revenue.....		197,561	09	
Average amount received for each ton of freight.....			80	670
Average receipts per ton per mile.....			01	252
Total freight earnings.....		205,856	60	
Freight earnings per mile of road.....		1,488	80	
Freight earnings per train mile.....			1	31 445
Total traffic:				
Gross earnings from operation.....		417,727	92	
Gross earnings from operation per mile of road.....		3,021	10	
Gross earnings from operation per train mile.....			129	062
Operating expenses.....		358,991	64	
Operating expenses per mile of road.....		2,596	31	
Operating expenses per train mile.....			1	915
Income from operation.....		58,736	28	
Income from operation per mile of road.....		424	79	
Car mileage, etc.:				
Mileage of passenger cars.....	728,873			
Average number of passenger cars per train mile.....	3.53			
Average number of passengers per train mile.....	34			
Average number of freight cars per train mile.....	10.59			
Average number of loaded cars per train mile.....	7.87			
Average number of empty cars per train mile.....	2.71			
Average number of tons of freight per train mile.....	100.76			
Average number of tons of freight per loaded car mile.....	12.80			
Average mileage operated during year.....	158.27			
Train mileage:				
Mileage of revenue passenger trains.....	167,054			
Mileage of revenue mixed trains.....	39,691			
Mileage of revenue freight trains.....	116,919			
Total revenue train mileage.....	323,664			
Mileage of nonrevenue trains.....	18,027			

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.....	2,009	9,500	11,509	4.70
Flour.....	1,206	3,688	4,894	2.00
Other mill products.....	203	2,207	2,410	.98
Hay.....	315	675	990	.40
Tobacco.....	37	56	93	.04
Cotton.....		288	288	.12
Fruit and vegetables.....	631	655	1,286	.53
Potatoes.....	2,404	30	2,434	.99
Products of Animals:				
Live stock.....	555	258	813	.33
Dressed meats.....	88	146	234	.10
Other packing house products.....	2,267	379	2,646	1.08
Poultry, Game, and Fish.....	16,493	112	16,605	6.78
Wool.....	51	1	52	.02
Hides and Leather.....	120	20	140	.06
Products of Mines:				
Anthracite coal.....		305	305	.12
Bituminous coal.....		7,227	7,227	2.95
Coke.....	2		2	
Ores.....	16		16	.01
Stone, sand and other like articles.....	29,108	814	29,922	12.21
Products of Forests:				
Lumber.....	33,739	2,010	35,749	14.60
Bark.....	2,620		2,620	1.07
Wood.....	68,031	117	68,148	27.83
Manufactures:				
Petroleum and other oils.....	85	2,929	3,014	1.23
Sugar.....	16	462	478	.20
Naval stores.....	14	15	29	.01
Iron, pig and bloom.....	53	416	469	.19
Iron and steel rails.....	64	245	309	.13
Other castings and machinery.....	972	4,237	5,209	2.13
Bar and sheet metal.....	138	2,610	2,748	1.12
Cement, brick and lime.....	479	17,702	18,181	7.42
Agricultural implements.....	671	64	735	.30
Wagons, carriages, tools, etc.....	94	131	225	.09
Wines, liquors, and beers.....	3	183	186	.08
Household goods and furniture.....	495	406	901	.37
Merchandise.....	3,603	6,416	10,019	4.09
Miscellaneous:				
Other commodities not mentioned above.....	9,615	4,398	14,013	5.72
Total tonnage—Entire line.....	176,197	68,702	244,899	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.....		6	6	Westinghouse .	6
Freight.....		6	6	Westinghouse .	6
Switching.....		1	1	Westinghouse .	1
Total locomotives owned and in service		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.....	*2	133	{ 40 Westinghouse . 93 New York Air . }	{	133
Flat cars.....		140	140	New York Air .	140
Other cars in freight service.....	*2	204			
Total	*4	475	273	.....	273
In company's service—					
Derrick cars.....		1	1	New York Air .	1
Caboose cars	2	4	{ 2 Westinghouse . 2 New York Air . }	{	4
Other road cars	2	15	10	New York Air .	10
Total	4	20	11	.....	15
Total cars owned and in service		517	310	.....	310

* 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	102.49	35.78	.....	.....	.....	.....	138.27	1.73	.....	138.27
Miles of yard track and sidings.....	11.31	3.70	.....	.....	.....	.....	15.01	1.00	.59	14.42
Total mileage operated (all tracks)	113.80	39.48	.....	.....	.....	.....	153.28	2.73	.59	152.69

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine.....	102.40	30.68	.....	.....	.....	.....	133.17	1.38	.....	133.17
New Brunswick.....	.....	5.10	.....	.....	.....	.....	5.10	.35	.....	5.10
Total..	102.49	35.78	.....	.....	.....	.....	138.27	1.73	.....	138.27

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
State of Maine.....	102.49	30.68	.....	133.17	1.38	.....	133.17
New Brunswick.....	.....	5.10	.....	5.10	.35	.....	5.10
Total mileage owned (single track)	102.49	35.78	.....	138.27	1.73	.....	138.27

RENEWALS OF RAILS AND TIES.

*New rails laid during the year, steel, 541.73 tons; weight per yard 56 pounds; average price per ton at distributing point \$17.15.

New ties laid during the year, cedar 89.150; average price at distributing point 37.3 cents. Hemlock (switch) 1,086; average price at distributing point 68.9 cents. Total number 90,236; average price at distributing point 37.7.

*New rails laid were second-hand rails purchased from the Maine Central Railroad Company.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Charcoal— bushels.	Soft wood— cords.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger	5,370.24	.....	.....	5,307.24	169,380	63.41
Freight	7,284.40	.....	.....	7,284.40	168,368	86.53
Switching	4,079.67	.....	.....	4,079.67	108,791	75.00
Construction	1,184.65	.....	.....	1,184.65	27,751	85.38
Total	17,918.96	.....	.....	17,981.96	474,290	75.56
Average cost at distributing point	\$3.36	.....	.....	\$3.36		

ACCIDENTS TO PERSONS.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES
OR CARS.

Kind of Accident.	RAILWAY EMPLOYEES.											
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Station men.		Trackmen.		Other employees		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.....		1										1
Collisions.....		1										1
Other causes.....		2										2
Total.....		4										4
Kind of Accident.	Postal clerks, express messengers, Pullman employees, etc.	OTHER PERSONS.										
		Trespassing.		Not trespassing.		Total.						
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Collisions.....			1									
Struck by trains, locomotives or cars—												
At highway crossings.....									1			1
At other points along track.....							1					1
Total.....			1				1		1			2
Summary.											Total.	
											Killed.	Injured.
Railway employes.....												4
Postal clerks, etc.....												1
Other persons.....												2
Total.....												7

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.....	16	2,043	1	27	0	468	8	Bridges.....	1	16	6
Trestles:								Overhead Railway Crossings:			
Wood ...	42	5,723	2	26	0	899	6	Bridges.....	1	16	6

Gauge of track, 4 feet, 8½ inches—138.27 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.
136.67	526.42	Western Union Telegraph Co.....	Western Union Telegraph Co.

Report of the Wiscasset, Waterville and Farmington Railroad Company for the Year Ending June 30, 1906.

[Narrow Gauge—Two Feet.]

HISTORY.

Name of common carrier making this report. Wiscasset, Waterville and Farmington Railroad Company.

Date of organization. March 29, 1901.

Organized under 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.; 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, Maine.

Address of operating office, Wiscasset, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, General Manager and Chief Engineer, Godfrey P. Farley, Wiscasset, Maine; Vice-President, Albert M. Card, Head Tide, Maine; Clerk, Treasurer and Receiver, William D. Patterson, Wiscasset, Maine; Superintendent, Samuel J. Sewall, Wiscasset, Maine.

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, 1,188.

Total: Number of shares issued and outstanding, 2,439.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.	
	Date of issue.	When due.				Rate—%.	Amount accrued during year.
*First mortgage..	July, 1901	July 1931	\$1,000,000.00	\$671,800	\$671,800	5 July & Jan.	\$33,590

*\$328,200 par value of first mortgage bonds are pledged as collateral to notes of the corporation.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$671,800 00	\$671,800 00	\$33,590 00	

RECEIVER'S CERTIFICATES.

Date issued.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Rate.
October 7, 1905.....	\$5,000 00	\$5,000 00	\$134 18	5
March 22, 1906	9,500 00	9,500 00	74 57	6
Total	\$14,500 00	\$14,500 00	\$208 75	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1906.	
Cash	\$137 50	Receiver's Certificates	\$14,500 00
Bills receivable	15,019 58	Loans and bills payable, secured by 1st mortg. bonds, as collateral	48,614 32
Due from agents	1,542 49	Audited vouchers and accounts	27,848 81
Due from solvent companies and individuals	6,038 93	Wages and salaries	2,965 74
Due from subscribers to capital stock	12,184 00	Matured interest coupons unpaid (including coupons due July 1), including on receiver's certificate	109,507 91
Total—Cash and current assets	\$34,922 50	Miscellaneous	737 08
Balance—Current liabilities	\$169,251 36	Total—current liabilities	\$204,173 86
Total	\$204,173 86	Total	\$204,173 86

Materials and supplies on hand, \$2,338.11.

 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	\$243,960 00	\$243,960 00		
Bonds	671,860 00	671,860 00		
Total	\$915,700 00	\$915,700 00	57.46	\$15,936 30

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost construction, equipment to June 30, 1905, \$923,631.95; cost to June 30 1906, \$332,493.25. Total cost per mile of line, construction, equipment, \$16,228.73.

INCOME ACCOUNT.

Gross earnings from operation	\$42,649 74	
Less operating expenses	51,417 66	
Deficit		\$8,767 92
Income from other sources		72 90
Deficit		\$8,695 02
Deductions from income:		
Interest on funded debt accrued	\$33,590 00	
Interest on interest-bearing current liabilities, etc.	331 66	
Taxes	289 05	
Total deductions from income		34,210 71
Deficit		\$42,905 73
Deficit from operations of year ending June 30, 1906		\$42,905 73
Deficit on June 30, 1905		107,211 86
Deficit on June 30, 1906		\$150,117 59

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue, including extra baggage	\$9,815 93		
Less repayments		\$3 20	
Total passenger revenue			\$9,812 73
Mall			3,752 88
Express			2,408 05
Other items			1 90
Total passenger earnings			\$16,158 66
Freight:			
Freight revenue	\$26,929 36		
Less repayments—			
Overcharge to shippers		\$438 28	
Total freight revenue			26,491 08
Total passenger and freight earnings			\$42,649 74
Total gross earnings from operation			\$42,649 74

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel- laneous income.
Proceeds of sale of fence	\$11 22		
Proceeds of sale of beef	6 00		
Proceeds of sale of oil barrels	10 66		
Proceeds of sale of old iron	22 47		
Proceeds of sale of tap s	1 65		
Rent of telephone poles	18 00		
Rent of pile driver	3 00		
Total	\$72 90		\$72 90

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$14,755 75
Renewals of ties	1,471 91
Repairs and renewals of bridges and culverts	633 37
Repairs and renewals of fences, road crossings, signs and cattle guards	218 80
Repairs and renewals of buildings and fixtures	268 01
Repairs and renewals of docks and wharves	143 83
Total	\$17,491 17
Maintenance of equipment:	
Repairs and renewals of locomotives	\$6,059 24
Repairs and renewals of passenger cars	357 89
Repairs and renewals of freight cars	702 45
Repairs and renewals of work cars	105 34
Total	\$7,224 92
Conducting transportation:	
Superintendence	\$927 50
Engine and roundhouse men	4,042 07
Fuel for locomotives	6,318 27
Water supply for locomotives	108 95
Oil, tallow and waste for locomotives	288 68
Train service	3,213 48
Train supplies and expenses	78 49
Switchmen, flagmen and watchmen	1,524 50
Station service	5,621 02
Station supplies	149 76
Loss and damage	53 96
Advertising	66 90
Rents of buildings and other property	49 05
Stationery and printing	88 60
Other expenses	354 67
Total	\$22,880 90
General expenses:	
Salaries of general officers	\$2,499 80
Salaries of clerks and attendants	294 67
General office expenses and supplies	303 20
Insurance	458 13
Law expenses	259 12
Stationery and printing (general offices)	5 75
Total	\$3,820 67
Recapitulation of expenses:	
Maintenance of way and structures	\$17,491 17
Maintenance of equipment	7,224 92
Conducting transportation	22,880 90
General expenses	3,820 67
Grand total	\$51,417 66

Percentage of expenses to earnings, 125.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 229

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$923,631 95	Cost of road.....		\$923,493 25	\$8,861 30	
	33,614 96	Cash and current assets.....		32,922 50	1,307 54	
	17 64	Other assets:				
		Materials and supplies.....		2,338 11	2,320 47	
	107,211 86	Profit and loss.....		150,117 59	42,905 73	
	\$1,064,476 41	Grand total.....		\$1,119,871 45	\$55,395 04	
		LIABILITIES.				
	\$243,900 00	Capital stock.....		\$243,900 00		
	872,860 00	Funded debt.....		671,800 00		\$1,060 00
	147,716 41	Current liabilities ..		204,171 45	56,455 04	
	\$1,064,476 41	Grand total.....		\$1,119,871 45	\$55,395 04	

IMPORTANT CHANGES DURING THE YEAR.

Receiver appointed October 7, 1905.

SECURITY FOR FUNDED DEBT.

First mortgage—entire line, 57.46 miles. Equipment all mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	368	\$2,500 00	\$6 89
Other offices.....	1	312	927 50	2 97
General office clerks ..	1	221	294 67	1 33
Station agents.....	17	5,304	4,434 02	1 83
Enginemen.....	4	1,466	2,618 86	1 78
Firemen.....	3	1,088	1,423 21	1 30
Conductors.....	3	867	1,696 63	1 75
Other trainmen.....	4	1,155	1,474 40	1 25
Other shopmen.....	2	806	1,441 92	1 78
Section foremen.....	11	3,516	4,786 75	1 36
Other trackmen.....	28	7,382	9,148 36	1 24
Switch tenders, crossing tenders and watchmen	3	1,125	1,514 25	1 34
All other employes and laborers.....	1	129	192 69	1 49
Total (including "general officers").....	79	23,839	\$32,456 26	\$1 36
Less "general officers".....	1	368	2,500 00	6 89
Total (excluding "general officers").....	78	23,471	\$29,956 26	\$1 27
Distribution of above:				
General administration.....	1	368	\$2,500 00	\$6 89
Maintenance of way and structures.....	40	11,027	14,127 80	1 28
Maintenance of equipment.....	2	806	1,441 92	1 78
Conducting transportation.....	36	11,638	14,386 54	1 23

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	29,052			
Number of passengers carried one mile.....	326,463			
Number of passengers carried one mile per mile of road	5,681			
Average distance carried, miles.....	11.06			
Total passenger revenue ..		9,812	73	
Average amount received from each passenger.....			33	742
Average receipts per passenger per mile			03	050
Total passenger earnings		16,158	66	
Passenger earnings per mile of road		281	21	
Passenger earnings per train mile.....			28	124
Freight traffic:				
Number of tons carried of freight earning revenue	27,144			
Number of tons carried one mile.....	699,836			
Number of tons carried one mile per mile of road	12,179			
Average distance haul of one ton, miles	25.77			
Total freight revenue		26,491	68	
Average amount received for each ton of freight			97	595
Average receipts per ton per mile			03	785
Total freight earnings.....		26,491	08	
Freight earnings per mile of road.....		461	04	
Freight earnings per train mile			41	892
Total traffic:				
Gross earnings from operation.....		42,649	74	
Gross earnings from operation per mile of road.....			742	26
Gross earnings from operation per train mile.....			64	208
Operating expenses		51,417	66	
Operating expenses per mile of road.....			844	94
Operating expenses per train mile			77	589
Income from operation		*8,762	92	
Train mileage:				
Mileage of revenue passenger trains.....	3,082			
Mileage of revenue mixed trains.....	54,423			
Mileage of revenue freight trains.....	8,814			
Total revenue train mileage.....	66,269			
Mileage of non-revenue trains.....	24			

* Deficit.

DESCRIPTION OF EQUIPMENT

Locomotives: Total locomotives in service, 4.
 Cars: Passengerservice—first-class, 2; Miller brake, 2; combination, 1; baggage, express and postal cars, 1; other cars in passenger service, 1; total, 6. Freight service—box cars, 31; flat cars, 37; total, 73. In company's service—caboose cars, 1; other road cars, 23; total, 24. Total cars in service, 103.

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	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, 8,544, average price at distributing point, 14 cents. Oak, 440, price, 14 cents. Cedar, 2,110, price, 11 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Total bituminous coal, 1,277 tons; miles run, 66,293; average pounds consumed per mile, 51.90; average cost at distributing point, \$4.95.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.					Ft.	In.
Bridges:									
Iron.....	1	112	8	6	2,133	Overhead Highway Crossings:			
Wooden	20	3,786	4			Bridges.....	1		
Total..	21	3,899				Overhead Railway Crossings:			
Trestles...	11	1,491	11	30	696				

Gauge of track, 2 feet—57.46 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1906.

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.; Alvah W. Sulloway, Franklin, N. H.; S. W. Junkins, York Corner, Me.

Expiration of term, October 31, 1906.

Total number of stockholders at date of last election, 86.

Date of last meeting of stockholders for election of directors, October 25, 1905.

Address of general 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 Harbor, 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, 1906.	
Cash.....	\$13,199 75	Audited vouchers and accounts.....	\$4,961 15
Bills receivable.....	20,000 00	Total—current liabilities.	4,961 15
Due from solvent companies and individuals.....	400 00	Balance—cash assets.....	34,638 60
Total—cash and current assets.....	\$39,599 75	Total.....	\$39,599 75

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, 1905, \$300,000; to June 30, 1906, \$300,000; cost per mile \$26,064.29. Equipment furnished by the Boston and Maine Railroad Company.

INCOME ACCOUNT.

Gross earnings from operation.....	\$37,756 20	
Less operating expenses.....	32,569 89	
Income from operation.....		\$5,186 31
Miscellaneous income—less expenses.....		1,485 02
Total income.....		\$6,671 33
Deductions from income:		
Taxes.....		931 46
Net income.....		\$5,739 87
Dividends, 2 per cent, common stock.....		6,000 00
Deficit from operations of year ending June 30, 1906.....		\$260 13
Surplus on June 30, 1905.....		43,714 08
Deductions for year:		\$43,463 95
Amount expended filling Brave Boat Harbor trestle ..		8,815 35
Surplus on June 30, 1906.....		\$34,638 60

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$24,684 16		
Less repayments—			
Excess fares refunded.....		\$320 00	
Total passenger revenue.....			\$24,364 16
Express			826 67
Extra baggage and storage.....			125 19
Total passenger earnings			\$25,316 02
Freight:			
Freight revenue.....	\$12,303 12		
Less repayments—			
Overcharge to shippers		\$68 34	
Total freight revenue.....			\$12,234 78
Other items, storage and miscellaneous			29 79
Total freight earnings.....			\$12,264 57
Total passenger and freight earnings..			\$37,580 59
Other earnings from operation:			
Telegraph and telephone companies.....			175 61
Total gross earnings from operation			\$37,756 20

Note: Deduct baggage storage, \$21.40; freight storage and miscellaneous, \$29.79—\$51.19, making gross transportation earnings, \$37,529.40.

MISCELLANEOUS INCOME.

Rent of lands, \$266.01; interest, \$1,219.61; total, \$1,485.02.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$6,855 61
Renewals of rails.....	665 79
Renewals of ties.....	2,060 33
Repairs and renewals of bridges and culverts.....	1,589 81
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	477 40
Repairs and renewals of buildings and fixtures.....	2,324 86
Other expenses.....	66 00
Total.....	\$13,839 80
Conducting transportation:	
Engine and roundhouse men.....	\$2,357 18
Fuel for locomotives.....	4,208 42
Water supply for locomotives.....	209 04
Oil, tallow and waste for locomotives.....	68 72
Other supplies for locomotives.....	5 87
Train service.....	2,175 25
Train supplies and expenses.....	275 74
Switchmen, flagmen, and watchmen.....	607 84
Telegraph expenses.....	483 66
Station service.....	2,506 97
Station supplies.....	136 51
Car per diem and mileage—balance.....	2,771 13
Hire of equipment—balance.....	1,989 40
Loss and damage.....	118 11
Injuries to persons.....	112 65
Advertising.....	131 63
Stationery and printing.....	220 56
Total.....	\$18,378 18
General expenses:	
General office expenses and supplies.....	62 68
Insurance.....	286 78
Other expenses.....	2 45
Total.....	\$351 91
Recapitulation of expenses:	
Maintenance of way and structures.....	\$13,839 80
Conducting transportation.....	18,378 18
General expenses.....	351 91
Grand total.....	\$32,569 89

Percentage of expenses to earnings—86.26.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,060 00	Cost of road		\$300,000 00		
	44,380 74	Cash and current assets		39,599 75		\$4,780 99
	\$344,380 74	Grand total		\$339,599 75		\$4,780 99
		LIABILITIES.				
	\$300,060 00	Capital stock		\$300,000 00		
	666 66	Current liabilities		4,961 15	\$4,294 49	
	43,714 06	Profit and loss		34,638 60		9,075 48
	\$344,380 74	Grand total		\$339,599 75		\$4,780 99

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	9			
Station agents	7	1,470	\$2,513 70	\$1 71
Other station men	5	1,075	1,526 50	1 42
Enginemen	2	348	1,213 71	3 49
Firemen	2	348	696 21	2 00
Conductors	1	215	698 75	3 25
Other trainmen	2	430	881 50	2 05
Section foremen	2	430	860 00	2 00
Other trackmen	6	1,290	1,935 00	1 50
Switch tenders, crossing tenders and watchmen	1	215	268 75	1 25
All other employees and laborers	1	215	107 50	50
Total (including "general officers")	38	6,036	\$10,701 62	\$1 78
Less "general officers"	9			
Total (excluding "general officers")	29	6,036	\$10,701 62	\$1 78
Distribution of above:				
General administration	9			
Maintenance of way and structures	6	1,720	2,795 00	\$1 63
Conducting transportation	21	4,316	7,906 62	1 83

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	227,425			
Number of passengers carried one mile	946,026			
Average distance carried, miles.....	4.13			
Total passenger revenue.....		24,364	16	
Average amount received from each passenger.....			10	713
Average receipts per passenger per mile			02	592
Total passenger earnings		25,316	02	
Passenger earnings per mile of road		2,199	48	
Passenger earnings per train mile		1	10	101
Freight traffic:				
Number of tons carried of freight earning revenue	22,891			
Number of tons carried one mile.....	106,407			
Average distance haul of one ton, miles	4.65			
Total freight revenue.....		12,234	78	
Average amount received for each ton of freight.....			53	448
Average receipts per ton per mile			11	498
Total freight earnings.....		12,264	57	
Freight earnings per mile of road.....		1,065	56	
Freight earnings per train mile.....		1	86	874
Total traffic:				
Gross earnings from operation.....		37,756	20	
Gross earnings from operation per mile of road.....		3,280	30	
Gross earnings from operation per train mile.....			1	27
Operating expenses.....		32,569	89	
Operating expenses per mile of road		2,829	70	
Operating expenses per train mile			1	10
Income from operation.....		5,186	31	
Income from operation per mile of road.....			45	059
Car mileage, etc.:				
Mileage of passenger cars	69,439			
Average number of passenger cars per train mile	3.02			
Average number of passengers per train mile.....	41			
Average number of freight cars per train mile.....	4.88			
Average number of loaded cars per train mile	3.31			
Average number of empty cars per train mile	1.57			
Average number of tons of freight per train mile.....	16.21			
Average number of tons of freight per loaded car mile	4.90			
Average mileage operated during year.....	11.51			
Train mileage:				
Mileage of revenue passenger trains	22,992			
Mileage of revenue freight trains.....	6,563			
Total revenue train mileage.....	29,555			
Mileage of nonrevenue trains	13,269			

Freight originating on the road, tons, 5,324; from connecting roads, 17,567; total , 22,891 tons.

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.....	1.08	.....	.....	.....	.....	.....	1.08	.....	.67	.41
Total mileage operated (all tracks).....	12.25	.34	.....	.....	.....	.....	12.59	.....	.67	11.92

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: Second hand, 100 ¹⁷³⁰ tons; average price per ton at distributing point, \$20.16.

NEW TIES LAID DURING THE YEAR.

Oak, 209; average price at distributing point, 35 cents. Cedar, 3,200; average price at distributing point, 57 cents. Chestnut, 214; price 48 cents. Switch, (60 feet), 25; cost, \$1.58. Total, 3,648; average price at distributing point, 56 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.	Coke—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger.....	626	.....	6	632	24,598	51.39
Freight.....	211	.....		211	6,589	64.05
Switching.....	31	.....		31	1,169	53.94
Construction.....	325	.....		325	10,468	62.09
Total.....	1,193	.....	6	1,199	42,824	56.00
Average cost at distributing point.....	\$3.16	.....	\$3.13			

ACCIDENTS.

Trainmen jumping from trains, injured 1. Other causes: stationmen injured 1, trackmen injured 1. Total 3.

BRIDGES, TRESTLES, TUNNELS, Etc.

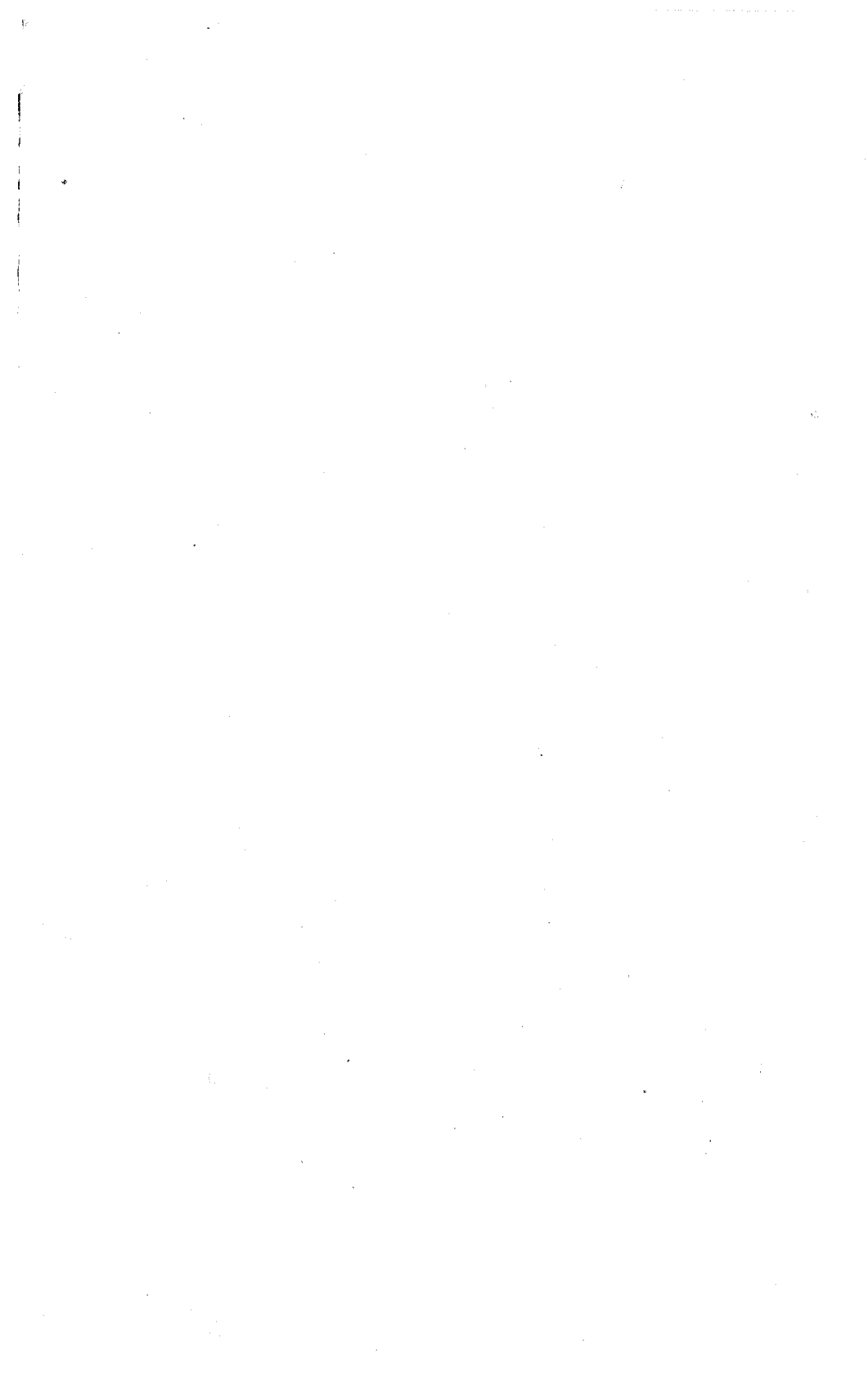
Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Wooden...	2	63	11	52				Bridges.....	1	20	6
								Trestles.....	1	19	6
Trestles...	8	1,773	11	24	772	10		Total.....	2		

Gauge of track, 4 feet, 8½ inches—11.51 miles.

TELEGRAPH.

OWNED AND OPERATED BY COMPANY MAKING THIS REPORT.

Miles to line.	Miles of wire.	Name of Owner.	Name of Operating Company.
11.17	11.17	Western Union Telegraph Co....	Western Union Telegraph Co.



STREET RAILWAY REPORTS

For the Year Ending June 30, 1906.

Report of the Atlantic Shore Line Railway for the Year Ending June 30, 1906.

INCLUDING THE OPERATION OF THE PORTSMOUTH, DOVER AND YORK STREET RAILWAY, FROM FEBRUARY 1, WHEN IT WAS PURCHASED BY THE ATLANTIC SHORE LINE RAILWAY.*

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$180,396 39	
Operating expenses.....	108,556 71	
Net earnings from operation		\$71,839 68
Miscellaneous income:		
Accrued from sinking fund.....		3,107 89
Gross income less operating expenses.....		\$74,947 57
Deductions from income:		
Taxes—		
On real and personal property	} \$2,477 63	
On capital stock.....		
On earnings.....		
Miscellaneous		
Interest—		
On funded debt.....	\$57,443 75	
On floating debt	105 00	\$60,026 38
Other deductions from income—		
Over-payment to sinking fund	150 00	60,176 38
Net income		\$14,771 19
Dividends 3% on \$285,000, preferred stock.....		17,100 00
Dividends 3% on \$285,000 preferred stock.....		
Deficit for year.....		\$2,328 81
Surplus at beginning of year.....		8,312 11
Surplus at close of year.....		\$5,983 30

* Appended to this report is a statement showing the combined earnings of the entire system for the year ending June 30, 1906.

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers	\$124,828 12	
Chartered cars	539 30	
Freight and cartage	32,023 79	
Mail	2,398 32	
Express.....	3,168 93	
Other car earnings:		
Scrap, etc., sold.....	955 18	
Baggage	1,177 09	\$165,090 73
Miscellaneous earnings—		
Advertising	\$450 00	
Rent of land and buildings.....	834 48	
Sale of power	13,909 83	
Other miscellaneous earnings:		
Eliot bridge tolls	111 35	15,305 66
Total		\$180,396 39

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track, roadway and bridges.....	\$6,316 38	
Maintenance of electric line.....	4,462 95	
Maintenance of buildings and fixtures.....	705 63	
Total		\$11,484 96
Equipment—		
Maintenance of steam plant.....	\$1,400 10	
Maintenance of electric plant, sub-stations and batteries	211 56	
Maintenance of cars.....	6,429 01	
Maintenance of electric equipment of cars	5,623 32	
Maintenance of miscellaneous equipment.....	280 24	
Miscellaneous shop expenses.....	410 19	
Total		14,354 42
Transportation:		
Operation of power plant—		
Power plant wages	\$7,854 78	
Fuel for power.....	5,745 63	
Water for power.....	384 82	
Lubricants and waste for power plant	297 40	
Miscellaneous supplies and expenses of power plant....	214 84	
Hired power	6,780 61	
Total		21,278 0
Freight expenses		9,507 86
Operation of cars—		
Superintendence of transportation	\$1,980 87	
Wages of conductors	20,290 45	
Wages of motormen	1,337 31	
Wages of miscellaneous car service employees	4,623 56	
Wages of car house employees	1,141 31	
Car service supplies	1,231 49	
Miscellaneous car service expenses	243 17	
Mail car employes	500 88	
Cleaning and sanding track.....	1,022 54	
Removal of snow and ice		
Total		32,390 58
Maintenance ferry.....		4,763 81
General—		
Salaries of general officers.....	\$3,345 80	
Salaries of clerks	3,398 10	
Printing and stationery.....	1,071 76	
Miscellaneous office expenses	2,178 77	
Advertising and attractions	685 98	
Miscellaneous general expenses	941 15	
Damages.....	639 35	
Legal expenses in connection with damages	125 00	
Rent of land and buildings.....	160 00	
Rent of crossing.....	2,231 09	
Insurance.....		
Total		14,777 00
Grand total.....		\$108,556 71

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,954,128 45	Construction and equipment		\$4,840,461 54	\$2,886,336 09	
		Current assets, as follows:				
	1,595 07	Cash		10,467 02	8,872 25	
	25,359 46	Accounts receivable		17,651 70		\$7,737 76
	4,832 48	Material and supplies		7,807 17	2,974 69	
	949 44	Prepaid accounts, insurance, taxes, etc.		1,683 66	734 22	
		Sinking and other special funds:				
	46,458 48	Sinking fund, Sanford Power Company		51,866 37	5,407 89	
	10,750 00	Sinking fund, Mousam River Railroad		11,500 00	750 00	
	\$2,044,103 38	Total		\$4,941,440 76	\$2,897,337 38	
		LIABILITIES.				
	\$285,000 00	Capital stock, preferred		\$1,000,000 00	\$715,000 00	
	900,000 00	Capital stock, common		2,000,000 00	1,100,000 00	
	816,000 00	Funded debt		1,871,000 00	1,055,000 00	
		Current liabilities as follows:				
	11,085 17	Loans and notes payable		6,000 00		5,085 17
	20,618 60	Accounts payable		43,477 84	22,859 24	
		Accrued liabilities as follows:				
	3,987 50	Interest on funded debt accrued and not yet due		13,701 25	9,713 75	
		Miscellaneous interest accrued and not yet due		105 00	105 00	
		Rentals accrued and not yet due		105 15	105 15	
		Miscellaneous (specifying same) accrued accident fund		1,068 22	1,068 22	
	\$7,412 11	Surplus		5,983 30		\$1,428 81
	\$2,044,103 38	Total		\$4,941,440 76	\$2,897,337 38	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization		\$159 85		
Engineering and superintend- ence.....		2,519 41		
Right of way		807 72		
Track and roadway construct- tion		19,491 15		
Electric line construction.....		3,269 27		
Real estate used in operation of road		149 50		
Buildings and fixtures used in operation of road		8,702 71		
Investment real estate.....		60,000 00		
Power plant equipment		3,366 96		
Shop tools and machinery		498 21		
Cars.....		8,505 31		
Electric equipment of cars		7,668 90		
Miscellaneous equipment.....		181 43		
Interest and discount		4,500 00		
Miscellaneous.....		1,172 02		
Cost of property	\$1,954,128 45	2,765,343 65		
Total	\$1,954,128 45	\$2,886,336 09		\$4,840,464 54

Cost of construction and equipment per mile of road owned, \$68,053.82.

CAPITAL STOCK AND FUNDED DEBT.
CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Preferred, 1st				\$700,000 00		
Preferred, 2d				300,000 00		
Common				2,000,000 00		
Total				\$3,000,000 00		

Total number of stockholders, 289. Total number of stockholders in this state, 25. Amount of stock held in this state, \$284,600.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding	INTEREST.	
						Rate.	When payable. Accrued during year.
Atlantic Shore Line Railway	April, 1906.....	20	April, 1926.....		\$300,000 00	4	Oct. and Apr...
Sanford and Cape Porpoise Railway	1st mortgage.....		July, 1928.....		246,000 00	5	Jan. and July..
Mousam River Railway			December, 1912.....		59,000 00	6	June and Dec..
Atlantic Shore Line Railway			January, 1924.....		120,000 00	5	Jan. and July..
Atlantic Shore Line Railway, consolidated.....	April, 1904.....		October, 1934.....		361,500 00	5	Oct. and Apr..
Sanford Power Company	January, 1888.....		July, 1908.....		74,500 00	5	Jan. and July..
Portsmouth, Kittery and York Street Railway.....	March, 1897.....	20	1917.....		200,000 00	6	Sept. and Mar..
Portsmouth, Dover and York Street Railway.....	1903.....	20	1923.....		450,000 00	4½	June and Dec..
Portsmouth, Dover and York Street Railway.....	2d mortg. 1905.....	20	1925.....		60,000 00	5	June and Dec..
Total					\$1,871,000 00		

Per mile of single track owned, 75.021 miles. Capital stock outstanding, \$39,988.80. Funded debt outstanding, \$24,939.68.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track)	71.127	2.783	.....	73.91
Total length of main track	71.127	2.783	.....	73.91
Length of sidings and turnouts	3.894	.11	.....	4.004
Total computed as single track	75.021	2.893	.....	77.914
Railway located outside of Maine .....	.....	2.893	.....	2.893

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	18	.....	18
Open passenger cars	26	.....	26
Total passenger cars.....	44	.....	44
Freight cars.....	.....	10	10
Mail cars	1	.....	1
Work cars.....	.....	9	9
Snow plows .....	.....	5	5
Miscellaneous:			
Freight motors	3	.....	3
Ferry boat .....	.....	.....	1
Steamer .....	.....	.....	1
Total.....	48	24	74

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	667,173
Freight, mail, and express car mileage	3,224
Total car mileage	670,402
Passenger car hours	66,243
Freight, mail, and express car hours	1,520
Total car hours	738,165
Fare passengers carried	2,496,562
Transfer passengers carried	310,287
Total passengers carried	2,806,849
Average fare, revenue passengers .....	.05
Average fare, all passengers (including transfer passengers) .....	.0445
Car earnings per car mile .....	.247
Miscellaneous earnings per car mile .....	.023
Gross earnings per car mile .....	.27
Car earnings per car hour .....	.223
Miscellaneous earnings per car hour .....	.0207
Gross earnings per car hour .....	.244
Operating expenses per car mile .....	.157
Operating expenses and taxes per car mile .....	.161
Operating expenses per car hour .....	.147
Operating expenses and taxes per car hour .....	.15
Operating expenses per cent of gross earnings	60.1
Operating expenses and taxes per cent of gross earnings	61.5
Average number of employes, including officials, during year	175
Aggregate amount of salaries and wages paid	\$71,059 69

CORPORATE NAME AND ADDRESS OF COMPANY.

Atlantic Shore Line Railway, Sanford, Maine.

OFFICERS OF THE COMPANY.

President, E. M. Goodall, Sanford, Me.; Vice-President, I. L. Meloan, 30 Pine St., New York, N. Y.; Secretary, F. J. Allen, Sanford, Me.; Treasurer, L. B. Goodall, Sanford, Me.; Auditor, F. S. Donnell, 53 State St., Boston, Mass.; General Manager, G. A. Murch, Kennebunkport, Me.

DIRECTORS OF THE COMPANY.

E. B. Goodall, Sanford, Me.; I. L. Meloan, 30 Pine St., New York, N. Y.; F. J. Allen, Sanford, Me.; L. B. Goodall, Sanford, Me.; Frank F. Copewall, Boston, Mass.; F. S. Donnell, 53 State St., Boston, Mass.; Geo. B. Goodall, Sanford, Me.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, second Tuesday in August.

STATE OF MAINE, }
COUNTY OF YORK, } ss.

Personally appeared before me Ernest M. Goodall, President, and Geo. A. Murch, General Manager of the Atlantic Shore Line Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

ERNEST M. GOODALL, President.
GEO. A. MURCH, General Manager.

Sworn and subscribed to before me this 20th day of September, A. D. 1906.

EDWARD E. HUSSEY,

[Seal]

Notary Public.

Combined Statement of Earnings and Expenses for the Portsmouth, Dover & York Street Railway for Seven Months, from July 1, 1905 to January 31, 1906, and the Atlantic Shore Line Railway from July 1, 1905 to June 30, 1906.

THE ATLANTIC SHORE LINE FIGURES INCLUDE THE FORMERLY PORTSMOUTH DOVER & YORK STREET RAILWAY FROM FEBRUARY 1ST TO JUNE 30TH.

Gross earnings from operation:			
Car earnings—			
Portsmouth, Dover & York (7 months).....	\$102,953 49		
Atlantic Shore Line	165,090 73		
Total.....			\$268,044 22
Miscellaneous earnings—			
Portsmouth, Dover & York (7 months)....	\$559 18		
Atlantic Shore Line	15,305 66		
Total			15,864 84
Miscellaneous income—			
Atlantic Shore Line,			
Interest accrued from sinking fund			3,107 89
Total earnings, combined roads			\$287,016 95

COMBINED STATEMENT OF EARNINGS AND EXPENSES—CONCLUDED.

Operating expenses:			
Maintenance way and structure—			
Portsmouth, Dover & York.....	\$5,103 67		
Atlantic Shore Line.....	11,484 96		
Total		\$16,588 03	
Maintenance of equipment—			
Portsmouth, Dover & York.....	\$5,125 91		
Atlantic Shore Line.....	14,354 42		
Total		19,480 33	
Operation power plant—			
Portsmouth, Dover & York.....	\$15,505 64		
Atlantic Shore Line.....	21,278 08		
Total		36,783 72	
Operation of cars—			
Portsmouth, Dover & York.....	\$15,585 32		
Atlantic Shore Line.....	32,390 58		
Total		47,975 90	
General expense—			
Portsmouth, Dover & York.....	\$8,555 56		
Atlantic Shore Line.....	14,777 00		
Total		23,332 56	
Maintenance of ferry—			
Portsmouth, Dover & York.....	13,077 25	13,077 25	
Freight service—			
Atlantic Shore Line.....	9,507 86	9,507 86	
Total operating expenses			\$166,745 65
Net earnings			\$120,271 30
Deductions from income:			
Taxes—			
Portsmouth, Dover & York.....	\$1,030 00		
Atlantic Shore Line.....	2,477 63		
Total		\$3,507 63	
Interest on funded debt—			
Portsmouth, Dover & York.....	\$20,562 50		
Atlantic Shore Line.....	57,443 75		
Total		78,006 25	
Interest on notes—			
Portsmouth, Dover & York.....	\$274 40		
Atlantic Shore Line.....	105 00		
Total		379 40	
Overpayment to sinking fund.....			
		150 00	
Total deductions			82,043 28
Net income			\$38,228 02
Dividends paid:			
Atlantic Shore Line.....			17,100 00
Surplus for the year, combined roads			\$21,128 02

Percentage operating expense to gross receipts, 58.73.

**Report of the Auburn and Turner Railroad Company from
November 4, 1905 to June 30, 1906.**

Gross earnings from operation.....	\$14,350 73	
Operating expenses.	8,861 92	
Net earnings from operation.....		\$5,488 81
Gross income less operating expenses.....		\$5,488 81
Deductions from income:		
Interest on funded debt.....		3,125 00
Surplus for year.....		\$2,363 81

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers.....	\$10,381 20	
Freight.....	3,416 06	\$13,797 26
Miscellaneous earnings—		
Advertising.....	\$50 00	
Rent of equipment.....	503 47	553 47
Total.....		\$14,350 73

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....		\$32 52
Equipment—		
Maintenance of electric plant.....	\$81 68	
Maintenance of cars.....	26 15	
Total.....		107 83
Transportation:		
Operation of power plant—		
Power plant wages.....	\$962 58	
Hired power.....	3,479 30	
Total.....		4,461 88
Operation of cars—		
Wages of conductors.....	\$1,072 15	
Wages of motormen.....	906 96	
Wages of miscellaneous car service employees.....	26 33	
Wages of car house employees.....	9 00	
Cleaning and sanding track.....	18 01	
Removal of snow and ice.....	54 77	
Total.....		2,087 72
General:		
Salaries of general officers.....	\$1,077 89	
Salaries of clerks.....	84 67	
Printing and stationery.....	5 80	
Miscellaneous office expenses.....	16 01	
Miscellaneous general expenses.....	30 37	
Rent of tracks and terminals.....	581 10	
Insurance.....	373 33	
Total.....		2,171 97
Grand total.....		\$8,861 92

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1906).

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equipment		\$224,784 50		
		Current assets, as follows:				
		Cash		1,943 83		
		Accounts receivable		233 31		
		Material and supplies		215 50		
		Prepaid accounts		186 67		
		Total		\$227,363 81		
		LIABILITIES.				
		Capital stock, preferred		\$35,000 00		
		Capital stock, common		65,000 00		
		Funded debt		125,000 00		
		Surplus		2,363 81		
		Total		\$227,363 81		

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization	\$5,840 88			
Engineering and superintendence	7,860 07			
Track and roadway construction	129,241 93			
Electric line construction	23,945 56			
Real estate used in operation of road	285 00			
Buildings and fixtures used in operation of road	7,392 71			
Power plant equipment	17,905 73			
Cars	18,118 95			
Electric equipment of cars	13,408 41			
Interest and discount	785 22			
Total	\$224,784 50			

Cost of construction and equipment per mile of road owned, 24,976 05.

CAPITAL STOCK AND FUNDED DEBT.
CAPITAL STOCK.

Description.	Total par value authorized	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Preferred.....	\$35,000 00	350	\$100 00	\$35,000 00	.....	.....
Common.....	65,000 00	650	100 00	65,000 00	.....	.....
Total.....	\$100,000 00	1,000	\$100 00	\$100,000 00		

Total number of stockholders, 88. Total number of stockholders in this state, 83. Amount of stock held in this state, \$15,900.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of Maturity.	Amount Authorized.	Amount outstanding.	INTEREST.	
						Rate.	When payable. Accrued during year.
20 year gold bonds.....	June 2, 1905.....	20	June 1, 1925.....	\$125,000 00	\$125,000 00	5	Jan. and July.. \$3,125 00
Total.....				\$125,000 00			

Per mile of single track owned, 9 miles. Capital stock outstanding, \$11,111.00. Funded debt outstanding, \$13,889.00. Total, \$15,000.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under track-age rights.	Total operated.
Length of road (first main track).....	8.50	.....	3.50	12.00
Total length of main track	8.50	.....	3.50	12.00
Length of sidings and turnouts .....	.50	.....		.50
Total computed as single track	9.00	.....	3.50	12.50

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	2	.....	2
Open passenger cars.....	2	.....	2
Total passenger cars.....	4	.....	4
Freight cars—box	1	.....	5
motor flat	1	.....
trailers, flat.....		3	
Work cars.....		1	1
Snow plows.....	1	.....	1
Total	7	4	11

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	69,860
Freight, mail and express car mileage	10,890
Total car mileage.....	80,250
Passenger car hours.....	3,824
Freight, mail and express car hours.....	728
Total car hours	4,552
Fare passengers carried	57,672
Total passengers carried	57,672
Average fare, revenue passenger.....	\$0.18
Car earnings per car mile.....	.1719
Miscellaneous earnings per car mile .....	.0069
Gross earnings per car mile .....	.1788
Car earnings per car hour	3.031
Miscellaneous earning per car hour .....	.121
Gross earnings per car hour.....	3.152
Operating expenses per car mile .....	.1103
Operating expenses per car hour.....	1.9459
Operating expenses per cent of gross earnings	61.7
Average number of employes, including officials, during year.....	11
Aggregate amount of salaries and wages paid	\$4,373.21

CORPORATE NAME AND ADDRESS OF COMPANY.

Auburn and Turner Railroad Company, Turner, Me.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Chartered under a special act of the Legislature, approved February 11, 1903. Certificate approving organization of corporation and acceptance of charter, July 23, 1904. Commenced construction August 22, 1904. Commenced operation November 4, 1905.

OFFICERS OF THE COMPANY.

President, Frank W. Dana, Boston, Mass.; Vice-President, Harry Manser, Auburn, Me.; Secretary, A. L. Kavanagh, Lewiston, Me.; Treasurer, Edgar S. Hill, 510 Tremont Building, Boston, Mass.; Auditor, Jessie D. Dana, St. Louis, Mo.; General Manager and Superintendent, H. B. Potter, Turner, Me.

DIRECTORS OF THE COMPANY.

Frank W. Dana, Boston, Mass.; Harry Manser, Auburn, Me.; A. L. Kavanagh, Lewiston, Me.; Edgar S. Hill, Boston, Mass.; Jessie D. Dana, St. Louis, Mo.; E. L. Bradford, Auburn, Me.; F. C. Farr, Lewiston, Me.

Date of close of fiscal year, June 30, 1906. Date of stockholders' annual meeting, December 1, 1905.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

Personally appeared before me Edgar S. Hill, Treasurer of the Auburn and Turner Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of his knowledge and belief.

EDGAR S. HILL.

Sworn and subscribed before me, this 13th day of November, A. D. 1906.

FRANK W. DANA.

[Seal]

Notary Public.

STATE OF MAINE, }
COUNTY OF ANDROSCOGGIN, } ss.

Personally appeared before me Henry B. Potter, General Manager and Superintendent of the Auburn and Turner Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of his knowledge and belief.

HENRY B. POTTER.

Sworn and subscribed before me, this 15th day of November, A. D. 1906.

HARRY MANSER,

Justice of the Peace.

**Report of the Augusta, Winthrop and Gardiner Railway for
the Year Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$103,481 73	
Operating expenses.....	62,054 91	
Net earnings from operation.....		\$41,426 82
Miscellaneous income:		
Vending machines.....		114 51
Gross income less operating expenses.....		\$41,541 33
Deductions from income:		
Taxes—		
On real and personal property.....	\$234.04	
State.....	621 25	
Interest—		
On funded debt.....	17,860.33	
On floating debt.....	4,293.94	23,009 56
Net income.....		\$18,531 77
Deductions from net income:		
Dividends 2% \$300,000 common stock.....		6,000 00
Surplus.....		\$12,531 77
Surplus at beginning of year.....		31,804 40
Surplus at close of year.....		\$44,336 17

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers.....	\$98,629 00	
Freight.....	1,495 78	
Mail.....	922 56	
Express.....	1,802 85	\$102,850 19
Miscellaneous earnings:		
Advertising.....	400 00	
Sale of power.....	231 54	631 54
Total.....		\$103,481 73

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$9,391 35	
Maintenance of electric line.....	1,368 49	
Maintenance of buildings and fixtures.....	384 33	
Total.....		\$11,144 17
Equipment—		
Maintenance of steam plant.....	758 48	
Maintenance of electric plant.....	169 54	
Maintenance of cars.....	3,141 19	
Total.....		4,069 21
Transportation:		
Operation of power plant—		
Power plant wages.....	\$4,408 79	
Fuel for power.....	11,780 84	
Lubricants and waste for power plant.....	282 10	
Miscellaneous supplies and expense of power plant.....	124 96	
Total.....		16,596 69
Operation of cars—		
Wages of conductors.....	\$6,961 90	
Wages of motormen.....	6,961 90	
Wages of express car.....	1,023 37	
Wages of car house employees.....	3,278 91	
Miscellaneous car service expenses.....	2,649 17	
Cleaning cars, and pay of Watchman.....	730 00	
Removal of snow and ice.....	823 52	
Total.....		22,428 77
General:		
Salaries of general officers and clerks.....	\$2,385 71	
Printing and stationery.....	500 00	
Miscellaneous office expenses.....		
Miscellaneous general expenses.....	1,679 29	
Park expenses.....	700 00	
Insurance.....	2,351 07	
Total.....		\$7,816 07
Grand total.....		\$62,054 91

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		Assets.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$807,384 42	Construction and equipment		\$813,537 29	\$6,152 87	
		Current Assets, as follows:				
	10,345 13	Cash	\$8,055 88			\$2,289 25
	535 12	Accounts receivable	511 87			23 25
	10,787 04	Material and supplies	12,027 38		1,240 34	
	615 43	Prepaid accounts insurance.....	583 23	21,178 36		32 20
	\$829,667 14	Total.....		\$834,715 65	\$5,048 51	
		LIABILITIES.				
	\$500,000 00	Capital stock, common.....	\$300,000 00			
	401,500 00	Funded debt.....	\$28,500 00	\$728,500 00	\$27,000 00	
		Current liabilities as follows:				
	84,150 00	Loans and notes payable.....	50,190 08			\$33,960 00
	2,614 31	Accounts payable.....	1,346 47			1,467 84
	275 00	Matured interest on funded debt unpaid..	205 00	51,741 47		70 00
		Accrued liabilities as follows:				
	7,559 88	Interest on funded debt accrued and not yet due...	9,087 50		1,227 62	
	1,263 55	Miscellaneous interest accrued and not yet due.....	1,050 51	10,138 01		213 04
	31,804 40	Surplus		\$44,336 17	\$12,531 77	
	\$829,667 14	Total.....		\$834,715 65	\$5,048 51	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Right of way.....		\$100 00		
Track and roadway construction		1,442 06		
Electric line construction		108 68		
Cars.....		2,220 87		
Electric equipment of cars....		2,025 07		
Miscellaneous equipment		256 69		
Total.....	\$807,384 42	\$6,152 87		\$813,537 29

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of Shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount
Common	\$300,000 00	3,000	\$100 00	\$300,000 00	2	\$6,000 00

Total number of stockholders, 21. Total number of stockholders in this state, 21. Amount of stock held in this state, \$300,000.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of maturity.	Amount authorized.	Amount outstanding	INTEREST.	
						Rate.	When payable. Accrued during year.
Augusta, Hallowell and Gardiner R. R., 1st mortg.	1890	20	1910		\$10,500 00	6	Jan. & July ... \$630 00
Augusta, Hallowell and Gardiner Railroad.....	1901	50	1951	\$250,000 00	239,500 00	4	Jan. & July ... 9,580 00
Augusta, Winthrop and Gardiner Ry., 1st mortg. ...	1902	50	1952	150,000 00	96,000 00	4	Jan. & July ... 3,525 33
Augusta, Winthrop and Gardiner Ry., gen. mortg. ..	1905	30	1935	125,000 00	82,500 00	5	Jan. & July ... 4,125 00
Total.....				\$525,000 00	\$428,500 00		\$17,860 33

Per mile of single track owned, 27,909 miles Capital stock outstanding, \$10,749.22. Funded debt outstanding, \$15,352.78. Total \$26,102.78.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under track-age rights.	Total operated.
Length of road (first main track).....	26.665			26.665
Total length of main track	26.665			
Length of sidings and turnouts	1.244			
Total computed as single track.....	27.909			

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	12		12
Open passenger cars.....	11		11
Combination closed and open passenger cars.....	1		1
Total passenger cars.....	24		24
Express cars	1		
Work cars.....	3	2	
Snow plows.....	3		
Miscellaneous	5	5	
Total.....	36	7	

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	437,296
Freight, mail and express car mileage.....	24,536
Total car mileage.....	461,832
Fare passengers carried	2,059,236
Transfer passengers carried	26,783
Total passengers carried	2,086,019
Average fare, revenue passengers.....	.047
Car earnings per car mile.....	.2227
Miscellaneous earnings per car mile.....	.0013
Gross earnings per car mile.....	.2240
Operating expenses per cent of gross earnings	59.90
Average number of employes, including officials, during year.....	50
Aggregate amount of salaries and wages paid.....	\$33,932.94

CORPORATE NAME AND ADDRESS OF COMPANY.

Augusta, Winthrop and Gardiner Railway, Augusta, Me.

OFFICERS OF THE COMPANY.

President, J. Manchester Haynes, Augusta, Me.; Secretary, H. M. Heath, Augusta, Me.; Treasurer and General Manager, Geo. E. Macomber, Augusta, Me.; Superintendent, L. F. Taylor, Augusta, Me.

DIRECTORS OF THE COMPANY.

J. Manchester Haynes, Augusta, Me.; Geo. E. Macomber, Augusta, Me.; John F. Hill, Augusta, Me.; Thos. J. Lynch, Augusta, Me.; Fred G. Kinsman, Augusta, Me.; Fred S. Thorne, Gardiner, Me.; Percy V. Hill, Augusta, Me.; Chas. A. Milliken, Augusta, Me.; M. V. B. Chase, Augusta, Me.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting first Monday after July 4th.

STATE OF MAINE, { ss.
COUNTY OF KENNEBEC, }

Personally appeared before me Geo. E. Macomber, Treasurer, and L. F. Taylor Superintendent, of the Augusta, Winthrop and Gardiner Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

GEO. E. MACOMBER,

L. F. TAYLOR.

Sworn and subscribed before me, this 16th day of July, A. D. 1906.

EUGENE C. CARLL,

Justice of the Peace.

**Report of the Bangor and Northern Railroad Company, from
July 29, 1905 to January 31, 1906, (Six months).**

INCOME ACCOUNT FOR SIX MONTHS, ENDING JANUARY 31, 1906.

Gross earnings from operation	\$20,715 86	
Operating expenses	14,602 41	
Net earnings from operation		\$6,113 45
Gross income less operating expenses		\$6,113 45
Deductions from income:		
Taxes—		
On real and personal property	\$171 78	
Interest—		
On floating debt.....	1,971 92	2,143 70
Net income		\$3,969 75
Surplus for the six months		\$3,969 75
Surplus at close of six months.....		\$3,969 75

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$10,961 19	
Chartered cars	20 00	
Freight.	9,162 89	
Mail	505 56	\$20,649 64
Miscellaneous earnings		66 22
Total		\$20,715 86

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$326 38	
Maintenance of electric line.....	452 29	
Maintenance of buildings and fixtures.....	773 60	
Total		\$1,552 27
Equipment—		
Maintenance of steam plant.....	\$56 09	
Maintenance of electric plant.....	347 77	
Maintenance of cars.....	679 69	
Maintenance of electric equipment of cars.....	790 86	
Maintenance of miscellaneous equipment.....	52 33	
Miscellaneous shop expenses.....	20 67	
Total		1,947 41
Transportation:		
Operation of power plant—		
Power plant wages	\$220 80	
Hired power	3,298 29	
Total		3,519 09
Operation of cars—		
Superintendence of transportation	\$354 72	
Wages of conductors	965 30	
Wages of motormen	975 19	
Wages of miscellaneous car service employees	2,721 25	
Wages of car house employees	105 25	
Car service supplies	70 26	
Miscellaneous car service expenses	327 75	
Removal of snow and ice	324 67	
Total		5,844 39
General—		
Salaries of general officers.....	\$187 51	
Salaries of clerks	154 79	
Printing and stationery	240 00	
Miscellaneous office expenses.....	2 20	
Stores expenses.....	118 93	
Advertising and attractions.....	290 58	
Miscellaneous general expenses	72 00	
Damages.....	43 90	
Miscellaneous legal expenses	12 51	
Rent of land and buildings.....	254 03	
Rent of tracks and terminals.....	362 40	
Insurance.....		
Total		1,739 25
Grand total.....		\$14,602 41

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business January 31, 1906.)

JUNE 30, 1905.		ASSETS.	JANUARY 31, 1906.		YEAR ENDING JAN. 31, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equipment	\$187,939 24	\$187,939 24		
		Current assets, as follows:				
		Cash	25,835 46			
		Accounts receivable	166 88			
		Material and supplies	1,698 51			
		Prepaid accounts	471 90	28,172 75		
		Total		\$216,111 99		
		LIABILITIES.				
		Capital stock, common		\$150,000 00		
		Current liabilities as follows:				
		Accounts payable		61,859 66		
		Accrued liabilities as follows:				
		Taxes accrued and not yet due		282 58		
		Surplus		3,969 75		
		Total		\$216,111 99		

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to July 29, 1905.	Additions during year.	Deductions during year.	Total cost to January 31, 1906.
Track and roadway construction		\$12,126 53		
Electric line construction		3,733 48		
Real estate used in operation of road		16,000 00		
Power plant equipment		5,029 74		
Miscellaneous equipment		1,117 39		
Total	\$149,932 10	\$38,007 14		\$187,939 24

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common.....	\$150,000 00	1,500	\$100	\$150,000 00		

Total number of stockholders, 5. Total number of stockholders in this state, 5. Amount of stock held in this state, \$150,000.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track)	26.25		.25	26.50
Total length of main track	26.25		.25	26.50
Length of sidings and turnouts	1.83			
Total computed as single track	28.08		.25	28.33

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	2		2
Open passenger cars	1		1
Combination closed and open passenger cars	2		2
Total passenger cars	5		5
Freight cars	3	20	23
Snow plows	1		1
Total	9	20	29

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	58,204
Freight, mail and express car mileage	33,079
Total car mileage	91,283
Passenger car hours	4,840
Freight, mail and express car hours	3,922
Total car hours	8,762
Fare passengers carried	45,189
Total passengers carried	45,189
Average fare, revenue passengers .....	.242
Car earnings per car mile .....	.215
Miscellaneous earnings per car mile .....	.001
Gross earnings per car mile .....	.216
Car earnings per car hour	2.35
Miscellaneous earning per car hour .....	.007
Gross earnings per car hour	2.357
Operating expenses per car mile .....	.159
Operating expenses and taxes per car mile .....	.161
Operating expenses per car hour	1.66
Operating expenses and taxes per car hour	1.68
Operating expenses per cent of gross earnings	70.4
Operating expenses and taxes per cent of gross earnings	71.3
Average number of employes, including officials, during year	40
Aggregate amount of salaries and wages paid	\$12,945.12

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers	2	2
Others	1	1
Total	3	3

CORPORATE NAME AND ADDRESS OF COMPANY.

Bangor and Northern Railroad Company, Bangor, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Charter approved March 15, 1905, organized for the purpose of purchasing the property, rights and franchises owned by the Penobscot Central Railroad Company, formerly the Penobscot Central Railway Company.

OFFICERS OF THE COMPANY.

President, John R. Graham, Bangor, Me.; Vice-President, C. F. Woodard, Bangor, Me.; Secretary, E. C. Ryder, Bangor, Me.; Treasurer, Fred D. Oliver, Bangor, Me.; Superintendent, W. H. Snow, Bangor, Me.

DIRECTORS OF THE COMPANY.

John R. Graham, Bangor, Me.; F. A. Wilson, Bangor, Me.; C. F. Woodard, Bangor, Me.; H. C. Chapman, Bangor, Me.; C. D. Stanford, Bangor, Me.

Date of close of fiscal year, June 30, 1906. Date of stockholders' annual meeting second Tuesday in August.

STATE OF MAINE, }
COUNTY OF PENOBSCOT, } ss.

Personally appeared before me John R. Graham, President, and Fred D. Oliver, Treasurer of the Bangor and Northern Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, from July 29, 1905, to January 31, A. D. 1906, according to the best of their knowledge and belief.

JOHN R. GRAHAM.
FRED D. OLIVER.

Sworn and subscribed before me this 29th day of September, A. D. 1906.

E. C. RYDER,
Justice of the Peace.

**Report of the Bangor Railway and Electric Company for the
Year Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$225,052 16	
Operating expenses.....	130,051 96	
Net earnings from operation		\$95,000 20
Miscellaneous income:		
Interest on deposits	\$4,309 16	
Income from securities owned.....	1,550 00	
Other miscellaneous income:		
Light and power department	53,057 75	
Water department.....	19,640 22	78,557 13
Gross income less operating expenses.....		\$173,557 33
Deductions from income:		
Taxes—		
On real and personal property	\$8,975 20	
On capital stock.....	50 00	
	9,025 20	
Interest—		
On funded debt.....	\$75,208 34	
On floating debt	266 65	
	75,474 99	
Other deductions from income—		
Rent of water power	6,800 00	
		91,300 19
Net income		\$82,257 14
Deductions from net income:		
Reserve for renewals and depreciation	\$18,003 78	
Dividends on \$999,968, July 1, 1905 to January 1, 1906, } common stock		74,202 18
Dividends 5% on \$250,000, January 1, 1906, to July 1, 1906, } common stock.....	\$56,198 40	
Surplus for the year		\$8,054 96
Surplus at beginning of year.....	\$3,104 11	
Profit or loss adjustments during year:		
Credits—Interest.....	41 54	
Debits—Discount allowed light and power customers.....	707 41	2,438 24
Surplus at close of year.....		\$10,493 20

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers	\$206,843 80	
Chartered cars	424 00	
Freight.....	8,771 48	
Mail	831 03	\$216,875 31
Miscellaneous earnings—		
Advertising	\$650 00	
Rent of land and buildings.....	1,196 68	
Sale of power	3,617 06	
Other miscellaneous earnings:		
Sale of gravel, etc.....	2,713 11	8,176 85
Total		\$225,052 16

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$6,948 77	
Maintenance of electric line.....	2,322 83	
Maintenance of buildings and fixtures.....	427 65	
Total.....		\$9,699 25
Equipment—		
Maintenance of steam plant.....	\$1,486 89	
Maintenance of electric plant.....	2,960 02	
Maintenance of water power plant.....	4,238 80	
Maintenance of cars.....	7,046 78	
Maintenance of electric equipment of cars.....	6,171 84	
Maintenance of miscellaneous equipment.....	1,260 48	
Miscellaneous shop expenses.....	1,414 76	
Total.....		24,579 57
Transportation:		
Operation of power plant—		
Power plant wages.....	\$6,609 62	
Fuel for power.....	4,434 56	
Lubricants and waste for power plant.....	224 19	
Miscellaneous supplies and expenses of power plant.....	411 64	
Total.....		11,680 01
Operation of cars —		
Superintendence of transportation.....	\$3,025 71	
Wages of conductors.....	18,539 55	
Wages of motormen.....	18,525 40	
Wages of miscellaneous car service employees.....	4,300 38	
Wages of car house employees.....	3,428 26	
Car service supplies.....	1,115 55	
Miscellaneous car service expenses.....	2,200 76	
Cleaning and sanding track.....	1,239 17	
Removal of snow and ice.....	1,693 53	
Total.....		54,068 31
General:		
Salaries of general officers.....	\$6,719 34	
Salaries of clerks.....	2,499 82	
Printing and stationery.....	713 71	
Miscellaneous office expenses.....	1,283 16	
Stores expenses.....	494 05	
Stable expenses.....	282 31	
Advertising and attractions.....	5,314 99	
Miscellaneous general expenses.....	2,517 98	
Damages.....	5,558 97	
Miscellaneous legal expenses.....	187 17	
Rent of land and buildings.....	1,463 23	
Insurance.....	3,010 09	
Total.....		\$39,024 82
Grand total.....		\$130,051 96

BANGOR RAILWAY AND ELECTRIC COMPANY.

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COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,345,751 06	Construction and equip- ment.....		\$2,680,871 62	\$335,120 56	
	15,300 00	Other perma- nent invest- ments as fol- lows:				
		Stocks and bonds of other companies		15,300 00	1 00	
		Current assets, as follows:				
\$164,795 19		Cash	\$110,376 71			\$54,418 48
1,306 04		Bills receivable	446 38			859 66
25,423 84		Accounts re- ceivable	23,468 03			1,955 81
29,381 50		Material and supplies	32,854 60		3,473 10	
1,625 42	\$222,531 99	Prepaid ac- counts	9,144 39	176,290 11	7,518 97	
	\$2,583,583 05	Total		\$2,872,462 73	\$288,879 68	
		LIABILITIES.				
\$1,000,000 00		Capital stock, common	\$1,249,968 00		\$249,968 00	
1,500,000 00	\$2,500,000 00	Funded debt	1,500,000 00	\$2,743,968 00		
		Current liabil- ities as fol- lows:				
\$17,755 98		Loans and notes payable				\$17,755 98
26,978 30		Accounts pay- able	\$27,418 33		\$440 03	
92 03	44,826 31	Dividends un- paid	15,612 10		15,612 10	
		Tickets out- standing	120 64	\$43,151 07	28 61	
		Accrued liabil- ities as fol- lows:				
\$4,077 63		Taxes accrued and not yet due	\$4,391 61		313 98	
12,825 00	16,902 63	Interest on funded debt accrued and not yet due ..	29,750 00	\$34,141 61	16,925 00	
		Reserves		34,708 85	34,708 85	
	21,854 11	Surplus		10,493 20		11,360 91
	\$2,583,583 05	Total		\$2,872,462 73	\$288,879 68	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Track and roadway construction		\$14,406 15	\$6,421 95	
Electric line construction		1,190 39		
Buildings and fixtures used in operation of road		38,560 99		
Power plant equipment		2,605 15	1,043 58	
Shop tools and machinery		4,459 44		
Electric equipment of cars		1,077 38		
Miscellaneous equipment		1,912 56		
Miscellaneous		27,527 05		
Total	\$2,596,087 67	\$91,738 51	\$7,465 53	\$2,680,360 65

Cost of construction and equipment per mile of road owned, 42,872 05.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$1,250,000 00	12,469. ⁶⁸ / ₁₀₀	\$100 00	\$1,349,968 00	5	\$56,198 40

Total number of stockholders, 70. Total number of stockholders in this state, 15. Amount of stock held in this state, \$220,300.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of Maturity.	Amount Authorized	Amount outstanding	INTEREST.	
						Rate.	Accrued during year.
First consolidated mortgage	April 1, 1905	30	July 1, 1935	\$2,000,000 00	\$900,000 00	5	Jan. and July.. \$45,000 00
Public Works Company, first mortgage	April 1, 1899	30	April 1, 1929	600,000 00	600,000 00	5	April and Oct.. 30,000 00
Total				\$2,600,000 00	\$1,500,000 00	5	\$75,000 00

Per mile of single track owned, 62,520 miles	}	Capital stock outstanding....	\$19,993.09
		Funded debt outstanding....	23,992.32
		Total	\$43,985.41

BANGOR RAILWAY AND ELECTRIC COMPANY.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under track-age rights.	Total operated.
Length of road (first main track).....	56.039	.....	.....	56.039
Length of second main track	2.671	.....	.....	2.671
Total length of main track	58.710	.....	.....	58.710
Length of sidings and turnouts	3.81	.....	.....	3.81
Total computed as single track	62.520	.....	.....	62.520

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	27	.....	27
Open passenger cars.....	25	.....	25
Combination closed and open passenger cars.....	2	.....	2
Total passenger cars.....	54	.....	54
Freight cars.....	3	20	23
Work cars.....	3	.....	3
Snow plows.....	7	.....	7
Miscellaneous	1	.....	1
Total	68	20	88

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	983,136
Freight, mail, and express car mileage February 30, 1906, to June 1, 1906.	12,052
Total car mileage	995,188
Passenger car hours	106,144
Freight, mail, and express car hours	2,630
Total car hours	108,774
Fare passengers carried	4,414,715
Transfer passengers carried	317,926
Total passengers carried	4,432,641
Average fare, revenue passengers .....	.053
Average fare, all passengers (including transfer passengers) .....	.046
Car earnings per car mile .....	.217
Miscellaneous earnings per car mile .....	.008
Gross earnings per car mile .....	.225
Car earnings per car hour	1.99
Miscellaneous earnings per car hour .....	.08
Gross earnings per car hour	2.07
Operating expenses per car mile .....	.132
Operating expenses and taxes per car mile .....	.140
Operating expenses per car hour	1.205
Operating expenses and taxes per car hour	1.288
Operating expenses per cent of gross earnings	56.1
Operating expenses and taxes per cent of gross earnings	59.9
Average number of employes, including officials, during year	200
Aggregate amount of salaries and wages paid	\$134,213 42

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers	1	8	9
Employes		2	2
Others	1	1	2
Total	2	11	13

CORPORATE NAME AND ADDRESS OF COMPANY.

Bangor Railway and Electric Company, Bangor, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Charter approved, February 16, 1905, and was a consolidation of the Old Town Electric Co., Bangor, Orono, Old Town Railway Co., Bangor, Hampden and Winterport Railway Co., Public Works Company, and on February 1, 1906, the property of the Bangor and Northern Railway Co., was purchased.

OFFICERS OF THE COMPANY.

President, John R. Graham, Bangor, Maine; Vice-President, Frank R. Silliman, Jr., Scranton, Pa.; Secretary, Geo T. Sewall, Old Town, Maine; Treasurer, Fred D. Oliver, Bangor, Maine; Auditor, C. A. Pearson, Jr., Philadelphia, Pa.; Superintendent, W. H. Snow, Bangor, Maine.

DIRECTORS OF THE COMPANY.

John R. Graham, Bangor, Maine; F. A. Wilson, Bangor, Maine; C. F. Woodard Bangor, Maine; H. C. Chapman, Bangor, Maine; C. D. Stanford, Bangor, Maine; H. L. Clark, Philadelphia, Pa.; Frank Silliman, Jr., Scranton, Pa.

Date of close of fiscal year, June 30, 1906. Date of stockholders' annual meeting, second Thursday in August.

STATE OF MAINE, }
COUNTY OF ANDROSCOGGIN, } ss.

Personally appeared before me John R. Graham, President, and Fred D. Oliver, Treasurer of the Bangor Railway and Electric Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

Signed,

JOHN R. GRAHAM,
FRED. D. OLIVER.

Sworn and subscribed before me, this 23th day of September, A. D. 1906.

E. C. RYDER,
Justice of the Peace.

**Report of the Benton and Fairfield Railway Company for the
Year Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$10,185 62	
Operating expenses.....	8,167 35	
Net earnings from operation.....		\$2,018 27
Gross income less operating expenses.....		\$2,018 27
Deductions from income:		
Taxes—		
On real and personal property.....	}	66 40
On capital stock.....		
On earnings.....		
Miscellaneous.....		
Net income.....		\$1,951 87
Deficit at beginning of year.....		\$2,664 21
Deficit at close of year.....		\$712 34

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers.....	\$2,408 10	
Freight.....	7,756 62	\$10,164 62
Miscellaneous earnings—		
Advertising.....	15 00	
Sale of power.....	6 00	21 00
Total.....		\$10,185 62

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$786 63	
Maintenance of electric line.....	53 50	
Maintenance of buildings and fixtures	8 00	
Total		\$848 13
Equipment—		
Maintenance of electric plant.....	\$1,195 02	
Maintenance of cars	1,609 41	
Maintenance of electric equipment of cars	63 00	
Maintenance of miscellaneous equipment	63 00	
Total		2,867 43
Transportation:		
Operation of power plant—		
Lubricants and waste for power plant	\$45 92	
Miscellaneous supplies and expenses of power plant....	2 79	
Total		48 71
Operation of cars—		
Superintendence of transportation	\$201 54	
Wages of conductors	3,430 10	
Wages of motormen	98 95	
Removal of snow and ice	5 00	
Total		3,730 59
General:		
Printing and stationery.....	\$5 75	
Miscellaneous general expenses.....	4 70	
Damages	300 00	
Miscellaneous legal expenses	253 00	
Rent of land and buildings	5 00	
Rent of track and terminals	50 00	
Insurance.....	54 04	
Total		672 49
Grand total.....		\$8,167 35

COMPARATIVE GENERAL BALANCE SHEET.
(Showing condition at close of business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$50,142 63	Construction and equipment		\$50,586 51	\$443 88	
		Current assets, as follows:				
	1,642 84	Cash		1,292 00		350 84
	941 96	Accounts receivable		865 55		F.I.E. 76 41
	1,642 22	Material and supplies		1,680 21	37 99	
		Deficit		712 34		
	\$54,369 65	Total		\$55,136 61	\$54 62	
		LIABILITIES.				
		Capital stock, common		\$20,000 00		
		Funded debt		34,000 00		
		Current liabilities as follows:				
		Accounts payable		1,136 61		
		Total		\$55,136 61		

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization				
Engineering and superintendence				
Right of way	\$33,403 20			\$33,403 20
Track and roadway constr'n				
Electric line construction				
Real estate used in operation of road	1,247 00			1,247 00
Power plant equipment	3,081 92	\$1,179 00		4,260 92
Cars				
Electric equipment of cars	11,675 39			11,675 39
Miscellaneous equipment, launch	735 12		\$735 12	
Total	\$50,142 63	\$1,179 00	\$735 12	\$50,586 51
Cost of construction and equipment per mile of road owned	\$10,737 18	\$252 46	\$157 42	\$10,832 22

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$20,000 00	800	\$25	\$20,000 00	.....	.....

Total number of stockholders, 6. Total number of stockholders in this state, 3. Amount of stock held in this state, \$75.00.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.	INTEREST.	
						Rate.	When payable.	Accrued during year.
First mortgage.....	June 1903.....	16	June 1919.....	\$34,000 00	\$34,000 00	5	.....

Per mile of single track owned, 4.67 miles	{ Capital stock outstanding....	\$4,282 65
	{ Funded debt outstanding....	7,280 51
	{ Total	\$11,563 16

DESCRIPTION OF ROAD AND EQUIPMENT.

Length of road (first main track), owned and operated, 4.12 miles; length of sidings and turnouts, .55 mile; total computed as single track, 4.67 miles; total operated, 4.67 miles.

Closed passenger cars, 1; freight cars, 9; work cars, 2; miscellaneous, 1; total cars, 13; equipped with electric power, 3.

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car hours.....	6,205
Freight, mail and express car hours	3,650
Total car hours	9,855
Fare passengers carried	48,162
Total passengers carried	48,162
Average fare, revenue passengers.....	.05
Car earnings per car mile.....	2,467.00
Miscellaneous earnings per car mile	5.09
Gross earnings per car mile.....	2,472.09
Car earnings per car hour.....	1.03
Gross earnings per car hour.....	1.03
Operating expenses per car hour .....	.82
Operating expenses and taxes per car hour .....	.835
Operating expenses per cent of gross earnings.....	.79
Operating expenses and taxes per cent of gross earnings.....	.88
Average number of employes, including officials, during year	10
Aggregate amount of salaries and wages paid.....	\$4,615.26

CORPORATE NAME AND ADDRESS OF COMPANY.

Benton and Fairfield Railway Company, Fairfield, Maine.

OFFICERS OF THE COMPANY.

President, Stephen B. Fleming, 111 Broadway, New York City; Secretary, John O. Noble, Fairfield, Maine; Treasurer, General Manager and Superintendent, G. W. Powers, Fairfield, Maine.

DIRECTORS OF THE COMPANY.

Stephen B. Fleming, 111 Broadway, New York City; George W. Powers, Fairfield, Maine; Edward F. Parker, Fairfield, Maine; John O. Noble, Fairfield, Me.

Date of close of fiscal year, June 30. Date of stockholders annual meeting, third Thursday of June.

STATE OF MAINE, }
COUNTY OF KENNEBEC, } ss.

Personally appeared before me J. O. Noble, Secretary, and G. W. Powers, Manager of the Benton and Fairfield Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

J. O. NOBLE, Sec.
G. W. POWERS, Mgr.

Sworn and subscribed before me, this 21st day of July, A. D. 1906.

GEO. G. WEEKS,
Justice of the Peace.

**Report of the Biddeford and Saco Railroad Company for the
Year Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$63,489 98	
Operating expenses	43,775 29	
Net earnings from operation		\$19,714 69
Gross income less operating expenses		\$19,714 69
Deductions from income:		
Taxes—		
On real and personal property	\$852 25	
Interest—		
On funded debt.....	6,000 00	
On floating debt.....	445 84	
		7,298 09
Net income		\$12,416 60
Dividends 4% on \$100,000 common stock		4,000 00
Surplus for year.....		\$8,416 60
Surplus at beginning of year		33 39
		\$8,449 99
Profit or loss adjustments during year:		
Debits:		
Contingent account.....		8,000 00
Surplus at close of year		\$449 99

GROSS EARNINGS FROM OPERATIONS.

Car earnings:		
Passengers		\$56,526 10
Miscellaneous earnings:		
Advertising.....	\$113 33	
Sale of power.....	6,850 55	6,963 88
Total.....		\$63,489 98

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of tracks and roadway.....	\$2,134 86	
Maintenance of electric line.....	887 55	
Maintenance of buildings and fixtures.....	250 96	
Total		\$3,273 37
Equipment—		
Maintenance of steam plant.....	\$642 42	
Maintenance of electric plant.....	194 70	
Maintenance of cars.....	977 91	
Maintenance of electric equipment of cars.....	1,537 18	
Maintenance of miscellaneous equipment.....	120 48	
Total.....		3,472 69
Transportation:		
Operation of power plant—		
Power plant wages.....	\$3,488 23	
Fuel for power.....	13,093 09	
Water for power.....	742 25	
Lubricants and waste for power plant.....	365 55	
Miscellaneous supplies and expenses of power plant.....	110 59	
Total.....		17,799 71
Operation of cars—		
Wages of conductors.....	\$6,034 00	
Wages of motormen.....	6,056 03	
Wages of car house employees.....	1,230 35	
Car service supplies.....	286 96	
Miscellaneous car service expenses.....	50	
Cleaning and sanding track.....	157 73	
Removal of snow and ice.....	178 68	
Total.....		13,944 25
General:		
Salaries of general officers.....	\$2,400 00	
Printing and stationery and office expenses.....	88 20	
Stable expenses.....	126 83	
Advertising and attractions.....	93 25	
Miscellaneous general expenses.....	720 06	
Damages.....	167 00	
Legal expenses in connection with damages.....	231 07	
Rent of land and buildings.....	36 00	
Insurance.....	1,422 85	
Total.....		\$5,285 27
Grand total.....		\$43,775 29

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		Assets.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$252,011 60	Construction and equipment		\$257,919 73	\$5,908 13	
	21 79	Current assets, as follows:				
	12,000 00	Cash		1,530 26	1,508 47	
		Contingent account		4,000 00		\$8,000 00
	\$264,033 39	Total		\$263,449 99		\$583 40
		LIABILITIES.				
	\$100,000 00	Capital stock, common		\$100,000 00		
	150,000 00	Funded debt		150,000 00		
	14,000 00	Current liabilities as follows:				
	33 39	Loans and notes payable		13,000 00		\$1,000
		Surplus		\$449 99	\$416 60	
	\$264,033 39	Total		\$263,449 99		\$583 40

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Track and roadway construction	\$104,784 79	\$5,749 66		\$110,534 45
Electric line construction	12,071 33			12,071 33
Real estate used in operation of road	17,209 44			17,209 44
Buildings and fixtures used in operation of road	36,323 68	1 29		36,324 97
Power plant equipment	78,166 94			78,166 94
Cars	3,455 42			3,455 42
Electric equipment of cars				
Miscellaneous equipment				
Total	\$252,011 60	\$5,908 13		\$257,919 73

Cost of construction and equipment per mile of road owned \$32,662.13.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value Authorized.	Number of Shares issued.	Par value per share.	Total par value Issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$100,000 00	2,000	\$50 00	\$100,000 00	4%	\$4,000 00

Total number of stockholders, 38. Total number of stockholders in this state, 31. Amount of stock held in this state, \$80,750.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate.	When payable.	Accrued during year.
First mortgage gold bonds.....	1900	40	June 1, 1940	\$300,000	\$150,000	4	June and Dec.	\$6,000

Per mile of single track owned, 8.146 miles	{ Capital stock outstanding....	\$12,275 96
	{ Funded debt outstanding	18,413 94
	{ Total	\$30,689 90

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track)	7.611			7.611
Total length of main track	7.611			7.611
Length of sidings and turnouts .....	.535			.535
Total computed as single track	8.146			8.146

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	9		9
Open passenger cars	15	8	23
Total passenger cars	24	8	32
Snow plows	2	1	3
Miscellaneous: 1 cart, 1 Sled, 2 wagons, 1 sleigh.			
Total	26	9	35

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	322,970
Total car mileage	322,970
Fare passengers carried	872,491
Transfer passengers carried	94,159
Total passengers carried	966,650
Average fare, revenue passengers .....	.0647
Average fare, all passengers (including transfer passengers) .....	.0585
Car earnings per car mile .....	.175
Miscellaneous earnings per car mile .....	.0216
Gross earnings per car mile .....	.1966
Operating expenses per car mile .....	.1355
Operating expenses and taxes per car mile .....	.1380
Operating expenses per cent of gross earnings	69
Operating expenses and taxes per cent of gross earnings	70
Average number of employes, including officials, during year	38
Aggregate amount of salaries and wages paid	\$23,056.20

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Others	1	2	3

CORPORATE NAME AND ADDRESS OF COMPANY.

Biddeford and Saco Railway Company, Biddeford, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Organized 1887. Road built from Biddeford through Saco to Old Orchard and operated as a horse railroad in 1888. Equipped with electricity in 1892. Extension built in Biddeford in 1900.

OFFICERS OF THE COMPANY.

President, Charles H. Prescott, Biddeford, Me.; Eugene F. Lord, Secretary, Biddeford, Me.; Eugene F. Lord, Treasurer; Edward A. Newman, General Manager, Portland, Me.; Wm. A. Worthing, Superintendent, Biddeford, Me.

DIRECTORS OF THE COMPANY.

Charles H. Prescott, Saco, Me.; Harry P. Garland, Saco, Me.; Carlos Heard, Biddeford, Me.; Walter G. Davis, Portland, Me.; Wm. A. Wheeler, Portland, Me.; Charles F. Libby, Portland, Me.; Ammi Whitney, Portland, Me.; Edward A. Newman, Portland, Me.; Charles F. Fobes, Portland, Me.

Date of close of fiscal year, June 30, 1906. Date of stockholders' annual meeting, fourth Wednesday in July

STATE OF MAINE, }
COUNTY OF YORK, } ss.

Personally appeared before me Chas. H. Prescott, President, and Eugene F. Lord, Treasurer of the Biddeford and Saco Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

C. H. PRESCOTT.
EUGENE F. LORD.

Sworn and subscribed before me this 8th day of September, A. D. 1906.

[SEAL.]

CHARLES A. MOODY,
Notary Public.

**Report of the Calais Street Railway for the Year Ending June
30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$29,099 40	
Operating expenses.....	23,136 62	
Net earnings from operation.....		\$5,963 38
Gross income less operating expenses.....		\$5,963 38
Deductions from income:		
Taxes.....	564 49	
Interest—		
On funded debt.....	5,000 00	5,564 49
Net income.....		398 89
Surplus for Year.....		398 89
Deficit at beginning of year.....		12,450 00
Deficit at close of year.....		\$12,051 11

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers.....	\$28,775 35	\$28,775 35
Miscellaneous earnings—		
Advertising.....	150 00	
Sale of power.....	157 60	
Other miscellaneous earnings; sale of old material.....	16 45	324 05
Total.....		\$29,099 40

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$2,616 36	
Maintenance of electric line.....	134 45	
Maintenance of buildings and fixtures.....	32 74	
Total.....		\$2,783.55
Equipment—		
Maintenance of steam plant.....	367 21	
Maintenance of electric plant.....	77 83	
Maintenance of cars.....	521 53	
Maintenance of electric equipment of cars.....	1,263 76	
Maintenance of miscellaneous equipment.....	99 44	
Miscellaneous shop expenses.....	154 36	
Total.....		2,484 13
Transportation:		
Operation of power plant—		
Power plant wages.....	966 75	
Fuel for power.....	4,821 88	
Water for power.....	150 00	
Lubricants and waste for power plant.....	125 54	
Miscellaneous supplies and expenses of power plant.....	36 40	
Total.....		6,100 77
Operation of cars—		
Superintendence of transportation.....	355 00	
Wages of conductors.....	2,687 35	
Wages of motormen.....	2,626 50	
Wages of car house employees.....	1,501 75	
Car service supplies.....	16 80	
Removal of snow and ice.....	324 60	
Total.....		7,512 00
General:		
Salaries of general officers.....	1,845 00	
Salaries of clerks.....	158 00	
Printing and stationery.....	30 03	
Miscellaneous office expenses.....	122 36	
Miscellaneous general expenses.....	227 97	
Damages.....	7 00	
Legal expenses in connection with damages.....	500 00	
Miscellaneous legal expenses.....	500 00	
Insurance.....	865 21	
Total.....		4,255 57
Grand total.....		\$23,136 02

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equipment		\$200,000 00		
		Current assets, as follows:				
		Cash		258 89		
		Deficit		12,051 11		
		Total		\$212,310 00		
		LIABILITIES.				
		Capital stock, common		\$100,000 00		
		Funded debt.....		100,000 00		
		Current liabilities as follows:				
		Accounts payable.....		9,810 00		
		Matured interest on funded debt unpaid		2,500 00		
		Total		\$212,310 00		

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Engineering and superintendence.....				\$30,000 00
Track and roadway construction				82,000 00
Electric line construction.....				35,000 00
Real estate used in operation of road				6,200 00
Buildings and fixtures used in operation of road.....				25,000 00
Cars				11,800 00
Electric equipment of cars				8,000 00
Interest and discount				2,000 00
Total				\$200,000 00

Cost of construction and equipment per mile of road owned, \$28,888.88.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common.....	\$100,000 00	1,000	\$100	\$100,000 00		

Total number of stockholders, 7. Total number of stockholders in this state, 7. Amount of stock held in this state, \$100,000.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.	
						Rate.	When payable. Accrued during year.
Mortgage bonds.....	1898	20	July 1, 1918..	\$100,000	\$100,000	5	Jan. and July.. \$5,000

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under track-also rights.	Total operated.
Length of road (first main track).....	4	3	.....	7
Total length of main track	4	3	.....	7
Railway located outside of Maine		3		

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars		3	
Open passenger cars.....		4	
Total passenger cars.....		7	
Work cars.....		1	
Snow plows.....		1	
Total.....		9	

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	183,960
Passenger car hours.....	6,411
Fare passengers carried	576,733
Transfer passengers carried	24,953
Total passengers carried	601,686
Average fare, revenue passengers.....	4.99 cts.
Average fare, all passengers (including transfer passengers)	4.78 cts.
Car earnings per car mile.....	15.64 cts.
Miscellaneous earnings per car mile.....	.176
Gross earnings per car mile.....	15.816 cts.
Car earnings per car hour	\$4.48
Miscellaneous earnings per car hour.....	.05
Gross earnings per car hour.....	\$4.53
Operating expenses per car mile.....	12.57 cts.
Operating expenses and taxes per car mile	12.78 cts.
Operating expenses per car hour	\$3.61
Operating expenses and taxes per car hour	\$3.70
Operating expenses per cent of gross earnings	79
Operating expenses and taxes per cent of gross earnings	837
Average number of employes, including officials, during year.....	25
Aggregate amount of salaries and wages paid.....	\$11,894 92

CORPORATE NAME AND ADDRESS OF COMPANY.

Calais Street Railway Company, Calais, Me.

OFFICERS OF THE COMPANY.

President, George A. Curran, Calais, Me.; Secretary, Charles F. Pray, Calais, Me.; Treasurer, Charles W. Young, Calais, Me.; General Manager, Charles W. Young, Calais, Me.; Superintendent, Charles F. Pray, Calais, Me.

DIRECTORS OF THE COMPANY.

George A. Curran, Calais, Me.; Charles F. Pray, Calais, Me.; Charles W. Young, Calais, Me.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting third Tuesday of July.

STATE OF MAINE. }
COUNTY OF WASHINGTON. } ss.

Personally appeared before me Charles W. Young, Treasurer, and Charles F. Pray, Clerk of the Calais Street Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

CHARLES W. YOUNG.
CHARLES F. PRAY.

Sworn and subscribed before me, this 29th day of August, A. D. 1906.

[SEAL.]

BEN. Y. CURRAN,
Notary Public.

**Report of the Fryeburg Horse Railroad Company for the Year
Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Net earnings from operation		*\$200 00
Gross income less operating expenses.....		\$200 00
Deductions from income:		
Taxes—		
On earnings.....	\$1 26	
Paid Hatch note.....	185 79	
Other deductions from income—Miscellaneous.....	25 00	
Salary of Treasurer.....	25 00	237 05
Deficit.....		\$37 05
Deficit for year		\$37 05
Surplus at beginning of year.....		\$11 45
Profit or loss adjustments during year:		
Debits—Discount on Hatch note.....		25 60
Surplus at close of year.....		00 00

*This road was operated by Frank S. Plummer for short time under oral agreement, said Plummer paying the above amount and agreeing to keep the road in repair.

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$5,762 72	Construction and equip-ment.....		\$5,762 72		
		Total		\$5,762 72		
		LIABILITIES.				
	\$5,175 00	Capital stock, common.....		\$5,175 72		
		Surplus.....		587 34		
		Total		\$5,762 72		

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$200,000	207	\$25	\$5,175		

Per mile of single track owned, 3 miles, capital stock outstanding, \$1,725.

DESCRIPTION OF ROAD AND EQUIPMENT.

Length of road (first main track) owned, miles 3. Total 3.

Closed passenger cars, without electric equipment, 3. Open passenger cars, without electric equipment, 3. Total passenger cars, 6.

CORPORATE NAME AND ADDRESS OF COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Maine.

OFFICERS OF THE COMPANY.

President, James R. Burnet; Secretary and Treasurer, Edward E. Hastings.

DIRECTORS OF THE COMPANY.

James R. Burnet, 135 Broadway, New York City; Edward E. Hastings, Fryeburg, Maine; E. C. Farrington, Augusta, Maine; Millard W. Baldwin, Portland, Maine; Charles E. Mitchell, 135 Broadway, New York City.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, first Tuesday in June.

STATE OF MAINE, {
COUNTY OF OXFORD, { ss.

Personally appeared before me Edward E. Hastings, Treasurer of the Fryeburg Horse Railroad Company, who, being duly sworn does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30. A. D. 1906, according to the best of his knowledge and belief.

EDWARD E. HASTINGS.

Sworn and subscribed before me, this 17th day of October, A. D. 1906.

WALLACE R. TARBOX,
Justice of the Peace.

**Report of the Lewiston, Brunswick and Bath Street Railway
Company, for the Year Ending June 30, 1906**

INCOME ACCOUNT FOR THE YEAR, ENDING JUNE 31, 1906.

Gross earnings from operation	\$245,683 24	
Operating expenses	164,123 33	
Net earnings from operation		\$81,559 91
Miscellaneous income:		
Advertising and attractions, \$8,370.60; parks, \$288.75		8,659 35
Gross income less operating expenses		\$90,219 26
Deductions from income:		
Taxes—		
On real and personal property	\$3,245 08	
Interest—		
On funded debt	50,000 00	
On real estate mortgages	272 12	
		53,517 20
Other deductions from income:		
Advertising and attractions, \$13,133.29; parks, \$4,253.05 ..	17,386 34	70,903 54
Net income		\$19,315 72
Deductions from net income:		
Reserve for unsettled damage claims		5,000 00
Surplus for the year		\$14,315 72
Deficit at beginning of year	\$713 81	
Profit or loss adjustments during year:		
Credits: Insurance adjustment	\$700 78	
Debits: Tax adjustment	1,150 02	
		449 24
Surplus at close of year		\$13,152 67

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$229,896 78	
Chartered cars	1,424 20	
Freight and express	8,345 57	\$239,666 55
Miscellaneous earnings:		
Advertising	\$600 00	
Rent of land and buildings	1,761 00	
Sale of power	3,587 31	
Other miscellaneous earnings—weighing machines	68 38	6,016 69
Total		\$245,683 24

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$20,586 29	
Maintenance of electric line.....	4,008 32	
Maintenance of buildings and fixtures.....	517 31	
Total		\$25,111 92
Equipment—		
Maintenance of steam and electric plant.....	\$980 44	
Maintenance of cars.....	15,439 68	
Maintenance of electric equipment of cars	12,779 15	
Total		29,199 27
Transportation:		
Operation of power plant—		
Power plant wages	\$6,423 44	
Fuel for power.....	645 52	
Water for power.....	110 31	
Miscellaneous supplies and expenses of power plant.....	324 62	
Hired power	28,714 45	
Total		36,218 34
Operation of cars—		
Superintendence of transportation	\$2,880 09	
Wages of conductors	20,471 21	
Wages of motormen	21,174 63	
Wages of car house employees	5,392 89	
Car service supplies	1,243 57	
Cleaning and sanding track	1,289 93	
Removal of snow and ice	1,249 90	
Total		53,703 22
General—		
Salaries of general officers.....	\$2,925 00	
Salaries of clerks	2,429 44	
Printing and stationery	127 83	
Hauling freight	339 36	
Mast signal.....	720 95	
Miscellaneous general expenses	4,484 41	
Damages.....	1,946 49	
Miscellaneous legal expenses	438 97	
Rent of land and buildings.....	1,989 46	
Rent of cars	497 99	
Insurance.....	3,990 68	
Total		19,890 58
Grand total.....		\$164,123 33

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equipment	\$1,678,404 78			
		Other permanent investments as follows:				
		Stock in treasury	5,000 00			
		Current Assets, as follows:				
		Cash	14,990 44			
		Bills receivable	2,607 78			
		Material and supplies	27,751 29			
		Prepaid accounts	1,174 73			
		Total	\$1,724,929 02			
		LIABILITIES.				
		Capital stock, common	\$638,300 00			
		Funded debt	845,000 00			
		Current liabilities as follows:				
		Loans and notes payable	10,000 00			
		Accounts payable	38,276 31			
		Coupons unpaid Bath St. Ry. 5% bonds	4,140 00			
		Lewiston and Auburn Horse R. R. 5% bonds	70,000 00			
		Total	85,000 00			
		Accrued liabilities as follows:				
		Taxes accrued and not yet due	1,622 54			
		Interest on funded debt accrued and not yet due	14,487 50			
		Unsettled damage claims	5,000 00			
		Surplus	13,152 67			
		Total	\$1,724,929 02			

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization				
Track and roadway construction		\$585 69		
Electric line construction.....		1,161 69		
Buildings and fixtures used in operation of road		55 00		
Power plant equipment.....		3,494 98	\$6,255 50	
Cars, one closed car body.....		2,110 00		
Electric equipment of cars		526 89		
Two horses sold.....			245 00	
Miscellaneous: Land, \$150; horse, \$200; repair of building, \$111.70; motor, \$250		711 70		
Total	\$1,671,299 23	\$8,636 05	\$6,530 50	\$1,673,404 78

Cost of construction and equipment per mile of road owned, \$28,267.00.

CAPITAL STOCK AND FUNDED DEBT.
CAPITAL STOCK.

Description.	Total par value Authorized.	Number of shares issued.	Par value per share.	Total par value issued.	LIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common.....	\$638,300 00	\$6,333 60	\$100 00	\$633,300 00	.....	.....

Total number of stockholders, 65. Total number of stockholders in this state, 17. Amount of stock held in this state, \$39,100.

FUNDED DEBT.

Description.	Date of Issue.	Term of Years.	Date of maturity.	Amount authorized.	Amount outstanding	INTEREST.		
						Rate.	When payable.	Accrued during year.
20 year bonds.....	March 1, 1898	20	March 1, 1918	\$1,000,000	\$845,000	5	March and Sept	\$42,250 00
155,000 of above impounded to purchase or retire	at maturity the	following:						
Bath Street Railway.....				70,000	70,000	5		3,500 00
L. & A. H. R. R.....				85,000	85,000	5		4,250 00
Total				\$1,000,000				\$50,000 00

Per mile of single track owned, 59.20 miles	{	Capital stock outstanding....\$10,782 09 Funded debt outstanding.... 14,223 64 Total \$25,055 73
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DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	57.77	.....	.....	57.77
Total length of main track.....	57.77	.....	.....	57.77
Length of sidings and turnouts.....	1.43	.....	.....	1.43
Total computed as single track.....	59.20	.....	.....	59.20

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	15	10	25
Open passenger cars.....	30	1	31
Total passenger cars.....	45	11	56
Express cars.....	2	.....	2
Baggage cars.....	.....	1	1
Work cars.....	1	.....	1
Snow plows.....	.....	7	7
Miscellaneous: 1 ice car, 2 gravel cars.....	3	.....	3
Parlor car.....	1	.....	1
Total.....	52	19	71

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	1,067,645
Passenger car hours.....	129,330
Fare passengers carried.....	4,625,182
Transfer passengers carried (no record).	
Average fare, revenue passengers.....	0.498
Car earnings per car mile.....	.21
Miscellaneous earnings per car mile.....	.01
Gross earnings per car mile.....	.22
Car earnings per car hour.....	1.79
Miscellaneous earnings per car hour.....	.11
Gross earnings per car hour.....	1.90
Operating expenses per car mile.....	.15
Operating expenses and taxes per car mile.....	.16
Operating expenses per car hour.....	1.27
Operating expenses and taxes per car hour.....	1.29
Operating expenses per cent of gross earnings.....	66.82
Operating expenses and taxes per cent of gross earnings.....	68.12
Average number of employes, including officials, during year.....	225
Aggregate amount of salaries and wages paid.....	\$97,064 60

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....	3	3

CORPORATE NAME AND ADDRESS OF COMPANY.

Lewiston, Brunswick & Bath Street Railway, Lewiston, Maine.

OFFICERS OF THE COMPANY.

President, John A. Graham, Bangor, Maine; Vice-President, Frank Silliman, Jr., Scranton, Pa.; Secretary, M. H. Blackwell, Brunswick, Maine; Treasurer, D. S. Hahn, Lewiston, Maine; General Manager, F. C. Farr, Lewiston, Maine.

DIRECTORS OF THE COMPANY.

John R. Graham, Bangor, Maine; James W. Cartwright, Jr., Bangor, Maine; Frank Silliman, Jr., Scranton, Pa., Wm. H. Newell, Lewiston, Maine; M. H. Blackwell, Brunswick, Maine; A. H. Shaw, Bath, Maine; Amos F. Gerald, Fairfield, Maine.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, second Thursday in May.

STATE OF MAINE, }
COUNTY OF ANDROSCOGGIN, } ss.

Personally appeared before me John R. Graham, President, and F. C. Farr, General Manager of the Lewiston, Brunswick and Bath Street Railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, 1906, according to the best of their knowledge and belief.

JOHN R. GRAHAM.
F. C. FARR.

Sworn and subscribed before me, this 23d day of August, A. D. 1906.

WM. H. NEWELL,
Justice of the Peace.

**Report of the Norway and Paris Street Railway for the Year
Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$9,495 70	
Operating expenses	4,958 22	
Net earnings from operation.....		\$4,537 48
Miscellaneous income:		
Income from lighting plant.....		4,431 41
Gross income less operating expenses.....		\$8,968 89
Deductions from income:		
Taxes—		
On real and personal property.....	\$978 20	
On earnings (State)	57 17	\$1,035 37
Interest—		
On funded debt	\$4,920 00	
On floating debt	30 95	\$4,950 95
Net income.....		\$2,982 57
Surplus for year.....		2,982 57
Deficit at beginning of year		1,029 08
Surplus at close of year		\$1,953 49

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers	\$9,220 70	
Mail	200 00	\$9,420 70
Miscellaneous earnings—		
Advertising		75 00
Total		\$9,495 70

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$613 90	
Maintenance of electric line.....	171 73	
Maintenance of buildings and fixtures	64 77	
Total		\$850 40
Equipment—		
Maintenance of cars		471 35
Transportation:		
Operation of power plant—		
Cost of power less amount used by lighting plant.....		325 26
Operation of cars—		
Wages of conductors	\$909 46	
Wages of motormen	909 46	
Wages of car house employees.....	429 52	
Miscellaneous car service expenses	187 63	
Removal of snow and ice	117 30	
Total		2,553 37
General:		
Salaries of general officers and clerk.....	\$499 87	
Printing and stationery.....	34 15	
Miscellaneous general expenses.....	153 50	
Insurance.....	70 32	
Total		757 84
Grand total.....		\$4,958 22

COMPARATIVE GENERAL BALANCE SHEET.

(Showing condition at close of business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$43,177 96		Construction and equipment	\$43,177 96			
		Other permanent investments as follows:				
500 00		Stocks and bonds of other companies	500 00			
124,649 38	\$168,327 34	Electric lighting plant	126,840 20	\$170,518 16	\$2,190 82	
		Current assets, as follows:				
1,669 12		Cash	1,258 19			
2,127 81		Bills receivable				
		Accounts receivable	1,814 52			
3,602 34		Material and supplies	3,969 61			
150 28	7,549 55	Insurance	111 93	7,154 25		\$395 30
	1,029 08	Deficit				1,029 08
	\$176,905 97	Total		\$177,672 41	\$766 44	
		LIABILITIES.				
\$50,000 00		Capital stock, common	\$50,000 00			
118,000 00	\$168,000 00	Funded debt	118,000 00	\$168,000 00		
		Current liabilities as follows:				
	6,979 30	Loans and notes payable	1,014 15	5,792 25		\$1,177 05
	1,926 67	Accounts payable	4,778 10			
		Accrued liabilities as follows:				
		Interest on funded debt accrued and not yet due		1,926 67		
		Surplus		1,953 49	1,953 49	
	\$176,905 97	Total		\$177,672 41	\$766 44	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Railway	\$43,177 96			\$43,177 96
Lighting plant.....	125,149 38	\$2,190 82		127,340 20
Total.....	\$168,327 34	\$2,190 82		\$170,518 16
Cost of construction and equipment per mile of road owned				79,681 88

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common		500	\$100	\$50,000 00		

Total number of stockholders, 14. Total number of stockholders in this state, 12. Amount of stock held in this state, \$41,200.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.	INTEREST.		
						Rate.	When payable.	Accrued during year.
Norway & Paris 1st mortgage.....	1896	20	1916	\$18,000	\$18,000	4	Jan. and July	\$720
Norway & Paris 2d mortgage	1905	20	1925	20,000	20,000	5	Jan. and July	1,000
Oxford Light Co. 1st mortgage	1897	20	1917	80,000	80,000	4	Mar. and Sept.	3,200
Total				\$118,000	\$118,000			\$4,920

Per mile of single track owned, 2.14 miles	}	Capital stock outstanding....	\$23,313 08
		Funded debt outstanding	53,140 18
		Total	\$78,453 26

DESCRIPTION OF ROAD AND EQUIPMENT.

Length of road owned, 2.13 miles. Length of sidings and turnouts, .01 miles.
Total, 2.14 miles.

CARS, ETC.

Closed passenger cars with electric equipment, 2. Open passenger cars with electric equipment, 2. Snow plows with electric equipment, 1.

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	42,910
Fare passengers carried.....	184,414
Average fare, revenue passengers.....	.05
Car earnings per car mile.....	.219
Miscellaneous earnings per car mile.....	.002
Gross earnings per car mile.....	.221
Operating expenses per cent of gross earnings.....	52.23
Average number of employes, including officials, during year.....	6
Aggregate amount of salaries and wages paid.....	\$3,467 72

CORPORATE NAME AND ADDRESS OF COMPANY.

Norway and Paris Street Railway, Norway, Maine.

OFFICERS OF THE COMPANY.

President, Freeland Howe, Norway, Me.; Secretary, John F. Hill, Augusta, Me.;
Treasurer, E. H. Morrill, Augusta, Me.; Superintendent, H. B. Young, Norway, Me.

DIRECTORS OF THE COMPANY.

George E. Macomber, Augusta, Me.; J. Manchester Haynes, Augusta, Me.; John
F. Hill, Augusta, Me.; H. L. Shepherd, Rockport, Me.; Freeland Howe, Norway,
Me.; O. D. Baker, Augusta, Me.; Elizabeth B. Beal, Norway, Me.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, third
Wednesday in August.

STATE OF MAINE, }
COUNTY, OF OXFORD } ss.

Personally appeared before me H. B. Young, Superintendent, and E. H. Morrill,
Treasurer of the Norway and Paris Street Railway who, being duly sworn, do
depose and say that they caused the foregoing statements to be prepared by the
proper officers and agents of this company, and having carefully examined the
same, declare them to be a true, full, and correct statement of the condition and
affairs of said company, for the financial year ending June 30, A. D. 1906, accord-
ing to the best of their knowledge and belief.

H. B. YOUNG,
E. H. MORRILL.

Sworn and subscribed before me this 17th day of July, A. D. 1906.

EUGENE C. CARLL,
Justice of the Peace.

Sworn and subscribed before me this 18th day of July, A. D. 1906.

CHARLES P. BARNES,
Justice of the Peace.

Report of the Penobscot Central Railroad Company for Twenty-eight Days Ending July 28, 1905.

INCOME ACCOUNT FOR TWENTY-EIGHT DAYS ENDING JULY 28, 1905.

Gross earnings from operation.....	\$2,486 51	
Operating expenses	1,409 20	
Net earnings from operation		\$1,077 31
Miscellaneous income:		
Other miscellaneous income, merchandise		213 45
Gross income less operating expenses		\$1,290 76
Deductions from income:		
Taxes—		
On real and personal property		28 20
Net income		\$1,262 56
Surplus for the period		\$1,262 56
Deficit at beginning of year		147,562 09
Deficit at close of the period		\$146,299 53

GROSS EARNINGS FROM OPERATIONS.

Car earnings:		
Passengers	\$1,766 15	
Freight	631 48	
Mall	82 88	\$2,480 51
Miscellaneous earnings:		
Rent of land and buildings.....		6 00
Total.....		\$2,486 51

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$10 00	
Maintenance of electric line.....	1 40	
Total.....		\$11 40
Equipment—		
Maintenance of cars.....	\$9 50	
Maintenance of electric equipment of cars.....	1 92	
Maintenance of miscellaneous equipment.....	1 45	
Miscellaneous shop expenses.....	12 73	
Total.....		\$25 60
Transportation:		
Operation of power plant—		
Power plant wages.....	\$163 60	
Fuel for power.....	370 38	
Lubricants and waste for power plant.....	7 40	
Miscellaneous supplies and expenses of power plant....	25 98	
Hired power.....	32 49	
Total.....		\$599 85
Operation of cars—		
Wages of conductors.....	\$148 75	
Wages of motormen.....	148 75	
Wages of miscellaneous car service employees.....	44 00	
Wages of car house employees.....	52 00	
Car service supplies.....	5 00	
Miscellaneous car service expenses.....	20 00	
Cleaning and sanding track.....	136 50	
Total.....		\$555 00
General:		
Salaries of general officers.....	\$113 30	
Salaries of clerks.....	24 00	
Printing and stationery.....	12 24	
Miscellaneous office expenses.....	16 52	
Miscellaneous general expenses.....	9 15	
Rent of tracks and terminals.....	37 64	
Insurance.....	4 50	
Total.....		\$212 35
Grand total.....		\$1,409 20

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1905.)

JUNE 30, 1905.		Assets.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equipment.....		\$459,440 36		
		Current assets as follows:				
		Cash		1,169 02		
		Bills receivable.. }		1,857 16		
		Acc'ts receivable {		147,562 09		
		Deficit				
		Total.....		\$610,028 63		
		LIABILITIES.				
		Capital stock, common F.....		\$250,000 00		
		Funded debt F.....		250,000 00		
		Current liabilities as follows:				
		Loans and notes payable		\$20,333 89		
		Accounts payable.		6,846 50		
		Matured interest on funded debt unpaid.....		20,208 45		
		Rentals due and unpaid		1,208 30		
		Miscellaneous (specifying same)		16,679 60		
		Accrued liabilities as follows:				
		Miscellaneous (specifying same)		\$34,951 89		
		Total.....		\$610,028 63		

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Track and roadway construction	\$232,209 34			
Electric line construction	45,107 50			
Real estate used in operation of road	300 00			
Buildings and fixtures used in operation of road	9,979 58			
Power plant equipment	37,899 11			
Cars	85,995 28			
Electric equipment of cars.. }				
Miscellaneous equipment	2,453 76			
Interest and discount during construction	7,992 05			
Miscellaneous storage battery, etc	37,440 24			
Freight station fixtures	63 00			
Total	\$459,440 36			

Cost of construction and equipment per mile of road owned \$16,217.45.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value Authorized.	Number of Shares issued.	Par value per share.	Total par value Issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$250,000 00	2,500	\$100 00	\$250,000 00		

Total number of stockholders, 125. Total number of stockholders in this state, 114. Amount of stock held in this state, \$115,000.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of maturity.	Amount authorized.	Amount outstanding	INTEREST.		
						Rate.	When payable.	Accrued during year.
First mortgage bonds.....	1901	20	1921	\$250,000	\$250,000	5		

Per mile of single track owned, 28.08 miles	Capital stock outstanding....	\$8,903 13
	Funded debt outstanding	8,903 13
	Total	\$17,806 26

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track)	26.25		.25	26.50
Length of sidings and turnouts	1.83			1.83
Total computed as single track	28.08		.25	28.33

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	2	2	4
Open passenger cars	1	4	5
Combination closed and open passenger cars	2		2
Total passenger cars	5	6	11
Freight cars	2	20	22
Work cars	1		1
Total	8	26	33

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	11,648
Freight, mail, and express car mileage	1,248
Total car mileage	12,896
Passenger car hours	672
Freight, mail, and express car hours	264
Total car hours	936
Fare passengers carried	35,323
Total passengers carried	35,323
Average fare, revenue passengers .....	.05
Average fare, all passengers (including transfer passengers) .....	.05
Car earnings per car mile	19.234 cts.
Gross earnings per car mile	19.234 cts.
Car earnings per car hour	\$2.65
Gross earnings per car hour	\$2.65
Operating expenses per car mile	10.927
Operating expenses and taxes per car mile	11.146
Operating expenses per car hour	\$1.505
Operating expenses and taxes per car hour	\$1.535
Operating expenses per cent of gross earnings	52.19
Operating expenses and taxes per cent of gross earnings	53.23
Average number of employes, including officials, during period	16
Aggregate amount of salaries and wages paid	\$915 00

CORPORATE NAME AND ADDRESS OF COMPANY.

Penobscot Central Railroad Company, New Haven, Conn.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Penobscot Central Railroad Company, organized under laws of Connecticut by parties owning or representing owners of the Penobscot Central Railway Co. bonds as a holding company to arrange for disposal of property or make arrangements to run without loss to owners. Property sold to Bangor & Northern R. R. Co. sale to take effect July 29, 1906. Nothing but operating records to furnish information from.

OFFICERS OF THE COMPANY.

President, William H. Newton, Walingford, Conn.; Secretary, Samuel C. Morehouse, New Haven, Conn.; Treasurer, P. H. Cronin, New Haven, Conn.; General Manager, C. A. Clough, Bangor, Me.

DIRECTORS OF THE COMPANY.

W. H. Newton, Walingford, Conn.; Samuel C. Morehouse, 42 Chestnut St., New Haven, Conn.; Roger W. Babson, Wellesley Hills, Mass.

STATE OF MAINE, }
COUNTY OF PENOBSCOT. } ss.

Personally appeared before me C. A. Clough, General Manager of the Penobscot Central Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the twenty-eight days ending July 28, A. D. 1906, according to the best of his knowledge and belief.

C. A. CLOUGH.

Sworn and subscribed before me, this 29th day of September, A. D. 1906.

FRED D. OLIVER,

Justice of the Peace.

Report of the Portland and Brunswick Street Railway Company For the Year Ending June 30, 1906.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$35,871 30	
Operating expenses.....	28,696 90	
Net earnings from operation.....		\$7,174 40
Miscellaneous income:		
Park, hotel and privileges	\$7,500 00	7,500 00
Gross income less operating expenses.....		\$14,674 40
Deductions from income:		
Taxes—		
On real and personal property	\$1,418 09	
Interest—		
On funded debt	\$11,250 00	\$12,668 09
Net income.....		\$2,006 31
Surplus for year.....		\$2,006 31
Surplus at beginning of year.....		\$4,703 32
Surplus at close of year		\$6,709 63

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers.....	\$33,660 00	
Freight and express.....	2,000 00	
Miscellaneous earnings—		\$35,660 00
Advertising.....	\$211 30	211 30
Total.....		\$35,871 30

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$1,884 64	
Maintenance of electric line.....	804 03	
Maintenance of buildings and fixtures.....	282 65	
Total.....		\$2,971 32
Equipment—		
Maintenance of steam plant.....	} \$655 03	
Maintenance of electric plant.....		
Maintenance of cars.....		1,846 19
Maintenance of electric equipment of cars.....	2,299 35	
Total.....		4,800 57
Transportation:		
Operation of power plant:		
Storage battery expenses.....	\$110 30	
Power plant wages.....	2,548 73	
Fuel for power.....	4,468 13	
Lubricants and waste for power plant.....	172 20	
Miscellaneous supplies and expenses of power plant.....	414 09	
Hired power.....	3,468 32	
Total.....		11,181 77
Operation of cars—		
Wages of conductors.....	\$2,780 85	
Wages of motormen.....	2,780 85	
Wages of miscellaneous car service employees.....	253 76	
Wages of car house employees.....	} 340 78	
Car service supplies.....		
Miscellaneous car service expenses.....	10 50	
Removal of snow and ice.....	213 44	
Total.....		6,380 18
General:		
Salaries of general officers.....	} \$1,555 67	
Salaries of clerks.....		
Miscellaneous office expenses.....	23 72	
Advertising and attractions.....	92 70	
Miscellaneous general expenses.....	283 70	
Rent of land and buildings.....	396 66	
Insurance.....	1,010 61	
Total.....		3363, 06
Grand total.....		\$28,696 80

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$524,300 00	Construction and equipment		\$562,542 58	\$38,242 58	
		Current assets, as follows:				
	2,729 14	Cash		596 30		\$2,132 84
	6,424 18	Acc'ts receivable		3,693 60		2,730 58
	\$533,453 32	Total		\$566,832 48	\$33,379 16	
		LIABILITIES.				
	\$300,000 00	Capital stock, common		\$300,000 00		
	225,000 00	Funded debt		225,000		
		Current liabilities as follows:				
		Loans and notes payable		30,000 00	30,000 00	
		Accounts payable		1,372 85	1,372 85	
		Accrued liabilities as follows:				
		Taxes accrued and not yet due				
	\$3,750 00	Interest on funded debt accrued and not yet due		3,750 00		
	4,703 32	Surplus		6,709 63	2,006 31	
	\$533,453 32	Total		\$566,832 48	\$33,379 16	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization				
Engineer'g and superintend- ence				
Right of way				
Track and roadway con- struction				
Electric line construction	29,634 08	24,125 12		53,759 20
Real estate used in operation of road				
Buildings and fixtures used in operation of road	91,607 53			91,607 53
Investment in real estate	72,500 00			72,500 00
Cars	21,500 00	352 50		21,852 50
Electric equipment of cars	26,000 00	175 00		26,175 00
Miscellaneous equipment	1,310 00			1,310 00
Total	\$524,300 00	\$38,242 58		\$562,542 58

Cost of construction and equipment per mile of road owned, \$35,158.91.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$300,000 00	3,060	\$100 00	\$300,000 00		

Total number of stockholders, 7. Total number of stockholders in this state, 6. Amount of stock held in this state, \$299,900.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of Maturity.	Amount Authorized.	Amount outstanding.	Rate.	INTEREST.	
							When payable.	Accrued during year.
First mortgage bonds	March, 1901	20	March, 1922	\$225,000 00	\$225,000 00	5	Mar. and Sept..	\$11,250 00

Per mile of single track owned, 16 miles	Capital stock outstanding....	\$18,750.00
	Funded debt outstanding....	14,062.50
	Total	\$32,812.50

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under track-age rights.	Total operated.
Length of road (first main track).....	15.40	.....	.....	15.40
Total length of main track	15.40	.....	.....	15.40
Length of sidings and turnouts .....	.60	.....	.....	.60
Total computed as single track	16.	.....	.....	16.

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	5		5
Open passenger cars.....	5		5
Total passenger cars.....	10		10
Work cars.....	1	1	2
Snow plows.....	2		2
Total	13	1	14

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	235,520
Total car mileage.....	235,520
Passenger car hours.....	14,720
Fare passengers carried ..	703,206
Total passengers carried.....	703,200
Average fare, revenue passengers.....	.0478
Car earnings per car mile.....	.151
Gross earnings per car mile .....	.151
Car earnings per car hour	\$2.45
Miscellaneous earnings per car hour .....	.01
Gross earnings per car hour	\$2.44
Operating expenses per car mile .....	.121
Operating expenses and taxes per car mile.....	.127
Operating expenses per car hour	\$1.95
Operating expenses and taxes per car hour.....	2.04
Operating expenses per cent of gross earnings.....	.80
Operating expenses and taxes per cent of gross earnings.....	.83
Average number of employes, including officials, during year .....	.26
Aggregate amount of salaries and wages paid	\$16,308.94

CORPORATE NAME AND ADDRESS OF COMPANY.

Portland and Brunswick Street Railway Company, Waterville, Maine.

Incorporated 1901.

OFFICERS OF THE COMPANY.

President, Edward J. Lawrence, Waterville, Maine; Treasurer, Cyrus W. Davis, Waterville, Maine; General Manager, Amos F. Gerald, Fairfield, Maine.

DIRECTORS OF THE COMPANY.

Edward J. Lawrence, Fairfield, Maine; Albert B. Page, Fairfield, Maine; Stephen A. Nye, Fairfield, Maine; Amos F. Gerald, Fairfield, Maine; Cyrus W. Davis, Waterville, Maine; Henry M. Soule, Boston, Mass.

Date of close of fiscal year, June 30. Date of stockholders annual meeting, second Tuesday of July.

STATE OF MAINE, }
COUNTY OF KENNEBEC, } ss.

Personally appeared before me Cyrus W. Davis, Treasurer, and Amos F. Gerald General Manager of the Portland and Brunswick Street Railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

CYRUS W. DAVIS, Treasurer.

A. F. GERALD, Gen. Manager.

Sworn and subscribed before me, this 1st day of October, A. D. 1906.

RALPH M. GILMORE,

Justice of the Peace.

**Report of the Portsmouth, Dover and York Street Railway
for Seven Months Ending January 31, 1906.**

INCOME ACCOUNT FOR SEVEN MONTHS ENDING JANUARY 31, 1906.

Gross earnings from operation	\$103,512 67	
Operating expenses	58,188 94	
Net earnings from operation		\$45,323 73
Gross income less operating expenses		\$45,323 73
Deductions from income:		
Taxes—		
On earnings.....	\$1,030 00	1,030 00
Interest—		
On funded debt	20,562 50	
On floating debt.....	274 40	20,836 90
Net income		\$23,456 83
Surplus for seven months		\$23,456 83
Surplus at beginning of year.....		46,983 76
Surplus at close of seven months.....		\$70,440 59

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$90,481 64	
Chartered cars	542 75	
Mail	2,029 60	
Express	899 50	\$102,953 49
Miscellaneous earnings:		
Advertising	\$233 33	
Rent of land and buildings.....	231 00	
Other miscellaneous earnings.....	94 85	559 18
Total		\$103,512 67

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track, roadway and bridges.....	\$3,806 72	
Maintenance of electric line.....	1,103 72	
Maintenance of buildings and fixtures.....	192 63	
Total		\$5,103 07
Equipment—		
Maintenance of steam plant and sub-station.....	\$302 98	
Maintenance of electric plant and storage battery.....	62 49	
Maintenance of cars and painting.....	2,349 11	
Maintenance of electric equipment of cars	1,945 08	
Maintenance of miscellaneous equipment.....	135 77	
Miscellaneous shop expenses.....	330 48	
Total		\$5,125 91
Transportation:		
Operation of power plant—		
Power plant and sub-station wages	\$1,971 92	
Fuel for power.....	4,467 11	
Lubricants and waste for power plant	160 17	
Miscellaneous supplies and expenses of power plant.....	46 30	
Hired power	8,860 14	
Total		\$15,505 64
Operation of cars—		
Wages of U. S. mail car employes.....	\$386 19	
Wages of conductors	11,649 59	
Wages of motormen	264 55	
Wages of miscellaneous car service employes.....	1,345 24	
Wages of car house employes	202 04	
Car service supplies	685 00	
Miscellaneous car service expenses.....	717 11	
Cleaning and sanding track	335 60	
Removal of snow and ice		
Total		\$15,585 32
General—		
Salaries of general officers.....	\$1,458 31	
Salaries of clerks	903 44	
Printing and stationery	141 91	
Miscellaneous office expenses.....	269 47	
Advertising and attractions	675 28	
Miscellaneous general expenses		
Damages.....	3,100 00	
Legal expenses in connection with damages.....		
Rent of land and buildings	212 00	
Maintenance of B. & M. R. R. crossing.....	214 00	
Insurance.....	1,581 15	
Total		\$8,555 56
Maintenance of operation of Ferry:		
Repairing boats.....	\$898 36	
Repairing docks.....	183 33	
Wages of ferry employes.....	4,202 65	
Fuel for ferry.....	2,193 53	
Miscellaneous supplies, etc.....	658 12	
Painting boats.....	176 85	
Total.....		\$8,313 44
Grand total.....		\$58,188 94

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business January 31, 1906.)

JUNE 30, 1905.		ASSETS.	JAN. 31, 1906.		YEAR ENDING JAN. 31, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,433,756 58	Construction and equipment		\$1,443,400 71	\$9,644 13	
		Current Assets, as follows:				
	5,535 50	Cash		4,978 68		\$556 82
	2,790 14	Bills receivable		1,408 66		1,381 48
	5,433 52	Material and supplies		6,778 23	1,344 71	
	754 46	Prepaid insurance		1,598 93	844 47	
	281 89	Prepaid taxes				281 89
		Accident fund		1,315 50	1,315 50	
	\$1,448,552 09	Total		\$1,459,480 71	\$10,928 62	
		LIABILITIES.				
	\$650,000 00	Capital stock, common		\$650,000 00		
	710,000 00	Funded debt		710,000 00		
		Current liabilities as follows:				
	13,000 00	Loans and notes payable		8,500 00		\$4,500 00
	22,524 49	Accounts payable		10,811 58		11,712 91
		Accrued liabilities as follows:				
	5,687 50	Taxes accrued and not yet due		412 05	\$412 05	
	154 34	Interest on funded debt accrued and not yet due		8,875 00	3,187 50	
	121 63	Miscellaneous interest accrued and not yet due		60 66		93 68
		Rentals accrued and not yet due		242 13	120 50	
	80 37	Miscellaneous: Crossing expenses		33 60		46 77
		Advertising not yet due		105 10	105 10	
	46,983 76	Surplus		70,440 59	23,456 83	
	\$1,448,552 09	Total		\$1,459,480 71	\$10,928 62	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization	\$17,987 52			\$17,987 52
Engineering and superintendence	13,611 60			13,611 60
Right of way	45,100 95	\$969 31		46,070 26
Track and roadway construction	760,350 37	2,004 02		762,354 39
Electric line construction	152,474 44	380 99		152,855 43
Telephone line	3,157 86	154 14		3,112 60
Buildings and fixtures used in operation of road	46,866 58	262 53		47,129 11
Investment real estate	3,250 00			3,250 00
Power plant equipment	64,463 81	223 32		64,687 13
Bridges	75,260 40	1,613 59		76,873 99
Cars	65,470 09	491 00		65,961 09
Electric equipment of cars	43,393 84	200 85		43,593 69
Miscellaneous equipment	3,773 04	632 45		4,405 49
Interest and discount	20,109 04	1,000 00		21,109 04
Boats and docks	58,792 74	1,679 43		60,472 17
Fencing	9,695 30	32 50		9,727 80
Dover and Eliot Street Railway	50,000 00			50,000 00
Total	\$1,433,756 58	\$9,644 13		\$1,443,400 71

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common.....	\$650,000 00	6,500	\$100	\$650,000 00		

Total number of stockholders, 112. Total number of stockholders in this state, 25. Amount of stock held in this state, \$336,500.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding	Rate.	INTEREST.	
							When payable.	Accrued during year.
Portsmouth, Kittery and York Street Railway.....	1897	20	1917	.....	\$200,000	6	Sept. and Nov..	\$7,000 00
Portsmouth, Dover and York Street Railway.....	1903	20	1923	.....	450,000	4	June and Dec..	11,812 50
Portsmouth, Dover and York Street Railway, 2nd..	1905	20	1925	\$100,000	60,000	5	June and Dec..	1,750 00
Total					\$710,000			\$20,562 50

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under track-age rights.	Total operated.
Length of road (first main track).....	36.977	2.783	.....	39.76
Total length of main track	36.977	2.783	.....	39.76
Length of sidings and turnouts	1.537	.11	.....	1.647
Total computed as single track	38.514	2.893	.....	41.407
Railway located outside of Maine .....	.....	2.893	.....	2.893

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	10	.....	10
Open passenger cars.....	19	.....	1
Total passenger cars.....	29	.....	29
Mail cars.....	1	.....	1
Work cars.....	.....	9	9
Snow plows.....	.....	3	3
Ferry boat .....	.....	1	1
Steamer .....	.....	1	1
Total.....	30	14	44

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	453,542
Freight, mail, and express car mileage	15,500
Total car mileage.....	469,042
Passenger car hours	36,405
Freight, mail, and express car hours	2,414
Total car hours ...	38,819
Fare passengers carried	1,989,633
Transfer passengers carried	477,313
Total passengers carried	2,466,946
Average fare, revenue passengers.....	5 cts.
Average fare, all passengers (including transfer passengers)	4.032 cts.
Car earnings per car mile.....	.2195 cts.
Miscellaneous earnings per car mile.....	.0011 cts.
Gross earnings per car mile.....	.22 cts.
Car earnings per car hour	\$2.652
Miscellaneous earnings per car hour.....	.0144
Gross earnings per car hour.....	\$2.6665
Operating expenses per car mile.....	.124 cts.
Operating expenses and taxes per car mile .....	.126 cts.
Operating expenses per car hour	\$1.499
Operating expenses and taxes per car hour	\$1.525
Operating expenses per cent of gross earnings	56.21
Operating expenses and taxes per cent of gross earnings	57.2
Average number of employes, including officials, during year.....	136
Aggregate amount of salaries and wages paid.....	\$28,439 49

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Others	1	.....	1

CORPORATE NAME AND ADDRESS OF COMPANY.

Portsmouth, Dover and York Street Railway, Portsmouth, N. H.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Sold to the Atlantic Shore Line Railway, Sanford, Maine, on February 1, 1906.

OFFICERS OF THE COMPANY.

President, John F. Hill, Augusta, Me.; Vice-President, E. Burton Hart, Jr., 3 Broad St., New York, N. Y.; Clerk, Herbert M. Heath, Augusta, Me.; Treasurer, E. Burton Hart, Jr., 3 Broad St., New York, N. Y.; Auditor, A. D. Foster, Portsmouth, N. H.; General Manager, Willis G. Meloon, Kittery, Me.

DIRECTORS OF THE COMPANY.

John F. Hill, Augusta, Me.; E. Burton Hart, Jr., 3 Broad St., New York, N. Y.; Geo. E. Macomber, Augusta, Me.; Sumner Wallace, Rochester, N. H.; Herbert M. Heath, Augusta, Me.

Date of close of period, January 31, 1906. Date of stockholders' annual meeting, first Thursday of July.

STATE OF MAINE, } ss.
COUNTY OF YORK, }

Personally appeared before me E. Burton Hart, Jr., Treasurer and W. G. Meloon, General Manager of the Portsmouth, Dover and York Street Railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial period ending January 31, A. D. 1906, according to the best of their knowledge and belief.

E. BURTON HART, JR., Treasurer.
W. G. MELOON, General Manager.

Sworn and subscribed before me, this 6th day of October, A. D. 1906.

HORACE MITCHELL,
Justice of the Peace.

**Report of the Portland Railroad Company for the Year
Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation	\$727,954 80		
Operating expenses	524,216 29		
Net earnings from operation			\$203,738 51
Miscellaneous income:			
Income from securities owned			25 00
Gross income less operating expenses.....			\$203,763 51
Deductions from income:			
Taxes—			
On real and personal property	\$7,851 09		
On earnings.....	9,862 65	\$17,713 74	
Interest—			
On funded debt.....	89,750 00		
On floating debt.....	2,189 62	91,939 62	109,653 36
Net income			\$94,110 15
Dividends 1½ % on { \$1,997,400 } common stock	{ \$1,998,400 }		59,937 00
Surplus for year.....			\$34,173 15
Surplus at beginning of year.....			92,437 09
Surplus at close of year.....			\$126,610 24

GROSS EARNINGS FROM OPERATION.

Car earnings—			
Passengers	\$720,715 58		
Mail	200 00		
Express	2,570 90	\$723,486 48	
Miscellaneous earnings—			
Advertising	\$2,366 66		
Rent of land and buildings.....	1,287 08		
Other miscellaneous earnings.....	814 58	4,468 32	
Total		\$727,954 80	

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$27,079 07	
Maintenance of electric line.....	10,228 91	
Maintenance of buildings and fixtures.....	4,446 74	
Total		\$41,754 72
Equipment—		
Maintenance of steam plant.....	\$1,462 82	
Maintenance of electric plant.....	714 40	
Maintenance of cars.....	41,918 33	
Maintenance of electric equipment of cars.....	16,632 91	
Maintenance of miscellaneous equipment.....	116 80	
Miscellaneous shop expenses.....	761 13	
Total.....		61,606 39
Transportation:		
Operation of power plant—		
Power plant wages.....	\$18,077 95	
Fuel for power.....	74,157 91	
Water for power.....	3,872 95	
Lubricants and waste for power plant.....	1,736 66	
Miscellaneous supplies and expenses of power plant.....	762 02	
Hired power.....	8,000 62	
Total.....		106,607 51
Operation of cars—		
Superintendence of transportation	\$6,723 71	
Wages of conductors.....	86,790 75	
Wages of motormen.....	57,897 41	
Wages of car house employees.....	18,582 88	
Car service supplies.....	2,333 50	
Miscellaneous car service expenses.....	5,701 39	
Cleaning and sanding track.....	7,985 21	
Removal of snow and ice.....	5,794 70	
Total.....		221,809 55
General:		
Salaries of general officers.....	\$17,156 22	
Salaries of clerks		
Printing and stationery	439 94	
Miscellaneous office expenses	964 32	
Stable expenses.....	6,367 99	
Advertising and attractions.....	14,673 71	
Miscellaneous general expenses.....	8,931 47	
Damages.....	23,984 42	
Legal expenses in connection with damages.....	2,770 08	
Miscellaneous legal expenses.....	750 00	
Rent of land and buildings.....	4,340 02	
Rent of tracks and terminals—Tukey's bridge	4,000 00	
Insurance.....	8,059 95	
Total.....		92,493 12
Grand total.....		\$524,216 29

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$2,624,396 59	.....	Construction and equip- ment.....	\$2,657,931 87			\$33,535 28
1,752,934 48	\$4,377,331 07	Construction and equip- ment, leased lines.....	1,752,934 48	\$4,410,866 35		
	1,000 00	Other Perman- ent Invest- ments as fol- lows: Theater cor- poration of Portl'nd.....		1,000 00		
	6,144 33	Current Assets as follows: Cash.....		26,782 20		20,637 87
	\$4,384,475 40	Total.....		\$4,438,648 55		\$54,173 15
	1,999,538 31	LIABILITIES. Capital stock, common.....		1,999,538 31		
	2,250,000 00	Funded debt.....		2,250,000 00		
	42,500 00	Current liabili- ties as fol- lows: Loans and notes pay- able.....		62,500 00		20,000 00
	92,437 09	Surplus.....		126,610 24		34,173 15
	\$4,384,475 40	Total.....		\$4,438,648 55		\$54,173 15

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization.....				
Engineering and superintendence.....				
Right of way.....	\$1,431,754 98	\$600 00		\$1,432,354 98
Track and roadway construction.....				
Electric line construction.....	158,022 63			158,022 63
Real estate used in operation of road.....	445,952 48	3,585 18		449,537 66
Buildings and fixtures used in operation of road.....				
Power plant equipment.....	219,718 54	8,984 48		228,703 02
Shop tools and machinery.....		10,054 87		10,054 87
Cars.....	367,136 46	9,860 75		376,997 21
Electric equipment of cars..				
Miscellaneous equipment.....	1,811 50	450 00		2,261 50
Total.....	\$2,624,396 59	\$33,535 28		\$2,657,931 87

Construction and equipment, leased lines, \$1,752,934.48.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value Authorized.	Number of shares issued.	Par value per share.	Total par value Issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common.....	\$2,000,000 00	19,984	\$100 00	\$1,998,400 00	3	\$59,937 00
Scrap outstanding and stock held by company, not used				1,138 31		
Total	\$2,000,000 00	19,984		\$1,999,538 31		\$59,937 00

Total number of stockholders, 186. Total number of stockholders in this state, 152. Amount of stock held in this state, \$1,696,500.00.

FUNDED DEBT.

Description.	Date of Issue.	Term of Years.	Date of maturity.	Amount authorized.	Amount outstanding	INTEREST.	
						Rate.	When payable.	Accrued during year.
Portland Railroad Co., first mortgage.....	May 1, 1893 ..	20	May 1, 1913....	\$500,000 00	\$500,000 00	4½	May and Nov... \$22,500 00
First consolidated mortgage	July 1, 1901....	30-50	July 1, 1951 ...	3,000,000 00	1,350,000 00	3½	Jan. and July .. 47,250 00
Portland and Cape Elizabeth Ry.Co., first mortgage	Nov. 1, 1895....	20	Nov. 1, 1915....	400,000 00	400,000 00	5	May and Nov... 20,000 00
Total				\$3,900,000 00	\$2,250,000 00		\$89,750 00

PORTLAND RAILROAD.

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DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	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

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	94	.....	94
Open passenger cars	99	.....	99
Total passenger cars.....	193	.....	193
Express cars	1	.....	1
Work cars.....	5	11	16
Snow plows.....	18	1	19
Total.....	217	12	229

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	3,255,082
Total car mileage.....	3,255,082
Fare passengers carried	14,085,467
Transfer passengers carried	2,282,041
Total passengers carried	16,367,508
Average fare, revenue passengers.....	.051
Average fare, all passengers (including transfer passengers).....	.044
Car earnings per car mile.....	.22
Miscellaneous earnings per car mile .....	.044
Gross earnings per car mile.....	2.23
Operating expenses per car mile .....	.161
Operating expenses and taxes per car mile .....	.166
Operating expenses per cent of gross earnings.....	72
Operating expenses and taxes per cent of gross earnings.....	74
Average number of employees, including officials, during year	410
Aggregate amount of salaries and wages paid.....	\$326,999.34

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....	2	23	25
Employes		4	4
Others	1	1	2
Total	3	28	31

CORPORATE NAME AND ADDRESS OF COMPANY.

Portland Railroad Company, 471 Congress street, Portland, Maine.

OFFICERS OF THE COMPANY.

President, Chas. F. Libby, Portland, Maine; Secretary, Treasurer and General Manager, Edward A. Newman, Portland, Maine.

DIRECTORS OF THE COMPANY.

Charles F. Libby, Portland, Maine; William A. Wheeler, Portland, Maine; Ammi Whitney, Portland, Maine; Walter G. Davis, Portland, Maine; Charles S. Fobes, Portland, Maine; Edward A. Newman, Portland, Maine; Charles H. Prescott, Biddeford, Maine.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, third Wednesday in August.

STATE OF MAINE,
COUNTY OF CUMBERLAND, { ss.

Personally appeared before me Charles F. Libby, President, and Edward A. Newman, General Manager of the Portland Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

CHARLES F. LIBBY, President.

EDWARD A. NEWMAN, General Manager.

Sworn and subscribed before me, this 3d day of October, A. D. 1906.

FRANK W. ROBINSON,

Justice of the Peace.

**Report of the Rockland, Thomaston and Camden Street
Railway Company for the Year Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$106,015 29	
Operating expenses	62,086 73	
Net earnings from operation.....		\$43,928 56
Miscellaneous income:		
Interest on deposits	525 00	
Other miscellaneous income:		
Net earnings from gas and electric plant.....	27,611 31	28,136 31
Gross income less operating expenses.....		\$72,064 87
Deductions from income:		
Taxes—		
On real and personal property.....	1,734 41	
On capital stock		
On earnings		
Miscellaneous		
Interest—		
On funded debt.....	\$32,000 00	
On floating debt.....	212 50	
Other deductions from income—additions to construction:	32,212 50	
Railway, \$3,832.37; gas and electric plant, \$5,482.22.....	9,314 59	43,261 50
Net income.....		\$23,803 37
Dividends 5% on \$400,000 common stock		20,000 00
Surplus for year.....		\$3,803 37
Surplus at beginning of year		9,368 10
Surplus at close of year		\$18,171 47

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers	\$82,457 50	
Chartered cars	615 55	
Freight.....	16,809 47	
Mail	2,171 13	
Express and baggage.....	2,979 42	\$105,033 07
Miscellaneous earnings—		
Advertising	\$300 00	
Other miscellaneous earnings, junk, etc.....	682 22	982 22
Total		\$106,015 29

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$8,160 01	
Maintenance of electric line.....	1,969 31	
Maintenance of buildings and fixtures	389 04	
Total		\$10,518 36
Equipment—		
Maintenance of steam plant.....	\$572 32	
Maintenance of electric plant	247 31	
Maintenance of cars	3,645 91	
Maintenance of electric equipment of cars	1,242 46	
Miscellaneous shop expenses.....	209 62	
Total		5,917 62
Transportation:		
Operation of power plant—		
Power plant wages	3,629 01	
Fuel for power	6,890 94	
Water for power	601 19	
Lubricants and waste for power plant.....	269 37	
Miscellaneous supplies and expenses of power plant...	451 44	
Total		11,841 95
Operation of cars—		
Superintendence of transportation	\$1,200 00	
Wages of conductors	8,376 57	
Wages of motormen	8,354 70	
Wages of miscellaneous car service employees	152 45	
Wages of car house employees.....	2,886 84	
Car service supplies.....	428 13	
Miscellaneous car service expenses	4,776 61	
Cleaning and sanding track and cost of operating freight department	879 62	
Removal of snow and ice		
Total		27,054 92
General:		
Salaries of general officers.....	\$966 84	
Salaries of clerks	915 72	
Printing and stationery.....	319 64	
Miscellaneous office expenses	206 66	
Advertising and attractions	1,420 22	
Miscellaneous general expenses.....	2,000 00	
Damages	924 80	
Legal expenses in connection with damages		
Insurance.....		
Total		6,753 88
Grand total.....		\$62,086 73

COMPARATIVE GENERAL BALANCE SHEET.
 (Showing condition at close of business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$613,591 12	Construction and equipment		\$613,591 12	\$2,113 69	
		Other permanent investments as follows:				
	1,638 66	Waldo St. Ry.		1,638 66		
	572,720 03	Gas and electric plant		576,750 12	4,030 09	
		Current assets, as follows:				
	4,954 55	Cash		3,765 10		\$1,189 45
	15,075 00	Bills receivable		15,075 00		
	8,536 99	Accounts receivable		11,675 42	3,138 43	
	13,848 61	Material and supplies		17,065 56	3,216 95	
	545 32	Prepaid accounts		508 17		37 15
	\$1,230,910 28	Total		\$1,242,182 84	\$11,272 56	
		LIABILITIES.				
	\$400,000 00	Capital stock, common		\$400,000 00		
	800,000 00	Funded debt		800,000 00		
		Current liabilities as follows:				
	6,000 00	Loans and notes payable		10,000 00	4,000 00	
	15,517 18	Accounts payable		12,690 79		\$2,826 39
		Accrued liabilities as follows:				
	25 00	Taxes accrued and not yet due		1,278 91	1,278 91	
		Miscellaneous interest accrued and not yet due		41 67	16 67	
	9,368 10	Surplus		18,171 47	8,803 37	
	\$1,230,910 28	Total		\$1,242,182 84	\$11,272 56	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Engineering and superintendence	\$763 86	.....	.....	\$763 86
Right of way	2,557 55	.....	.....	2,557 85
Track and roadway construction	302,243 79	.....	.....	302,243 99
Electric line construction	74,968 71	.....	.....	74,968 71
Buildings and fixtures used in operation of road	29,744 61	.....	.....	29,744 61
Investment real estate	12,900 85	.....	.....	12,900 85
Power plant equipment	72,561 02	2,100 15	.....	74,661 17
Shop tools and machinery	2,000 00	.....	.....	2,000 00
Cars	48,760 37	13 54	.....	48,773 91
Electric equipment of cars	52,004 75	.....	.....	52,004 75
Miscellaneous equipment	15,085 61	.....	.....	15,085 61
Total.....	\$613,591 12	\$2,113 59	.....	\$615,704 81
Cost of construction and equipment per mile of road owned .....	.....	.....	.....	\$26,144 57

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$400 000	4,000	\$100	\$400 000	*5%	\$20,000

*1 1/4% quarterly.

Total number of stockholders, 22. Total number of stockholders in this state, 21. Amount of stock held in this state, \$399,200.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding	INTEREST.		
						Rate	When payable.	Accrued during year.
First mortgage bonds.....	Jan. 1, 1901	20	Jan. 1, 1921	\$800,000	\$800,000	4	July and Jan. 1	\$32,000

Per mile of single track owned, 23.55 miles	Capital stock outstanding....	\$16,985 13
	Funded debt outstanding....	33,970 26
	Total	\$50,955 39

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track)	21.28	21.28
Length of sidings and turnouts	2.27	2.27
Total computed as single track	23.55	23.55
Cars, etc.	With electric equipment.	Without electric equipment.	Total number.	
Closed passenger cars	7	2	9	
Open passenger cars	10	.....	10
Total passenger cars.....	17	2	19	
Freight cars	1	3	4	
Combination cars	1	.....	1
Work cars.....	2	.....	2
Snow plows.....	1	2	3	
Rock, dump and hand cars.....	.....	60	60
Total.....	22	67	89	

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	412,062
Freight, mail, and express car mileage	47,362
Total car mileage.....	459,424
Passenger car hours.....	44,489
Freight, mail, and express car hours	10,472
Total car hours.....	54,961
Fare passengers carried	1,661,461
Total passengers carried	1,661,461
Average fare, revenue passengers .....	.05
Car earnings per car mile.....	.228
Miscellaneous earnings per car mile .....	.002
Gross earnings per car mile .....	.230 cts.
Car earnings per car hour	\$1.91
Miscellaneous earnings per car hour.....	.018
Gross earnings per car hour.....	\$1.928
Operating expenses per car mile—does not include addition to railway cars .....	.135
Operating expenses and taxes per car mile—deducted from railway earnings, \$3,832.37.....	.139
Operating expenses per car hour	\$1.13
Operating expenses and taxes per car hour—includes actual railway operating expenses only	\$1.161
Operating expenses per cent of gross earnings.....	58.56
Operating expenses and taxes per cent of gross earnings.....	60.20
Average number of employes, including officials, during year.....	61
Aggregate amount of salaries and wages paid	\$35,861.25

CORPORATE NAME AND ADDRESS OF COMPANY.

Rockland, Thomaston and Camden Street Railway.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Date of charter June 27, 1891. Thomaston Street Railway; Rockland Street Railway, Camden and Rockport Street Railroad Company, consolidated February 13, 1892, and Knox Gas and Electric Company February 8, 1901.

OFFICERS OF THE COMPANY.

President, George E. Macomber, Augusta, Me.; Vice-President, Sidney M. Bird, Rockland, Me.; Secretary, Herbert M. Heath, Augusta, Me.; Treasurer, Augustus D. Bird, Rockland, Me.; General Manager, Thomas Hawken, Rockland Me.; Superintendent, Valentine Chisholm, Rockland.

DIRECTORS OF THE COMPANY.

George E. Macomber, Augusta, Me.; John F. Hill, Augusta, Me.; Sidney M. Bird, Rockland, Me.; William T. Cobb, Rockland, Me.; William S. White, Rockland, Me.

Date of close of fiscal year, June 30, 1906. Date of stockholders' annual meeting, last Wednesday of August.

STATE OF MAINE, }
COUNTY OF KNOX, } ss.

Personally appeared before me A. D. Bird, Treasurer, and Thomas Hawken, General Manager of the Rockland, Thomaston and Camden Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

A. D. BIRD, Treasurer.

THOMAS HAWKEN, Gen. Manager.

Sworn and subscribed before me, this 12th day of September, A. D. 1906.

J. W. CROCKER,

Notary Public.

[Seal]

**Report of the Somerset Traction Company for the Year Ending
June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$21,436 87	
Operating expenses	12,922 89	
Net earnings from operation		\$8,513 98
Gross income less operating expenses		\$8,513 98
Deductions from income:		
Taxes—		
On real and personal property	\$135 52	
State	67 38	\$202 90
Interest—		
On floating debt.....	2,297 24	
Other deductions from income, Lakewood Park.....	2,039 79	
Theater expense, \$2,119.73; steamer, \$169.84.....	2,289 57	6,849 50
Net income		\$1,664 48
Surplus for year.....		\$1,664 48
Surplus at beginning of year		10,126 53
Surplus at close of year		\$11,791 01

GROSS EARNINGS FROM OPERATIONS.

Car earnings:		
Passengers	\$20,220 67	
Freight and express	1,111 25	\$21,331 92
Miscellaneous earnings:		
Advertising.....	104 16	
Other miscellaneous earnings, sale of merchandise.....	79	104 95
Total.....		\$21,436 87

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$1,794 85	
Maintenance of electric line.....	333 62	
Total		\$2,188 47
Equipment—		
Maintenance of cars.....	\$316 70	
Maintenance of electric equipment of cars.....	801 89	
Maintenance of miscellaneous equipment.....	89 27	
Miscellaneous shop expenses.....	23 27	
Total		1,231 13
Transportation:		
Operation of power plant—		
Hired power.....	\$2,266 70	
Total		2,266 70
Operation of cars—		
Wages of conductors.....	\$1,596 32	
Wages of motormen.....	1,596 33	
Wages of car house employees.....	801 56	
Car service supplies.....	48 52	
Miscellaneous car service expenses.....	175 50	
Cleaning and sanding track.....	55 94	
Removal of snow and ice.....	150 71	
Total		4,424 82
General:		
Salaries of general officers.....	\$953 30	
Salaries of clerks.....	117 77	
Printing and stationery.....	87 85	
Miscellaneous office expenses.....	104 18	
Advertising and attractions.....	598 32	
Miscellaneous general expenses.....	282 02	
Damages.....	166 15	
Rent of land and buildings.....	199 92	
Insurance.....	352 26	
Total		2,911 77
Grand total		\$12,922 89

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		Assets.	JUNE 30, 1906.		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$133,808 10	Construction and equipment		\$133,823 42	\$20 32	
	20,928 75	Other permanent investments as follows: Expenditures at Lakewood		22,349 95	1,421 20	
		Current assets as follows:				
*\$245 07		Cash	\$179 28			
250 69		Bills receivable	489 09			
1,000 00		Materials and supplies	1,000 00			
	1,005 62	Prepaid acc'ts, insurance	275 00	1,943 37	937 75	
	\$155,737 47	Total		\$158,116 74	\$2,379 27	
		LIABILITIES.				
	\$30,000 00	Capital stock, preferred		\$30,000 00		
	75,000 00	Funded debt		75,000 00		
	40,610 94	Current liabilities as follows: Loans and notes payable		40,910 94	\$300 00	
		Accounts payable		414 78	414 79	
	10,126 53	Surplus		11,791 01	1,664 48	
	\$155,737 47	Total		\$158,116 74	\$2,379 27	

* Overdrawn.

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization				
Engineering and superin- tendence.....				
Right of way				
Track and roadway construc- tion	\$97,253 47	\$32 82		\$97,286 29
Electric line construction ...				
Real estate used in operation of road.....				
Buildings and fixtures used in operation of road	9,442 48			9,442 48
Shop tools and machinery... }				
Cars.....	26,286 66		\$12 50	26,274 16
Electric equipment of cars.. }				
Miscellaneous equipment ... }				
Telephone construction.....	605 85			605 85
Office furnishings.....	214 64			214 64
Total.....	\$133,803 10	\$32 82	\$12 50	\$133,823 42

Cost of construction and equipment per mile of road owned \$10,552.29.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value Authorized.	Number of Shares Issued.	Par value per share.	Total par value Issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$200,000 00	300	\$100 00	\$30,000 00		

Total number of stockholders, 7. Total number of stockholders in this state, 7. Amount of stock held in this state, \$30,000.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of maturity.	Amount authorized.	Amount outstanding	INTEREST.	
						Rate.	When payable. Accrued during year.
Bonds	April 28, 1896	30	1926	\$200,000	\$75,000	5	May and Nov. 1

Per mile of single track owned, 12.65 miles	}	Capital stock outstanding	\$2,365 93
		Funded debt outstanding	5,914 82
		Total	\$8,280 75

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased	Operated under trackage rights.	Total operated.
Length of road (first main track)	12.20	.....	.....	12.20
Length of sidings and turnouts .....	.48	.....	.....	.48
Total computed as single track	12.68	.....	.....	12.68

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	2	.....	2
Open passenger cars	5	.....	5
Combination closed and open passenger cars	1	.....	1
Total passenger cars	8	.....	8
Freight cars	1	2	3
Combination cars	1	.....	1
Snow plows	2	.....	2
Total	12	2	14

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	96,728
Freight, mail and express car mileage	3,010
Total car mileage	99,738
Passenger car hours	7,929
Freight, mail and express car hours	246
Total car hours	8,175
Fare passengers carried	132,429
Total passengers carried	132,429
Average fare, revenue passengers .....	.162
Car earnings per car mile .....	.214
Miscellaneous earnings per car mile .....	.002
Gross earnings per car mile .....	.216
Car earnings per car hour	\$2.61
Miscellaneous earnings per car hour .....	.013
Gross earnings per car hour	\$2.623
Operating expenses per car mile .....	.129
Operating expenses and taxes per car mile .....	.131
Operating expenses per car hour	1.58
Operating expenses and taxes per car hour	1.60
Operating expenses per cent of gross earnings	60
Operating expenses and taxes per cent of gross earnings	61
Average number of employes, including officials, during year	11
Aggregate amount of salaries and wages paid	\$6,600 00

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....	1	1

CORPORATE NAME AND ADDRESS OF COMPANY.

Somerset Traction Company, Skowhegan, Me.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Chartered 1895, completed 1896.

OFFICERS OF THE COMPANY.

President, F. W. Briggs, Pittsfield, Me.; Secretary, H. L. Swett, Skowhegan, Me.; Treasurer, Edith S. Shepherd, Skowhegan, Me.; General Manager, H. L. Swett, Skowhegan, Me.; Superintendent, S. D. Murphy, Skowhegan, Me.

DIRECTORS OF THE COMPANY.

Francis W. Briggs, Pittsfield, Me.; Albert G. Blunt, Skowhegan, Me.; Lewis Anderson, Skowhegan, Me.; Joseph P. Oak, Skowhegan, Me.; Samuel W. Gould, Skowhegan, Me.; Thomas H. Anderson, Skowhegan, Me.; H. L. Swett, Skowhegan, Me.

Date of close of fiscal year, June 30. Date of stockholders annual meeting, second Tuesday of June.

STATE OF MAINE, }
COUNTY OF SOMERSET. } ss.

Personally appeared before me Francis W. Briggs, President, and H. L. Swett, General Manager, of the Somerset Traction Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

FRANCIS W. BRIGGS, President.
H. L. SWETT, General Manager.

Sworn and subscribed before me this 25th day of August, A. D. 1906.

FORREST GOODWIN,
Justice of the Peace.

**Report of the Waterville and Fairfield Railway and Light
Company for the Year Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation.....	\$36,713 53	
Operating expenses.....	31,399 13	
Net earnings from operation.....		\$5,314 34
Miscellaneous income:		
Interest on bills receivable.....	\$25 33	
Net income of light department.....	2,824 41	2,849 74
Gross income less operating expenses.....		\$8,164 08
Deductions from income:		
Taxes—		
On real and personal property.....	\$1,526 02	
interest—		
On funded debt.....	\$6,122 50	
On real estate mortgages.....	141 95	
On floating debt.....	1,188 82	7,453 27
Deficit.....		\$815 21
Deficit for year.....		\$815 21
Deficit at beginning of year.....		16,931 41
Debits:		
Loss in house moving and incandescent lamps accounts.....		1,276 87
Deficit at close of year.....		\$19,023 49

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers.....	\$35,108 50	\$35,108 50
Miscellaneous earnings:		
Advertising.....	\$135 00	
Rent of land and buildings.....	452 70	
Rent of tracks.....	400 00	
Rent of equipment.....	89 88	
Rent of hoisting engine.....	175 40	
Profits skating rink.....	352 05	1,605 03
Total.....		\$36,713 53

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$3,418 61	
Maintenance of buildings and fixtures.....	54 55	
Total.....		\$3,473 16
Equipment—		
Maintenance of cars.....	\$1,259 15	
Maintenance of electric equipment of cars.....		
Miscellaneous shop expenses.....	1,558 62	
Total.....		2,817 77
Transportation:		
Operation of power plant:		
Power plant wages.....	\$3,073 57	
Fuel for power.....	886 90	
Lubricants and waste for power plant.....	170 35	
Miscellaneous supplies and expenses of power plant....	4,148 24	
Hired power.....	1,399 99	
Hired machinery.....	2,304 02	
Total.....		11,983 07
Operation of cars—		
Wages of conductors.....	\$1,773 03	
Wages of motormen.....	1,773 04	
Wages of car house employees.....	2,491 30	
Hired equipment.....	2,332 00	
Removal of snow and ice.....	47 37	
Total.....		8,416 74
General:		
Salaries of general officers.....	\$1,693 75	
Salaries of clerks.....	764 96	
Miscellaneous office expenses.....	334 65	
Miscellaneous general expenses.....	462 82	
Damages.....	3 25	
Miscellaneous legal expenses.....	410 32	
Insurance.....	1,038 70	
Total.....		4,708 45
Grand total.....		\$31,399 19

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$200,000 00	Franchise, etc.....		\$200,000 00		
	292,884 76	Construction and equipment.....		295,852 23	\$2,967 47	
		Current assets, as follows:				
	6,284 95	Cash.....		6,869 36	584 41	
	14,073 83	Acc'ts receivable.....		11,581 21	.....	\$2,492 67
	3,040 68	Material and supplies.....		3,659 04	610 46	
	10,480 91	Taxes, insurance and repairs on dam and charged to suspense acct., and credited in monthly installments.....		11,017 84	537 93	
	3,000 00	Class B bonds in treasury.....		3,000 00		
	16,931 41	Deficit.....		19,023 49	2,092 08	
		Total.....		\$551,003 17		
	\$546,696 49					
		LIABILITIES.				
	\$200,000 00	Capital stock, common.....		\$200,000 00		
	240,000 00	Funded debt.....		240,000 00		
	4,731 90	Real estate mortgages.....		4,731 90		
		Current liabilities as follows:				
	39,627 27	Loans and notes payable.....		39,627 27		
	10,809 04	Accounts payable.....		8,456 51	.....	2,352 53
	44,625 00	Accrued and matured interest on funded debt unpaid.....		52,500 00	7,875 00	
	2,950 60	Vouchers payable.....		1,440 39	.....	1,510 21
		Accrued liabilities as follows:				
	2,774 38	Taxes accrued and not yet due.....		3,068 80	.....	294 42
	1,178 30	Interest on funded debt accrued and not yet due.....		1,178 30		
		Total.....		\$551,003 17		
	\$546,696 49					

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization				
Electric line construction.....		\$2,147 42		
Additions to light and power plant equipment.....		820 05		
Total	\$292,884 76	\$2,967 47		\$295,852 23

Cost of construction and equipment per mile of road owned, \$59,170 44.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

Description.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common.....	\$200,000 00	2,000	\$100	\$200,000 00		

Total number of stockholders, 62. Total number of stockholders in this state, 42. Amount of stock held in this state, \$83,100.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	Rate.	INTEREST.	
							When payable.	Accrued during year.
Underlying bonds Waterville and Fairfield R. R....	1889		1909	\$20,000	\$17,000	6	Mar. and Nov...	\$1,020 00
Waterville and Fairfield Elec. Lg't and Power Co..	1888		1908	25,000	22,500	6	Jan. and July..	1,350 00
Waterville and Fairfield Railway and Light Co. Class A bonds.....	1897	20	1917	40,000	40,000	..	Mar. and Nov...	2,000 00
Class B bonds.....	1897	20	1917	160,000	157,500	..	Mar. and Nov.	7,875 00
Class B bonds in treasury.....					3,000			
Total				\$245,000	\$240,000			\$12,245 00

Per mile of single track owned, 5 miles	Capital stock outstanding....	\$40,000.00
	Funded debt outstanding....	48,000.00
	Total	\$88,000.00

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Lensed.	Operated under track-age rights.	Total Operated.
Length of road (first main track).....	4.90	.....	.....	4.90
Length of sidings and turnouts .....	.10	.....	.....	.10
Total computed as single track	5.	.....	.....	5.

CARS, Etc.

Closed passenger cars, with electric equipment, 4; open passenger cars, with electric equipment, 4; total passenger cars, 8; work cars, with electric equipment, 1; snow plows with electric equipment, 1; total, 10.

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	124,240
Passenger car hours.....	13,077
Fare passengers carried ..	702,170
Average fare, revenue passengers.....	.05
Average fare, all passengers (including transfer passengers).....	.05
Car earnings per car mile.....	.282
Miscellaneous earnings per car mile.....	.0129
Gross earnings per car mile .....	.2949
Car earnings per car hour	2.684
Miscellaneous earnings per car hour .....	.12
Gross earnings per car hour	2.804
Operating expenses per car mile .....	.2527
Operating expenses and taxes per car mile.....	.265
Operating expenses per car hour	2.40
Operating expenses and taxes per car hour.....	2.517
Operating expenses per cent of gross earnings.....	85.5
Operating expenses and taxes per cent of gross earnings.....	89.7
Average number of employes, including officials, during year	36
Aggregate amount of salaries and wages paid	\$13,797.10

CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville and Fairfield Railway and Light Company, Waterville, Maine.

OFFICERS OF THE COMPANY.

President, Geo. K. Boutelle, Waterville, Maine; Secretary and Treasurer, H. D. Bates, Waterville, Maine; Auditor, Geo. K. Boutelle, Waterville, Maine; General Manager, Ralph J. Patterson, Waterville, Maine.

DIRECTORS OF THE COMPANY.

William S. Spaulding, 3 Broad Street, Boston, Mass.; Clarence A. Leighton, Thomaston, Maine; Geo. K. Boutelle, Waterville, Maine; F. C. Thayer, Waterville, Maine; Chas. F. Johnson, Waterville, Maine.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, first Tuesday of October.

STATE OF MAINE, }
COUNTY OF KENNEBEC, { ss.

Personally appeared before me Ralph J. Patterson, General Manager, and H. D. Bates, Treasurer of the Waterville and Fairfield Railway and Light Company, who, being duly sworn do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30. A. D. 1906, according to the best of their knowledge and belief.

RALPH J. PATTERSON, Gen. Manager;
H. D. BATES, Treasurer.

Sworn and subscribed before me, this 5th day of October, A. D. 1906.

[SEAL.]

HASCALL S. HALL,
Notary Public.

**Report of the Waterville and Oakland Street Railway for the
Year Ending June 30, 1906.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1906.

Gross earnings from operation	\$29,535 35	
Operating expenses	19,175 93	
Net earnings from operation		\$10,359 42
Miscellaneous income, parks	1,360 60	1,360 60
Gross income less operating expenses		\$11,720 02
Deductions from income:		
Taxes—		
On real and personal property.....	\$536 85	
Interest—		
On funded debt.....	6,250 00	6,786 85
Net income		\$4,933 17
Surplus for year.....		\$4,933 17
Surplus at beginning of year.....		6,745 61
Surplus or deficit at close of year		\$11,678 78

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers		\$29,395 35
Miscellaneous earnings:		
Advertising		140 00
Total		\$29,535 35

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$989 08	
Maintenance of electric line.....	346 98	
Total		\$1,336 06
Equipment—		
Maintenance of steam plant.....	\$48 75	
Maintenance of electric plant.....	1,659 45	
Maintenance of cars.....	1,469 00	
Total		\$3,177 20
Transportation:		
Operation of power plant—		
Power plant wages	\$122 50	
Storage battery.....	186 28	
Lubricants and waste for power plant	42 00	
Miscellaneous supplies and expenses of power plant....	200 18	
Hired power	\$3,988 25	
Total		\$4,539 17
Operation of cars—		
Wages of conductors	\$2,563 84	
Wages of motormen	2,563 85	
Wages of car house employees	390 72	
Car service supplies	381 63	
Miscellaneous car service expenses.....		
Removal of snow and ice	239 13	
Total		\$6,139 17
General—		
Salaries of general officers.....	\$1,247 75	
Printing and stationery	612 20	
Miscellaneous office expenses		
Advertising and attractions	330 53	
Miscellaneous general expenses	98 95	
Miscellaneous legal expenses.....	57 80	
Rent of tracks and terminals.....	400 00	
Insurance.....	1,237 10	
Total.....		\$3,984 33
Grand total.....		\$19,175 93

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1906.)

JUNE 30, 1905.		ASSETS.	JUNE 30, 1906		YEAR ENDING JUNE 30, 1906.	
Item.	Total.		Item.	Total	Increase.	Decrease.
	\$225,000 00	Construction and equipment		\$227,761 43	\$2,761 43	
		Current assets, as follows:				
	3,212 10	Cash		4,647 12	1,435 12	
	7,662 11	Accounts receivable		6,386 90		\$1,275 21
	\$235,874 11	Total		\$238,795 45	\$2,921 34	
		LIABILITIES.				
	\$100,000 00	Capital stock, common		\$100,000 00		
	125,000 00	Funded debt		125,000 00		
		Current liabilities as follows:				
	2,566 00	Accounts payable		554 17		2,011 83
		Accrued liabilities as follows:				
	1,562 50	Interest on funded debt accrued and not yet due		1,562 50		
	6,745 61	Surplus		11,678 78	4,933 17	
	\$235,874 11	Total		\$238,795 45	\$2,921 34	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1905.	Additions during year.	Deductions during year.	Total cost to June 30, 1906.
Organization				
Engineering and superintendence				
Right of way	\$96,854 42	\$1,516 23		\$98,370 65
Track and roadway construction				
Electric line construction	12,389 00	320 00		12,709 20
Real estate used in operation of road	29,890 93	925 00		30,815 93
Buildings and fixtures used in operation of road				
Investment real estate	49,265 90			49,265 90
Cars	19,137 50			19,137 50
Electric equipment of cars	17,462 25			17,462 25
Total	\$225,000 00	\$2,761 43		\$227,761 43

Construction and equipment, per mile of road owned, \$37,337.93.

CAPITAL STOCK AND FUNDED DEBT.
CAPITAL STOCK.

Description.	Total par value authorized	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, total	\$100,000 00	1,000	\$100 00	\$100,000 00		

Total number of stockholders, 8. Total number of stockholders in this state, 7. Amount of stock held in this state, \$84,700.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of Maturity.	Amount Authorized.	Amount outstanding	INTEREST.	
						Rate.	Accrued during year.
First mortgage bonds	April 1, 1903	20	April 1, 1923	\$125,000 00	\$125,000 00	5 Apr. and Oct ..	\$6,250 00

Per mile of single track owned, 6.10 miles	}	Capital stock outstanding....	\$16,393 44
		Funded debt outstanding....	20,491 80
		Total	\$36,885 24

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under track-age rights.	Total operated.
Length of road (first main track).....	5.75	.....	.....	5.75
Length of sidings and turnouts .....	.35	.....	.....	.85
Total computed as single track	6.10	.....	.....	6.10

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Open passenger cars.....	2	7	9
Combination closed and open passenger cars.....	4	.....	4
Total passenger cars.....	6	7	13
Work cars.....	1	.....	1
Snow plows.....	1	.....	1
Total.....	8	7	15

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	166,540
Total car mileage	166,540
Passenger car hours	15,140
Total car hours	15,140
Fare passengers carried	628,360
Total passengers carried	628,360
Average fare, revenue passengers.....	.046
Car earnings per car mile.....	.176
Miscellaneous earnings per car mile.....	.001
Gross earnings per car mile.....	.177
Car earnings per car hour.....	\$1.94
Miscellaneous earnings per car hour.....	.01
Gross earnings per car hour.....	\$1.95
Operating expenses per car mile.....	.115
Operating expenses and taxes per car mile .....	.118
Operating expenses per car hour	\$1.26
Operating expenses and taxes per car hour	\$1.30
Operating expenses per cent of gross earnings	64
Operating expenses and taxes per cent of gross earnings	66
Average number of employes, including officials, during year.....	16
Aggregate amount of salaries and wages paid.....	\$8,580 15

CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville and Oakland Street Railway, Waterville, Maine.

Organized April, 1903.

OFFICERS OF THE COMPANY.

President, Edward J. Lawrence, Fairfield, Maine; Treasurer, Cyrus W. Davis, Waterville, Maine; General Manager, Amos F. Gerald, Fairfield, Maine.

DIRECTORS OF THE COMPANY.

Edward J. Lawrence, Fairfield, Maine; Cyrus W. Davis, Waterville, Maine; Amos F. Gerakt, Fairfield, Maine; Albert B. Page, Fairfield, Maine; Stephen A. Nye, Fairfield, Maine; Henry M. Soule, Boston, Mass.; Wm. M. Ayer, Oakland, Maine.

Date of close of fiscal year, June 30. Date of stockholders annual meeting, second Wednesday of July.

STATE OF MAINE, }
COUNTY OF KENNEBEC, } ss.

Personally appeared before me Cyrus W. Davis, Treasurer, and Amos F. Gerald General Manager of the Waterville and Oakland Street Railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1906, according to the best of their knowledge and belief.

CYRUS W. DAVIS, Treasurer.

A. F. GERALD, Gen. Manager.

Sworn and subscribed before me, this 31st day of August, A. D. 1906.

RALPH M. GILMORE,
Justice of the Peace.

EXPENSE.

Appropriation	\$3,200 00	
Unexpended balance November 30, 1905	447 61	
Received on account of accident appropriation	50 00	
Interest on deposits	12 43	\$3,710 04
Stationery	168 33	
Express	95 09	
Railway magazines	43 30	
Telephone and telegraph expense	394 59	
Postage	250 00	
Map plate repairs	46 16	
Office, miscellaneous and incidental	216 59	
Stenography expense	531 29	
Special incidental expenses	338 60	
Typewriter and supplies	110 75	
Paid on Burroughs adding machine	300 00	
Incidental Expenses of Commissioners in the Discharge of Official Duties.		
Joseph B. Peaks	123 00	
Benj. F. Chadbourne	497 00	
Parker Spofford	193 00	\$3,307 70
Unexpended November 30, 1906		402 34
		\$3,710 04

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